

DELEGATED DECISION REPORT

SMD/2025/0438
Valid 15/12/2025

25 ELMWOOD DRIVE
BLYTHE BRIDGE

TWO STOREY SIDE EXTENSION
AND SINGLE STOREY REAR
EXTENSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbour amenity
- Highways

DESCRIPTION OF SITE

25 Elmwood Drive is a two-storey, semi-detached dwelling positioned at the junction of Elmwood Drive and Chestnut Crescent. The dwelling benefits from a detached garage and there is an area of off-road parking at the front of the house. External amenity space also includes a garden and patio area. There is a flat-roof, rear extension and boundaries are marked by vegetation and fencing. There are no significant land level changes. The application site forms part of a well-established residential area, surrounded by both single and two-storey dwellings, some of which have benefitted from extensions.

For the purposes of planning policy consideration, the application site is located within the Blythe Bridge Development Boundary. The site does not form part of any Conservation Area and there are no Listed building/structures or protected trees which need to be considered.

PROPOSAL

A two-storey side and single-storey rear extension to number 25 Elmwood Drive. The existing single-storey rear extension would remain in place, being opened to link with the new addition and provide a large, open-plan, kitchen / dining area. The existing ground floor, flat roof would be replaced by a shallow-pitched, sloping roof which would continue along the rear elevation, forming part of the extension. The first-floor element of the extension would provide a large, fourth bedroom. There would be windows within the front, side and rear elevations.

The scheme has evolved since its original submission. Initially the applicants sought consent for a large, ground floor, flat roof, side extension which would have linked with the existing ground floor, flat roof extension at the back of the house. The design of the proposal was unacceptable as it would have resulted in a large flat roof, wrap around addition. The large expanse of flat roof, together with the sizeable footprint, would have resulted in an addition which would not have related well to the existing house, it would have been poorly designed and would not have complied with design guidance. Furthermore, the property occupies a corner plot, so the addition would have been unacceptably, visually prominent.

The applicants then sought to change the scheme to a two-storey side and single-storey rear extension. There were concerns with this proposal as, albeit a lot smaller, the scheme still sought to add a flat roof extension at ground floor level. It was suggested that a sloping roof could replace the existing flat roof and could span the full width of the dwelling, to tie in the existing and proposed ground floor areas. The applicants were also advised to look at the positioning and sizes of the windows and door within the side gable.

The plan now being considered omits all areas of flat roof, replaces the flat roof on the existing rear extension and reduces and realigns the windows within the side wall to ensure they read as secondary openings. Revised consultations were carried out on the amended plans

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan

SS1	Development Principles
SS2	Settlement Hierarchy
SS8	Larger Villages Areas Strategy
DC1	Design Considerations
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 |
| 6 | Building a strong, competitive economy |
| 9 | Promoting sustainable transport |
| 12 | Achieving well-designed places |

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None .

CONSULTATIONS

Publicity

Site Notice. Expired.

Neighbour consultation period. Expired

Public Comments

No representations received within the statutory consultation period.

Forsbrook Parish Council

No representations received within the statutory consultation period.

Staffordshire County Council Highways

Conditional

Site Visit Carried Out on 26/11/2025

Personal Injury Collisions

Current records show there were no Personal Injury Collisions on Elmwood Drive within 43 metres either side of the property between 31/12/2020 and 30/12/2023.

Background

The property is located on Elmwood Drive, a distributor road serving a residential housing estate. Elmwood Drive is an unclassified road (Road No. D2226) it is subject to a 30mph speed limit and benefits from streetlights and footways.

Description of Proposal

2 Storey side extension.

Comments on Information Submitted

The proposal is for the construction of a 2-storey side extension. The extension will be constructed within an area that is currently laid to garden and will create a kitchen/dining area with a bedroom above.

The property footprint will increase from 3 to 4 bedrooms on the completion of the extension. Staffordshire Moorlands Parking Standards state a dwelling of 4 or more bedrooms requires 3 parking spaces (2.4m x 4.8m) for residents and visitors. Single garages should have a minimum dimension of 3m x 6m or double garages should be 6m x 6m. Submitted plans show parking for 2 vehicles. The garage at 2m x 4.8m is not sufficient in size to accommodate a modern vehicle or meet with the Parking Standards. Therefore, in order to meet with the Parking Standards for a 4-bedroom property 3 parking spaces are required. Additional parking is available and was observed at the time of the site visit taking place within the front garden. However, it was noted that the parking area was constructed in gravel, the gravel was being dragged onto the footway; this is not permitted and is a danger to other road users, especially pedestrians.

