

DELEGATED DECISION REPORT

SMD/2025/0036
Valid 20/01/2025

**LAND ADJ TO 1 BRIDGWOOD
ROAD
BLYTHE BRIDGE**

**DEMOLITION OF EXISTING
RESIDENTIAL GARAGES AND NEW
SELF-BUILD DORMER BUNGALOW
WITH ATTACHED GARAGE**

(FULL - MINOR)

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbour amenity
- Parking
- Ecology / Biodiversity Net Gain
- Coal

DESCRIPTION OF SITE

The application site is a plot of broadly rectangular-shaped land accessed from the corner of Bridgwood Road and The Avenue, Blythe Bridge. The site is occupied by two rows of brick-built garages (with corrugated sheet roofing) and a further two, detached, derelict garages. There is a large area of hardstanding within the site between the garage rows. Land levels do not vary significantly, and boundaries include timber fencing and planting. The site forms part of a well built up residential area.

For the purposes of planning policy consideration, the application site is located within the Blythe Bridge Development Boundary and a low-risk, Coal development area. The application site does not sit within any Conservation Area and there are no listed buildings/structures or protected trees which need to be considered.

PROPOSAL

The application is a Full (Minor) application for the erection of a detached dwelling with parking and garden areas. The scheme would see the demolition of all existing garages on the site. At ground floor level the accommodation would comprise lounge, open-plan kitchen/dining room, utility, plant room, WC and attached double garage. At first floor level, there would be four bedrooms (master with ensuite), a separate bathroom and a playroom. The playroom would be above the garage, accessed from the ground floor via a separate staircase. The dwelling would have eaves intersecting, pitched roof, dormers and external walls would have a rendered finish (plans suggest an 'off-white' colour).

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan

SS1	Development Principles
SS2	Settlement Hierarchy
SS8	Larger Villages Area Strategy
SD4	Pollution and Water Quality
DC1	Design Considerations
H1	New Housing Development
NE1	Biodiversity and Geological Resources
NE2	Trees, Woodland and Hedgerows
T1	Development and Sustainable Transport
Appendix 2	Parking Guidance

Supplementary Planning Guidance

1. Design Principles for Development in the Staffordshire Moorlands
2. Space About Dwellings

Supplementary Planning Document

1. Staffordshire Moorlands Design Guide

National Planning Policy Framework

Including sections;

- 2 Achieving sustainable development
- 5 Delivering a sufficient supply of homes
- 6 Building a strong, competitive economy
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

- 80/08515/OLDDC Proposed erection of garage on existing base. Approved.
- 84/12909/OLDDC Erection of garage. Approved.

CONSULTATIONS

Publicity

Site Notice. Expired.
Neighbour consultation period. Expired
Press Advert: Leek Post and Times. Expired.

Public Comments

No representations received during the statutory consultation period.

Forsbrook Parish Council

The Parish Council would like to see a planning condition attached to ensure that the public footpath onto Cheadle Road through the site is maintained as a school route, there is currently a crossing patrol officer on this site every day.

Waste Services (SMDC)

No issues regarding waste collections. Bins to be brought down to Bridgewood Road for collection.

Environmental Health

No objections subject to conditions.

Severn Trent Water

No objections subject to condition and informative notes.

Rambler's Association

P.R.O.W Forsbrook 12 does not seem to be affected by the proposed development. There seems to be a footpath that goes from Cheadle Road to the Avenue which goes through the area for development. If this is a well-used path then this must be looked into before any work is carried out.

Staffordshire County Council Highways

*Recommendation Summary: Conditional
Site Visit Conducted on: 29-Jan-2025*

1. The development hereby permitted shall not be brought into use until the parking and turning areas have been provided in accordance with the approved plan 2415-02. The parking and turning areas shall thereafter be retained unobstructed as parking and turning areas for the life of the development
2. Pedestrian access between Bridgwood Road and Cheadle Road shall be maintained at all times during construction and for the lifetime of the development.

