

DELEGATED DECISION REPORT

SMD/2025/0402
Valid 17/09/2025

6 HALLS ROAD
BIDDULPH

**NEW ROOF AND ROOMS
WITHIN THE ROOF SPACE,
NEW BAY WINDOWS,
CONVERSION OF INTEGRAL
GARAGE/WORKSHOP TO
LIVING ACCOMMODATION
FOR FAMILY MEMBER AND
DETACHED OUT BUILDING**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Development within Flood Zone 2

DESCRIPTION OF SITE

The site consists of a two-storey red brick dwellinghouse situated on a generous plot of approximately half an acre. Due to the change in levels on the site, sloping down away from the road towards Biddulph Brook, the dwelling presents as a bungalow from the front elevation, although is two storeys. The western boundary of the site runs along Biddulph Brook. The site is within the Biddulph Development Boundary.

The site is in Flood Zone 2 & Flood Zone 3, however the proposal is limited to Flood Zone 2.

PROPOSAL

The application seeks permission for a new outbuilding to be constructed from brick, and to be used as a detached garage, with the parking area finished in concrete and permeable macadam. Revised plans were requested to detail these materials. Revised plans were received, which relocated the garage to the side of the dwelling away from the road, for improvements to the street scene and to keep the development in keeping with the built form of the surrounding area. The application will be determined based on these revisions.

The application also seeks permission for a loft conversion, which will increase the roof height of the property from approximately 7.1 metres (hipped) to 8.45 metres (dual pitched), as measured from the rear ground level. also shown in the plans are alterations to the windows and openings on the sides and rear elevations, as well as a engineering works to remove earth away from the front elevation to create

windows in the front elevation of the lower ground floor, although as of the site visit conducted on 21/10/25 these earthworks had taken place.

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
NE2 Trees, Woodland and Hedgerows

Annex 2: Parking Guidance

National Planning Policy Framework

Paragraph(s) 1 -14, 47, 109, 131, 135, 139.

Section(s) 4 – Decision making, 9 – Promoting sustainable transport, 12 – Achieving well designed and beautiful places.

Adopted Supplementary Planning Documents/Guidance (SPD/G):

- Design Principles for Development in the Staffordshire Moorlands
- Staffordshire Moorlands Design Guide SPD
- Space About Dwellings SPD

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

- None.

CONSULTATIONS

Publicity

Site Notice expiry date: Expired

Neighbour consultation period ends: Expired

Press Advert: N/A

Public Comments

None.

Town / Parish Comments

None.

Staffordshire County Council Highways

Highways have no objection to the proposal (application number SMD/2025/0402) subject to the following conditioned:

The development hereby permitted shall not be brought into use until the parking area has been provided in accordance with the approved plan Drawing No.

HR_06_01_A. The parking area shall thereafter be retained unobstructed as a parking area for the life of the development.

REASONS: To comply with NPPF; to comply with SMDC Core Strategy Policy DC1 and T1; in the interests of highway safety.

Revised comments following materials details:

Revised Drawing No. HR_06_01_A received on 22/10/2025 – showing parking area. It is noted that a section of the parking area is to be constructed in concrete, the Highway Authority (HA) would not accept a material of this type due to it not being porous however, given the distance of the concrete section and the topography of the land (falls away from the highway) it is considered that there would be no run off of surface water onto the highway. The section of parking area connecting with the highway is to be constructed in tarmac which is acceptable to the HA.

Staffordshire County Council Flood Risk Management Team

This site is not at risk of surface water and Surface water flooding, but we recorded flooding hotspots within few meters north of this site. This information is based on the best available information, such as topography, ground levels and drainage. Therefore, the Flood Team have no further comments to offer on this application.

OFFICER COMMENTS

Principle of Development

In accordance with Policies SS1 and SS2 of the Staffordshire Moorlands Local Plan the Council expects all new development to make a positive contribution towards the sustainability of communities and to protect and where possible enhance the environment. The site is within the Biddulph Development Boundary and therefore acceptable in principle.

Design

SMDC Policy DC1 requires development to be of a high quality and add value to the local area, incorporating creativity, detailing and materials appropriate to the character of the 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, character and appearance.

Paragraphs 131 and 135 of the NPPF outline what is expected of good design and required for the development of high quality, beautiful places, and provides for a high standard of amenity for existing and future users.

Staffordshire Moorlands District Council's Development Principles SPD outlines the Council's expectations in respect of design and states that garages should harmonise with the parent building, and ideally should be detached. For a development to be considered appropriate in terms of its size and massing, the Council would universally expect to see garages subordinate to the dominance of the original building. The proposed garage is set alongside the host dwelling and respects the building line of other developments on Halls Road – that is, it is set well back from the road and angled with the gable facing the road. The garage will also be finished in materials that relate well to the host dwelling and therefore the garage is considered to be acceptable in design terms.

