

DELEGATED DECISION REPORT

SMD/2026/0031
Valid 02/02/2026

SPECTRUM EDGEFIELDS
LANE
BROWN EDGE

A CAR PORT NEXT TO THE
GARAGE.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Whether the proposal comprises an exception to inappropriate development in the Green Belt
- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The proposed site comprises a semi-detached brick and tile dwellinghouse and its associated curtilage, situated in the Bagnall and Stanley ward. Additionally, the proposed site is on Green Belt land, where development is more restricted. The Lodge, Edgefields Lane (the adjoining neighbour) is situated to the North of the site and No. 2 Olivet, Edgefields Lane is located to the South-East. The Eastern rear curtilage of the site adjoins a plot of land at Moss Hill to the East. The Edgefields Lane highway runs adjacent to the proposed site on the South-West.

PROPOSAL

The proposed development comprises of the erection of a car port next to the existing garage. The existing balcony area on top of the existing garage extension would be extended over the proposed car port. The proposed car port would have a depth of approximately 4.75 metres and a width of approximately 6.46 metres. The flat roof car port would have a maximum height of approximately 2.42 metres. It would be constructed from materials which would harmonise with the existing dwellinghouse, including brick and tiles.

Notably, the proposed scheme is an amended version of the initially proposed scheme, which included a single storey extension. The single storey extension was removed from the scheme due to Green Belt issues.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted 2020)

SS1 Development Principles

1a Presumption in Favour of Sustainable Development
SS2 Settlement Hierarchy
SS9 Smaller Villages Areas Strategy
SS10 Other Rural Areas Strategy
DC1 Design Considerations
T1 Development and Sustainable Transport

National Planning Policy Framework

Paragraph(s) 1 – 14
Section(s) 4 – Decision making, 12 – Achieving well designed places, 13 – Protecting Greenbelt Land

Staffordshire Moorlands Design Guide SPD

Part 5 – Alterations, Extensions and Conversions

Staffordshire Moorlands Space About Dwellings SPD

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 07/03/2026
Neighbour consultation period ends: 06/03/2026
Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

Endon with Stanley Parish Council have made the following comments:

*“The Parish Council considers the proposal to be proportionate to the existing dwelling. No other planning concerns were identified.
Resolved: No objection.”*

Staffordshire County Council Highways

The proposal seeks to remove the existing conservatory and replace it with a single-storey extension providing a kitchen, dining, and living area. A car port is also proposed adjacent to the existing garage, offering parking provision for two vehicles.

The proposed extension will not adversely affect the current parking arrangements, and the construction of the car port seeks to formalise parking arrangements. It is therefore considered that the proposal will not have a detrimental impact on the adopted highway. I have no objection (application number SMD/2026/0031).

OFFICER COMMENTS

Principle of Development / Green Belt

Paragraph 11 of the National Planning Policy Framework (NPPF) promotes a 'presumption in favour of sustainable development'. For decision takers this means (c) approving development proposals that accord with an up-to-date development plan without delay; or (d) where there are no relevant development plan policies, or the policies which are more important for determining the application are out-of-date, granting permission, unless: i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraph 8 of the NPPF identifies three dimensions to sustainable development as being economic, social and environmental.

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. A more limited focus on future growth is to be directed to rural areas, including the outskirts of Brown Edge. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

The application site is located in the Open Countryside and Green Belt whereby Policy SS10 of the Local Plan (2020) is applicable. Policy SS10 states that these rural areas will provide only for development that has an essential need to be located in the countryside, supports the rural diversification and sustainability of the rural areas, promotes sustainable tourism or enhances the countryside.

Part (3) of policy SS10 seeks to protect the quality and character of the area and requires all development proposals to respect and respond sensitively to the distinctive qualities of the surrounding landscape.

The site is located within the Green Belt. Part (6) of Policy SS10 states that the Council will "maintain the Green Belt within Staffordshire Moorlands. Strict control will continue to be exercised over inappropriate development within the Green Belt allowing only for exceptions as defined by Government policy."

Paragraph 153 of the NPPF (2024) states that ‘inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances’. Paragraph 154 of the NPPF (2024) outlines that the construction of new buildings should be regarded as inappropriate in the Green Belt unless it meets an exception. One such exception is (c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.

Neither the Local Plan nor the NPPF (2024) provide a definition of what is regarded as being ‘disproportionate’ for the purposes of Green Belt policy. However, previous policy guidance considered a development resulting in a 30% increase in the size of the original building as being acceptable. Whilst it is acknowledged that 30% increase is not planning policy, it does represent a useful “rule of thumb”.

Notably, the existing dwelling has been extended by virtue of a garage. The existing extension to the dwelling combined with the initially proposed car port and extension would have equated to an increase in the volume of the original dwelling by approximately 72%. This would have amounted to a disproportionate addition over and above the size of the original dwelling and therefore, it was considered that the development initially amounted to inappropriate development within the Green Belt. No very special circumstances were advanced to justify the development.