The parking area within the front garden should be provided in a bound and porous material or a sustainably drained material or if it were to remain a border of at least 600mm deep between the gravel and the rear of the footway for the width of the access crossing to prevent the gravel from being dragged onto the footway. A plan should be submitted showing the parking area and the proposed construction material and design.

It was also noted that the kerbs had not been dropped to access the parking area. A driver would be taking a vehicle over a full height kerb to gain access; this is not acceptable to the Highway Authority. An application should be made to Staffordshire County Council for permission to construct an access crossing (Section 184). The applicant should check the SCC website for information on design and the application process [Vehicle access crossing \(dropped kerb\) - Staffordshire County Council](#)

It is considered the proposal would not have a detrimental impact on the highway. I therefore have no objection to the proposal (application number SMD/2025/0438) subject to the following condition:

Before the proposed development is brought into use surfacing details of the parking area shall be first submitted to, and approved in writing by, the Local Planning Authority which shall thereafter be installed in accordance with the approved details and retained for the life of the development.

Reasons:

To comply with NPPF; to comply with SMDC Local Plan policy DC1; in the interests of highway safety.

Important informative to be included on decision notice

Please note that work to construct the access crossing will require a Section 184 Notice of Approval from Staffordshire County Council.

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>

Or for further details please email trafficandnetwork@staffordshire.gov.uk

Note to Planning Officer;
Submitted plan on 26/02/2026 – 1678/A1/01 Rev C.

Cadent Gas

No representations received.

OFFICER COMMENTS

Principle of Development

Blythe Bridge is identified as a 'Larger' village within policy SS8 of the adopted Local Plan. All other material planning matters must be satisfied, but within the larger villages a range of developments can be supported in principle, which include residential proposals.

Design and visual impact

There are no objections to the application in terms of design or visual impact. The extension would be set back from the principal elevation; there would be a set-back/break within the roof slope and the ridge line would be lower, these are all features which contribute to a subordinate relationship as required by adopted design guidance, and general good design. Larger window openings are restricted to the front and rear elevations, with secondary/smaller window openings within the side wall. The flat roof to the existing ground-floor extension would be replaced with a shallow-sloping roof, this would span the full width of the property to link with the proposed ground floor addition. The removal of the flat roof is welcomed as it will improve the appearance of the property. All new bricks and tiles could be conditioned to match those of the existing house.

The dwelling occupies a corner plot, and the proposed extension would be a visually prominent feature within the street scene at this point. The area is a well-established residential estate, with a mix of two and single-storey dwellings. Some of the properties have benefitted from extensions / alterations, therefore there is visual variety amongst the properties. Brickwork walls are a common feature, and this proposal would match (ie no large areas of render). It has already been determined that the design of the proposed extension is acceptable, therefore street scene visual impact is not a concern.

It is concluded that the proposal is acceptable in terms of design and visual impact.

Neighbour amenity

No neighbour amenity issues in respect of the attached dwelling, number 23 Elmwood Drive as the development is proposed on the south-western side of the application dwelling, away from the shared boundary between numbers 23 and 25 Elmwood Drive.

Additional first floor, front and rear windows do not project any further forwards or rear of the existing house walls. There are no houses on the opposite side of the road (front elevation) and to the rear there is a good separation distance between the application dwelling and number 1 Chestnut Crescent, in addition to two garages.

The new gable end windows are secondary openings and will have no amenity impact upon the opposite property number 27 Elmwood Drive, which has its side wall facing the proposed secondary openings.

To conclude, there are no material, neighbour amenity objections and it is noted that no neighbour representations have been received.

Highways

The addition of a bedroom to change the property from a three bed to a four-bedroom house, triggers consideration of the Local Plan parking standards within appendix 2. For a dwelling with four or more bedrooms, the parking standards require three spaces. The County Highways officer has no objection

to the application but does request a condition to secure satisfactory on-site parking. The property already benefits from a detached garage, and the submitted plan shows the provision of the parking spaces to the front of it. The Highways officer confirms that the garage cannot be counted as a parking space as it is too small but did note at the time of her site visit that there was off-road parking at the front of the house. The Highways officer's comments can be read in full within the 'Consultations' section of this report. In short, there are no objections to the principle of using the land at the front of the house for parking, but the surface gravel and lack of dropped kerb(s) is unacceptable to the Highways Authority. The recommended highways condition seeks to suitable surfacing materials and an informative note (should the planning application be approved), is required to inform the applicant/Occupant/developer, that dropped kerb(s) should be formed.

Subject to imposing the highways condition, it is concluded that there are no highways related objection to the application.

CONCLUSION / PLANNING BALANCE

For the reason outlined within the report, it is recommended that the application is approved subject to conditions.

OFFICER RECOMMENDATION : Conditional approval.

Case Officer: Lisa Jackson

Recommendation Date: 06.03.2026.

X 

Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council