The new roof, loft conversion and other alterations are considered acceptable. There are a mix of hipped and pitched roof dwellings along Halls Road, and therefore the change from hipped to pitched would not deviate from the local design vernacular. The roof lights are limited to the rear elevation, as recommended by the Design Principles SPG. Therefore, the proposal is acceptable in terms of design.

Amenity

Paragraph 135 f) of the NPPF seeks to secure a high standard of amenity for all existing and future occupants. Local Plan Policy DC1 requires development to achieve a satisfactory relationship to adjacent development and to not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity. The proposal will create two additional bedrooms in the loft of the property, with rear rooflights providing natural light.

The Nationally Described Space Standard (NDSS) requires that in order to provide 2 bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m². All four of the bedrooms are at least 11.5m², meaning the property can accommodate 8 bedspaces. For a three-storey dwelling this means the minimum gross internal floor area must be at least 130m². The dwelling has a floor area of approximately 255m², meaning it complies.

The site is bounded by Biddulph Brook to the west, Halls Road to the south, 4 Halls Road to the east, and 1 Mow Lane to the north. The proposed development will have little amenity impact on 1 Mow Lane to the north, due to the degree of separation – approx. 18 metres. The roof height increase will create some additional overshadowing on the property at 4 Halls Road, although this is unlikely to be to an unacceptable level, considering the majority of the shadow will fall on the blank side elevation of the garage and roof slope, and the large front garden would remain unaffected. The garage is located to the west of the property, and the rooflights will be angled to the northwest, away from neighbours, and therefore these elements of the scheme will have little impact on neighbours. The nearest neighbour in the sightline of the windows is approx. 65 metres away.

Therefore, the proposed development is acceptable in terms of amenity.

Highway Safety

Paragraph 109 of the NPPF states that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. Policy T1 seeks to provide safe and sustainable access and ensure that development can accommodate the required vehicular parking, in line with Appendix 2. The proposal will add an additional two bedrooms to create a four bedroom property, meaning the parking requirements will increase to three spaces (2.4 x 4.8m each space) for residents and visitors. The house occupies a large plot with ample off-street parking to accommodate three vehicles, and also proposed is a detached garage. It shall be conditioned that the development hereby permitted shall not be brought into use until the parking area has been provided. Therefore, the proposal complies with Policy T1 and Appendix 2 of the Local Plan and is acceptable in terms of highway safety.

Flood Risk Assessment

Policy SD5 states that new development of sites within areas at greater risk of flooding will only be considered where they are deemed acceptable due to national or other policies or material considerations, and that all applicable development must be subject to a site-specific flood risk assessment which demonstrates that the development has been designed to be flood resilient and resistant and safe for its users for the lifetime of the development; in accordance with NPPF Policy.

The proposal is Use Class C3 – Dwellinghouse as it is a householder application, which is classified as ‘**more vulnerable**’ in Annex 3 of the NPPF: Flood risk vulnerability classification, and Table 2 of the NPPG, and is situated in Flood Zone 2. Flood Zone 2 has a medium to high probability of flooding, and is defined in Table 1 of the NPPG as land having between a 1% and 0.1% annual probability of river flooding; or land having between a 0.5% and 0.1% annual probability of sea flooding. (Land shown in light blue on the Flood Map). Table 2 of the NPPG sets out what developments are appropriate uses for land in Flood Zone 2, and states that **more vulnerable** uses are acceptable without the need for the exception test. The LLFA have raised no objection and therefore, in regards to flood risk, the development is acceptable.

Trees, Woodland and Hedgerows

Policy NE2 states that the Council will protect existing trees, woodlands and hedgerows, in particular, ancient woodland, veteran trees and ancient or species-rich hedgerows from loss or deterioration. This will be achieved by requiring that existing woodlands, healthy trees and hedgerows are retained and integrated within a proposed development unless the need for, and benefits of, the development clearly outweigh their loss. The historic pictures of the site show large, mature trees on the western boundary with Biddulph Brook. However these trees were not protected and have since been removed. Therefore the proposal will not impact trees, woodland or hedgerows, and is compliant with Policy NE2.

CONCLUSION / PLANNING BALANCE

The proposed development is considered to be acceptable in principle, in terms of design, amenity, highway safety, and acceptable development in a flood zone. The

proposed development complies with all relevant local and national planning policy and SPD/Gs and therefore is recommended for approval.

OFFICER RECOMMENDATION : APPROVE, subject to conditions

Case Officer: Reuben Berriman

Recommendation Date: 16/01/2026

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council