

PLANNING, DESIGN & ACCESS STATEMENT

PROPOSAL : DETACHED GARAGE

**ADDRESS : IVY COTTAGE, TYTHE BARN, ALTON, STOKE ON
TRENT, STAFFORDSHIRE, ST10 4AZ**

APPLICANT : MR & MRS HEEDE

DATE : MARCH 2025 JOB No. : 2025-2975

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1.0 INTRODUCTION

1.1 Sammons Architectural Ltd have been appointed to prepare and submit a full application which seeks consent for a detached garage at Ivy Cottage, Tythe Barn, Alton on behalf of Mr & Mrs Heede. The application is accompanied by drawing numbers 2025-2975-01, 2025-2975-02, 2025-2975-03 and a BNG report and Metric Calculation Tool undertaken by Liz Ecology all of which should be read in conjunction with this statement.

2.0 SITE DESCRIPTION

2.1 The application site comprises of an irregular shaped plot which extends to 996 sq metres. It

3.0 BACKGROUND & HISTORY

3.1 The application site previously formed part of a larger site which benefited from an extant consent for the demolition of Ivy Cottage and the erection of a replacement dwelling and 10 new dwellings with construction of new road access approved in March 2023 under application reference SMD/2017/0497.

2.2 The approved scheme proposed a mix of 2, 3, 4 and 5 bedroom dwellings which are to be formed as terraces, semi-detached and detached properties of a two-storey scale. The short row of 3 cottages would be set along the main road frontage with vehicular site access positioned to the far east of these dwellings adjacent to Rowan House. The remaining layout was set informally around a short cul-de-sac arrangement. The design ethos was to replicate a traditional farm steading with principal farmhouse, large threshing barn and smaller barns culminating in a courtyard accommodating a turning head. Each dwelling would be provided with rear gardens and parking provision. These would be either in-plot with garaging or within the two parking courts. The approved dwellings would be constructed in a mix of stone and brick with clay plain roof tiles. All windows, doors and external joinery items are to be formed in timber with a painted finish. Work on the development has commenced and is at an advanced stage.

2.3 The applicants, Mr & Mrs Heede have agreed to purchase Plot 10, a detached dwelling which is nearing completion and Plot 9 which is currently vacant but which also has consent to erect a detached dwelling as part of the aforementioned consent. Mr & Mrs Heede however do not wish to construct the approved dwelling on plot 9 but would prefer to construct a detached garage building to serve their dwelling currently being constructed on the neighbouring plot. A minor material amendment application (S73) which sought to trade off the extant dwelling for a detached garage building was submitted to the council under application SMD/2024/0040. However during the consideration of the application the planning officer advised that it was not possible to achieve this via a S73 application due to the fact that it would (a) alter the operative part of the original permission and (b) result in an overlapping permission contrary to the findings of the Hillside Parks judgement.

2.4 In an effort to overcome this the planning officer advised that a S96 (non material minor amendment application) should be submitted to vary the description of the latest planning permission for the site SMD/2024/0128 and exclude Plot 9 from the site area and that the current S73 application SMD/2024/0040 should be converted to a full application which would allow consideration of the trading off of the approved dwelling for a detached garage to be considered. To that end, I can confirm that a S96 application has been submitted by the development Penlee Ltd under planning portal reference PP-13788070 and that the pending S73 application SMD/2024/0040 will be amended to a full application as part of this application.

3.0 PROPOSAL

3.1 This is a full application which seeks consent for a detached garage to serve the detached dwelling currently being constructed adjacent to the site. The proposed garage which would measure 12m long x 7m wide with an eaves height of 2.9m and an overall ridge height of 5.5m. It would comprise of a secure store area with an open car port to the side. Constructed from facing brickwork under a plain tile roof it would be positioned centrally within the plot with its ridge running in a north west to south east direction. Parking would also be provided to the front of the garage as shown on the submitted site plan. The area surrounding the proposed garage would be landscaped and incorporated into the garden of plot 10.

4.0 POLICY

4.1 Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

4.2 The National Planning Policy Framework (NPPF) was updated in December 2024. It is the Government's clear intention that the document should be considered to be a material consideration and as such carries particular weight where development is not addressed by planning policies in the existing Development Plan.

4.3 The NPPF confirms that at the heart of the guidance is a presumption in favour of sustainable development (para 11) and that for decision making this means approving development proposals that accord with the Development Plan without delay unless material considerations indicate otherwise. The Development Plan for the Staffordshire Moorlands comprises of the Local Plan (adopted September 2020).

4.4 The most relevant policies of the adopted Local Plan are considered to be Policy SS 1 Development Principles, SS 2 Settlement Hierarchy Policy, SS 3 Future Provision and Distribution of Development, SS 4 Strategic Housing and Employment Land Supply, SS 8 Larger Villages Areas Strategy, SS 10 Other Rural Areas Strategy, SS 11 Churnet Valley Strategy, SS 12 Planning Obligations and Community Infrastructure Levy, SD 4 Pollution and Water Quality, SD 5 Flood Risk, H 1 New Housing Development, H 2 Housing Allocations, H 3 Affordable Housing, DC 1 Design Considerations, DC 2 The Historic Environment, DC 3 Landscape and Settlement Setting, C 1 Creating Sustainable Communities, NE 1 Biodiversity and Geological Resources, NE 2 Trees, Woodland and Hedgerows and T 1 Development and Sustainable Transport.