Following this concern being raised with the applicants, a revised plan was submitted to the Council. The revised plan removes the initially proposed extension from the scheme, therefore the application would only be for a proposed car port. The existing garage and conservatory extensions combined with the proposed car port would equate to an increase in the volume of the original dwelling by approximately 63%. Whilst this exceeds the 30% guideline, the proposed car port would sit against the backdrop of the existing garage extension and the gable of the building. Given the backdrop of the existing dwelling and the relationship to the existing garage, any impact on the openness of the green belt is considered to be neutral. Therefore, despite the percentage increase it would not be considered to have a detrimental impact on the openness of the Green Belt land.

It is now necessary to identify whether there is any other harm arising from the proposed development.

Design

Policy DC1 seeks to ensure that all development is well designed and of a high quality, contributing to local distinctiveness and harmonising with sense of place. The Council’s Design SPD outlines the Council’s expectations in respect of design and states that extensions should harmonise with the parent building. An extension should respect the dominance of the original building and be subordinate to it in terms of its size and massing.

Notably, there are significant changes in the ground levels across the site, as well as between the site and the adjacent highway. The site sits on an embankment at a considerably higher ground level than the adjacent highway which it is served by.

The ground level of the existing garage extension and the proposed car port extension is significantly lower than the ground level of the host dwelling. The existing garage has a flat roof, which runs flush with the ground level of the host dwelling, therefore allowing for a balcony area on top of the garage.

The proposed car port extension would be single storey, therefore its maximum height would be set down from the parent building. Thus, the proposed car port would be considered appropriate development in accordance with the Council's Design SPD, as it would have a subservient relationship with the parent dwelling.

The proposed car port would have a flat roof to match the existing garage extension and creating a continuation of the existing balcony. Although flat roof extensions are generally discouraged in the adopted Staffordshire Moorlands Design Guide SPD, it is not considered that the car port extension would form an overly prominent addition in the area when viewed from the street scene. It would sit against the backdrop of the existing flat roof garage and would run flush with the height of the garage. On balance, although the proposed car port would conflict with the Design Guide SPD in terms of its flat roof, it would not be considered to result in a visually harmful addition to the dwelling. It is therefore considered acceptable in this case.

Materials used in the construction of the proposed extension would match those used in the construction of the existing dwelling, as well as from surrounding dwellings in the area. Brick and flat roofing material would be used in the construction of the proposed car port. Thus, the proposed materials would match the existing materials and harmonise with the surrounding street scene, not detracting from the character of the original street.

The proposal, by virtue of its size, scale and siting maintains the character of the existing dwelling and area. The proposal would therefore accord with the provisions of local plan policy DC1 and section 12 of the NPPF in this regard.

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 application site is bound by The Lodge, Edgefields Lane (the adjoining neighbour) to the North and No. 2 Olivet, Edgefields Lane is located to the South-East. Assessment of amenity impact will therefore be required on the direct neighbouring dwellinghouses to the sides of the site.

The proposed car port and balcony on top of it would be located on the South facing elevation of the dwelling. As the neighbouring dwelling at The Lodge, Edgefields Lane is located to the North of the site, the proposed car port would be tucked away out of view from the neighbours at The Lodge. Therefore, the light and privacy

amenity of these neighbours would not be impacted at all, as no overshadowing, overbearing impact or overlooking would occur.

Due to the approximately 34.70 metre distance between the proposed car port / balcony from the neighbouring dwelling at No. 2 Olivet, Edgefields Lane, it is clear that no overshadowing or overbearing impact would occur. Furthermore, this substantial distance would easily exceed the 22 metre privacy distance specified in the Staffordshire Moorlands Space About Dwellings SPD, ensuring that no detrimental overlooking would occur resulting from the balcony. Thus, the privacy amenity of No. 2 Olivet would not be detrimentally impacted.

Notably, the proposed extended balcony area on top of the car port would overlooking over the properties to the South and West of the site. The closest of these neighbouring dwellings (Newlands, Edgefields Lane) is located approximately 39.50 metres from balcony. All other neighbouring dwellings are further away in distance from the proposed development. Therefore, there would be a sufficient distance between the site and these neighbours to comply with the 22 metre separation distance standard as set out in the Staffordshire Moorlands Space About Dwellings SPD.

Overall the development would not harm the residential amenities of the surrounding neighbours.

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 does not lead to an increase in on street parking.

The proposed car port would not increase the number of bedrooms of the dwelling. Therefore, it is clear that no additional parking spaces will be required for the number of people inhabiting the dwellinghouse. Furthermore, the available off-highway parking on the driveway would not be compromised.

Staffordshire County Council Highways department have commented on the application, stating that they have no objection to the proposed development. They have stated that as the construction of the car port seeks to formalise parking arrangements. The proposal will not have any detrimental impact on highway safety.

Thus, the proposal complies with Local Plan Policy T1 in this regard.

CONCLUSION / PLANNING BALANCE

In consideration of all of the above, the application is recommended for approval. Due to the application having no adverse effect upon neighbour or street scene amenity, the greenbelt and no overall impact on the highway, it is deemed

acceptable under planning policy. Therefore, the proposed development is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Varley

Recommendation Date: 22/04/2026

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council