

DELEGATED DECISION REPORT

SMD/2026/0009
Valid 13/01/2026

12 MOORLAND HEIGHTS
BIDDULPH

EXTENSION & ALTERATIONS
TO EXISTING GARAGE TO
FORM HOME OFFICE

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Impact on character and appearance of the area
- Impact on the amenity of neighbours
- Impact on parking provision and arrangements

DESCRIPTION OF SITE

Detached dwelling that fronts out from the edge of an early 21st century housing development, granted planning permission in 2003. The houses opposite are flat fronted semi-detached dwellings on the edge of the ex-local authority housing estate.

The applicant's property appears as a unique detached dwelling type in the row, different to its adjacent neighbours that date from the same development project. The applicant's dwelling has a ridge line parallel to the road and a 'double fronted' arrangement. The dwelling sits on a triangular plot where the boundaries at the side and to the rear narrow to and conjoin at a single point. A triangular piece of the plot to the side of the dwelling, originally provided as planted garden, has long since (more than 4years) been hard surfaced to provide additional parking space. The width of dropped kerb at the carriageway edge is limited to the double driveway width to the front of the garage. In total, driveway space across the plot provides space to park at least three vehicles. Currently occupied by the applicant's two transporter vans and a touring caravan.

At the side of the dwelling, set behind the driveway, is a small, detached brick built single garage with a full pitch roof.

There is no immediate neighbour to the south side, the dwellings on that side take a different form and orientation arranged across the inside of the junction corner. The dwellings to the rear have long back gardens (17m) that back onto the angled fence line so that the backs of these dwellings have indirect outlook toward the applicant's plot.

PROPOSAL

Application form describes the proposed development as – 'extension & alterations to existing garage to form home office and extension of existing dropped kerb'.

The proposed plans show the garage extended to the side and rear. From the front the garage door would be replaced with a window and personnel door, and the side extension would run from the side wall with the ridge of a full pitch roof at right

angles to the garage's original ridge. On its face this would provide what would look like an L-shaped footprint/arrangement. However, at the rear, hidden between the rear of the garage and the boundary fence, there would be a flat roof section infilling the corner alcove with a splay and a rear wall that follows the angled orientation of the boundary fence.

The proposed floor plans indicate the provision of a home office and the retention of original garage space as a store – these purposes incidental to the enjoyment of the dwellinghouse.

The proposed block plan details an extension to the width of dropped kerb across the whole width of the hardstanding. The improvement or construction of an access onto an unclassified road is permitted development (GPDO Part 2).

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

Biddulph Neighbourhood Plan

DES1 Design
DES2 Public Realm

National Planning Policy Framework

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

01/00382/OUT Outline application for residential development. REFUSED.
03/01330/FUL_MJ Erection of 39 houses and apartments, associated garages, landscaping and access. APPROVED.
SMD/2019/0612 Proposed two storey rear extension. APPROVED.

CONSULTATIONS

Publicity

Site Notice expiry date: 20th February 2026
Neighbour consultation period ends: 20th February 2026
Press Advert: N/A

Public Comments

None

Town / Parish Comments

Biddulph Town Council - No adverse Comments

Staffordshire County Council Highways

No Objection

An extension to the existing dropped kerb is also proposed. The access crossing is on a D classification road therefore full planning permission is not required. It is noted that the extension to the access crossing is for the full width of the property. Following conversations with Traffic and Network it has been confirmed that an access of this dimension would not be approved (please see link below for access crossing criteria). However, the installation of a partial dropped kerb would be supported. Should the applicant wish to install a partial dropped kerb an application should be made to Staffordshire County Council Traffic and Network for a Section 184 notice. An assessment of the application and site visit will be conducted to determine the allowable extent, and the applicant will be notified accordingly. It is considered the proposal to construct the extension for the home office would not have a detrimental impact on the highway. I therefore have no objection to the proposal (application number SMD/2026/0009).

OFFICER COMMENTS

Principle of Development

The site is within Biddulph Town settlement area where the Local Plan area strategy SS6 applies. The strategy SS6 generally provides for development that is sustainable and consolidates and regenerates Biddulph as a principal service centre. Such development might include the alteration and enlargement of a dwellinghouse to meet the needs of a resident and local housing needs generally.

However, to be sustainable and strategy or NPPF compliant the development must represent good design that does not harm the character and appearance of the area or the amenity of neighbours to accord with policy DC1 of the Local Plan and section 12 of the NPPF.

Design and Impact on Character and Appearance of the Area

From the front and side of the property the proposed garage extension would appear as a coherent addition or element of a modest garage/outbuilding adjacent to a sizeable dwellinghouse. The addition would not disrupt the building's disproportionate relationship with the dwellinghouse or make it unduly prominent or dominant within the street scene. The garage extension would be built using facing brick and roofing tiles that match the existing garage and those of the host dwelling.

The flat roof extension at the rear of the garage would discretely provide additional floor space, in the corner alcove running to the boundary. That flat roof section would be concealed from public view, between the rear of the building and the fence line and would not interfere with the otherwise considerate arrangement of roof lines and matching facing materials.

The development would not be harmful to the character and appearance of the area and there would be no conflict with design policy DC1 of the Local Plan or DES1 of the Biddulph Neighbourhood Plan.

Amenity

The side and rear additions to the garage would extend out to and across the boundary at the rear of the applicant's plot. That boundary is shared with the back garden to the rear of the neighbouring property behind at 42 Bluebell Close, to the southeast, and is lined with a 2m high close boarded fence. By original design the neighbour has a generous back garden depth of some 17m, albeit a ground floor conservatory extends 3m into that space from the rear wall of the original dwelling.

The neighbour retains significant outlook to the rear of the dwelling. With the addition to the side and rear, the garage building would retain the character and appearance of a subordinate or garden outbuilding with limited presence above the fence line – buildings max height at the ridge of full pitch roof less than 4m and eaves height 2.5m. Above the fence line, only the use of quality matching roofing tiles apparent. The part of the addition closest to the fence would have the low profile of a flat roof.

The proposal would not adversely affect the neighbour's privacy or outlook in these respects and there would be no breach of the Council's Space About Dwelling guidance or conflict with design policy DC1 of the Local Plan or DES1 of the Biddulph Neighbourhood Plan.

Highway Safety

The existing, extended, dwelling has four bedrooms. Parking standards that appear in the Local Plan require three off street spaces for a four-bedroom dwelling. By original design the dwelling was provided with a garage space and two driveway parking spaces. A planted garden area to the side of the driveway has been hard surfaced to provide an additional space. In total the dwelling now provides at least three off road driveway parking spaces and is not reliant on the garage to meet parking standards. The proposal to alter the garage so that it would not provide parking space would not result in substandard parking provision.

Accordingly, the development would not harm highway safety or the operation of the surrounding road network.

The proposal, detailed on plan, to increase the width of the dropped kerb does not require planning permission as it alters an arrangement with an unclassified estate road. The Highway Authority acknowledge this point however, they remind us that works to the highway, separately, require consent from the County Council and that the full extent of the kerb crossing that is proposed would not be supported/consented. The applicant may, however, pursue a partial increase to the crossing.

A permission for the garage extension would not imply separate or overriding consent for the works to the highway, which is in any event permitted by the GPDO and requires the consent of the County Council Highway Authority.

CONCLUSION / PLANNING BALANCE

The extension would be well designed and would not be harmful to the character and

appearance of the area or the amenity of neighbours. The development comprises sustainable development that complies with the relevant development plan policy and the NPPF.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Ben Hurst

Recommendation Date: 27/02/2026

X 

Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council