4.5 In terms of Supplementary Planning Guidance, the Space About Dwellings (September 1998 - Appendix 3 of the Local Plan) and Design Principles in the Staffordshire Moorlands are important in the consideration of this application.

5.0 ASSESSMENT

The application site has an extant permission for a dwelling as part of a larger residential scheme permitted under application SMD/2017/0497 and thus the principle of the site for residential use has already been established.

The key issue therefore is whether the change from the approved dwelling to a detached garage would have any detrimental impact on the character and appearance of the application site and the surrounding area.

Local Plan Policy H1 New Housing Development" states that "all development will be assessed according to the extent to which it provides for high quality, sustainable housing and to which it meets identified housing needs, having regard to the location of the development, the characteristics of the site and the economics of provision. It goes on to state, amongst other things that "all housing development should be at the most appropriate density compatible with the site and its location, with the character of the surrounding area."

The specific design policies of the LP also seek to promote local distinctiveness and positively contribute to the area as is similarly reflected in the NPPF which confirms that the Government attaches great importance to the design of the built environment. It furthermore states that good design is a key aspect of sustainable development; is indivisible from good planning; and should contribute positively to making places better for people. Developments should function well and establish a strong sense of place creating attractive and comfortable places to live, work and visit. Proposals should also optimise the potential of the site to accommodate development and respond to local character and history including local materials and the use of good architecture and appropriate landscaping. Developments should also create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion.

The proposed garage would be located largely on the footprint of the approved dwelling albeit its overall size, scale, bulk and massing would be substantially less than the dwelling approved. The proposed garage is considered to be of an acceptable design and the use of good quality materials will ensure that it respects and reflects the materials on the adjacent properties and that it is quickly assimilated into its surroundings. The introduction of a smaller and more secondary domestic building in lieu of the dwelling approved reinforces the design ethos of the wider development in terms of a main farmhouse, with principal threshing barn, and smaller buildings set out around a loose informal courtyard arrangement. As such the proposed development would be in keeping with the character and appearance of the site and the wider surrounding area.

In conclusion it is considered that proposed garage would not result in any harm to the character and appearance of the application site and the wider surrounding area. In this respect the proposal accords with Local Plan policies H1 and DC1 and the guidance contained in the NPPF more generally.

Impact on Residential Amenity

Policy DC1 states that new development should protect residential amenity in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping. The juxta positioning of the proposed garage and its relationship with the other dwellings proposed as part of the wider development is not considered to raise any adverse amenity issues especially having regard to the fact that the site has consent for a detached dwelling. The proposal therefore meets the requirements of policy DC1 of the Local Plan in this regard.

Highways

The NPPF states that (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; (b) safe and suitable access to the site can be achieved for all users; (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The aims of this are reflected in Policy T1 Development and Sustainable Transport of the adopted Local Plan.

The proposed dwelling would be accessed directly off the B5032 as per the extant permission and no changes to the site access are proposed as part of this application. The proposed development would provide additional off road parking for plot 10 and therefore would not result in any additional harm to amenity or highway safety not previously considered as part of the original consent. There would therefore be no conflict with Local Plan Policy T1 or guidance contained in the NPPF in this regard.

6.0 Conclusion

This application should be considered in the context of the presumption in favour of sustainable development as confirmed by paragraph 11 of the National Planning Policy Framework. The proposed development represents a sustainable form of development without raising any adverse amenity, highway safety or ecological considerations. The existence of an extant permission is a material and significant consideration that confirms the acceptance of the site for residential purposes. The proposed development would not undermine or detract from the character of the previously approved scheme and its surrounding area. The LPA is therefore respectfully requested to approve planning permission for the detached garage as proposed without delay.

7.0 DESIGN & ACCESS STATEMENT

USE

The application proposes the construction of a detached garage. The application site is located within a predominately residential area and this form of development is considered to reflect the nature and character of existing development which surrounds the site. An extant permission exists for residential use of this site.

AMOUNT

The application proposes the erection of a detached garage which would be in keeping with the nature and character of existing development which surrounds the site and ensures that adopted development plan policies could be satisfactorily achieved.

LAYOUT

The layout of the proposed dwelling is shown on drawing number 2025-2975. The proposed garage would be located broadly on the footprint of the extant dwelling with the area surrounding the garage annexed into the garden of the adjacent unit, plot 10.

SCALE

The application proposes the erection of a single storey detached garage. It is considered that this scale of development would be in keeping with the nature and character of existing development which surrounds the site and that which has been previously approved.

LANDSCAPING

The development will be landscaped as part of the scheme approved under SMD/2024/0128. A landscaping scheme has been submitted and approved by the council as part of the subsequent discharge of conditions application and more detailed planting will be left up to future occupiers to decide what they want to plant in their own private gardens.

APPEARANCE

The proposed garage would be more secondary and subservient in nature than the approved dwelling. It has a simple rectangular floor plan and its overall design and appearance has taken its cue from the neighbouring units currently being constructed. The use of traditional materials which have already been considered and accepted under application SMD/2024/0128 will ensure that the proposed garage is in keeping and reflective of the adjacent development and will ensure that it is quickly assimilated into the area.

ACCESS

The proposed residential development would be served by a short cul de sac accessed directly of the B5032 Tythe Barn. Adequate off road parking facilities are to be provided within the site. The site is within easy walking and cycling distance of the centre of the village which has a wide range of services and facilities. Public transport links are easily accessible to the town and other parts of the Staffordshire Moorlands as well as the neighbouring city of Stoke on Trent.