Reasons:

ALL to comply with NPPF Paragraph 115 and 116; to comply with SMDC Local Plan Policy DC1; in the interests of highway safety.

2. To comply with NPPF Paragraph 117; to comply with SMDC Local Plan policy T1 and T2; in the interests of pedestrian safety and convenience.

Notes to Planning Officer

Application is for demolition of existing garages and construction of a dwelling. Site is residential garages. It is currently fenced off and disused. There is no information on what happened to the vehicles that used to park there. However, the site is fenced off and not currently in use. Any vehicles have already been displaced. There will be no further impact on parking from this proposal. Site is private land and it is no longer available for parking use. Site had a former use as residential garages. There appear to have been 21. Trip generation of 21 garages in full use will be greater than trip generation of a single dwelling. Proposal will constitute a reduction in trips along the access. Visibility at the access onto Bridgwood Road is good. There is a pedestrian link from Bridgwood Road through to Cheadle Road which coincides with the access. This should be maintained. Site is surrounded by other residential dwellings and accessed off a residential road. Current records show that there were no Personal Injury Collisions on Bridgwood Road within 50m either side of the property access in the previous five years.

Staffordshire Wildlife Trust

Acceptable providing that the application is for a self-build. If not a self-build then the application is subject to 10% Biodiversity Net Gain.

Peak and Northern Footpaths

No representations received during the statutory consultation period.

OFFICER COMMENTS

Principle of Development

Local Plan policy SS8 identifies Blythe Bridge as a 'Larger Village' within the Staffordshire Moorlands. Within the larger villages there is support in principle for a range of developments including housing related proposals. Local Plan policy H1 also confirms support for residential development, stating that '*Within the development boundaries of the towns and larger villages, residential development and development on unidentified (windfall) sites will be permitted, subject to compliance with the Spatial Strategy and wider Local Plan policies.*' Whilst there are no 'in principle' objections to the application, all material planning considerations must be satisfied for the scheme to be supported, these are discussed within the following report.

Design and visual impact

Local Plan policy DC1 requires that all developments shall be well-designed and reinforce local distinctiveness by positively contributing to, and complementing the character and heritage of an area. Development should be of a high quality, adding to the value of a local area, incorporating creativity, be designed to respect the site and its surroundings and promote a positive sense of place and identity.

The dwelling is of a different shape/style to those within the surrounding area. Surrounding dwellings have a mix of hipped and gable style roofs, some properties have dormers and there is a mix of brick and render external walls. Nearby properties along Bridgwood Road and The Avenue are generally two-storey, semi-detached dwellings with hipped and gable roofs, these properties have a similar appearance in that the external finish is predominantly brickwork and the properties are generally of similar sizes. More varied dwelling designs (including size, shape and materials) are found beyond the application site, fronting Cheadle Road. The application site is generally a transition site between the building styles, the footpath leading from The Avenue/Bridgwood Road to Cheadle Road links the areas.

Whilst such a different design can often cause issues in terms of being in keeping with their surroundings, in this case, it is considered that the modern shape is acceptable due to this being a backland site with limited public perspective (apart from users of the public footpath). It is noted that the footpath is not an adopted Public Right of Way, therefore although the plans show the applicants' intentions of it remaining open, it cannot be guaranteed that this will always be the case. The applicants must be satisfied that there are no restrictions relating to allowing members of the public access to the path.

The proposed dormers are of an acceptable size/ratio in relation to the roof slope in which they will sit. The Plans show the main ridge height to be approximately 7.5m, this is not exceptionally large and together with the low-level eaves, ensures this will be a building which sits acceptably within its surroundings. The garage ridge and eaves heights are lower than those of the main house. The elevations plan provides details of the height of the proposed dwelling in relation to a number of nearby properties, High Trees, Cheadle Road and numbers 53 to 59 The Avenue (although the plans state 53 to 59 Bridgwood Road). The plans show the ridge height of the new build at a lower level than the identified dwellings. A suitably worded condition can secure specific materials details. In conclusion, it is considered that whilst this is an individually designed dwelling, its position means that it would not unacceptably impact upon the character of the two-storey (The Avenue and Bridgwood Road) semis. The character of Cheadle Road is more varied and there are no objections in respect of visual impact upon those properties.

The dwelling has been designed to achieve satisfactory external amenity space in terms of garden length and area. Parking provision is discussed within the 'Highways' section of this report.

Neighbour amenity

This is a brownfield site in a sustainable location and its development is welcomed in terms of improving natural surveillance. A footpath crosses the site, this is not shown to be a public right of way but the planning agent confirms the path will remain open for members of the public to use. The plans show that a new front wall and some planting will not obstruct the footpath access through the site.

There are many properties surrounding the application site. A detached dwelling to the north-west 'Hadleigh' sits approximately 15.5m to 16.5m away from the application site boundary. Hadleigh's rear conservatory sits closer to the boundary but this is single-storey only and there is a boundary fence between the two sites which it is understood to remain in situ. Due to the separation distances involved and the fact that there are to be no windows within the side of the new dwelling facing Hadleigh, it is concluded that there are no material planning objections to the scheme in terms of amenity impact upon the Hadleigh property.

The two-storey, detached 'High Trees' dwelling sits approximately 12m away from the shared boundary (facing Cheadle Road). It has already been demonstrated that the proposed dwelling is lower in height than High Trees. Whilst there may be some overlooking, both of the dwellings are akin to two-storey height therefore no one-way overlooking will occur. In addition, the new dwelling would be sited roughly at right-angles to the rear of High Trees therefore there would be no direct window to window relationship.

Numbers 53 to 59 The Avenue (noted as marked Bridgwood Road on the plans) are closer to the shared boundary than Hadleigh and High Trees although still a two-storey building. As previously referenced, the proposed dwelling is lower in height and its layout means that much of the building close to the boundary consists of the much smaller garage. The roofs on the southern elevation of the proposed dwelling all slope away from the boundary therefore reducing any potential amenity impact. It is noted that there are no windows within the proposed southern-facing elevation.

It is noted that no neighbour objections have been received.

Highways

The County Highways officer's comments can be read in full within the 'Consultations' section of this report. The officer has no objections to the application, stating that the trip generation from a single dwelling will be less than those generated from the previous garaging use. Highways related conditions are recommended. The adopted parking standards of the Local Plan specify that a dwelling with four or more bedrooms requires the provision of 3 parking spaces. The proposed site plan clearly shows that 3 parking spaces can be provided within the curtilage.

Ecology / Biodiversity Net Gain

The application is accompanied by a Pre-liminary Ecological Appraisal which makes recommendation for biodiversity enhancement. Suitably worded conditions can secure relevant details.

All development is now expected to deliver at least a 10% increase in biodiversity value unless exceptions apply. One of the exceptions is for self-build dwellings, this is what has been applied for (confirmation on the application form). The architect has confirmed that the first occupants will be Mr and Mrs David and Stacey Lovatt. Mrs Lovatt is named on the application form as the applicant. An appropriately worded condition can be included in order to secure occupancy.

Coal

The application site lies within a coal development, low-risk area. Advice contained on the gov.uk website is that 'if you are submitting a planning application in a Development Low Risk Area then there is no statutory requirement to submit a CMRA to the LPA' however 'the proposed development still lies within a coal mining area and could contain unrecorded hazards.' The advice is that if any coal mining feature is encountered it must be immediately reported to the Coal Authority hazard line tel: 0800 288 4242.

CONCLUSION / PLANNING BALANCE

For the reasons outlined within the report, the application is recommended for conditional approval.

OFFICER RECOMMENDATION : Conditional approval.

Case Officer: Lisa Jackson

Recommendation Date: 02.05.2025

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council