

DELEGATED DECISION REPORT

SMD/2026/0143
Valid 24/03/2026

HOGS HAVEN APESFORD
LANE
BRADNOP

TWO-STOREY SIDE
EXTENSION, SINGLE STOREY
SIDE EXTENSION AND LOFT
EXTENSION, INCLUDING TWO
FRONT DORMERS AND A
REAR DORMER

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety
- Railway Safety

DESCRIPTION OF SITE

The site consists of an existing two storey brick and tile farmhouse and its associated curtilage, situated in the Ipstones ward. A cluster of associated timber and metal outbuildings enclose the dwelling around the North and West. The site is located in open countryside land, where development is more restricted. The curtilage of the site is blanketed by open countryside land to the South and East. There are no neighbouring dwellings within the immediate vicinity of the site; the closest neighbouring dwelling at Apesford Crossing Cottage, Apesford Lane is situated approximately 136 metres to the North-West of the site. The site is served by an access road off Apesford Lane from the North-West direction.

PROPOSAL

The proposed development comprises of the erection of a two storey side extension, a single storey side extension and a dormer loft extension. The two storey side extension would accommodate a dining room / orangery on the ground floor and a master bedroom with an ensuite on the first storey. The proposed single storey side extension would create space for a boot room. The dormer loft extension would create space for two other bedrooms and a bathroom on the first storey. The proposed extensions would be constructed from materials including brick, plain clay tiles, anthracite grey UPVC and sage UPVC.

Notably, the plans under consideration comprise a revised version of the initially proposed scheme. Issues were raised in relation to the design details of the initially

proposed scheme. A re-consultation period was completed following the submission of the revised plans.

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 Area 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, 8 - Promoting healthy and safe communities, 9 - Promoting sustainable transport, 12 – Achieving well designed places

Staffordshire Moorlands Design Guide SPD

Part 5 – Alterations, Extensions and Conversions

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

SMD/2003/1257 – Erection of a dwelling. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 06/06/2026
Neighbour consultation period ends: 05/06/2026
Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

No comments have been received from Bradnop Parish Council.

Network Rail

Network Rail (NR) notes the above, there are no objections to the extension. The developer is to inform the contractors on site that there is a NR level crossing to the west –

No part of the development shall cause any existing level crossing road signs or traffic signals or the crossing itself to be obscured. Clear sighting of the crossing must be maintained for the construction/operational period and as a permanent arrangement. The same conditions apply to the rail approaches to the level crossing. This stipulation also includes the parking of vehicles, caravans, equipment and materials etc, which again must not cause rail and road approach sight lines of the crossing to be obstructed. At no point during construction on site or after completion of works should there be any deterioration of the ability of pedestrians and vehicles to see the level crossing and its signage. Developer to ensure that the contractors abide by all signage at the level crossing.

OFFICER COMMENTS

Principle of Development

Paragraph 11 of the National Planning Policy Framework (NPPF) promotes a 'presumption in favour of sustainable development'. For decision makers 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 smaller villages, including the rural area of Bradnop. 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 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. Domestic extensions will be allowed provided that the area is appropriate in scale and design and will not have a

detrimental impact on the original dwelling and character of the surrounding rural area.

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.

Accordingly the general principle is considered acceptable subject to considerations of design, residential amenity, highway safety and railway safety.

Design

Paragraphs 131 and 135 of the NPPF outline what is expected in terms of good design and that development must be of high quality and provide for a high standard of amenity for existing and future users.

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. Paragraph 5.5 of the Council's Design SPD outlines the Council's expectations in respect of design and states that *"all 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."*

Although one of the proposed side extensions would add a two-storey element to the Southern side elevation of the dwelling, the pitched roof of the proposed extension would reflect the pitched roof form of the host dwellinghouse. The maximum height of the proposed two storey side extension would be set down from the parent building, thus it would be considered appropriate development in accordance with the Council's Design SPD. Furthermore, the two storey side extension would be set back from the principal elevation of the dwellinghouse, again reiterating its subordinate nature to the parent dwelling.

The proposed single storey side extension would also have a simple pitched roof to compliment the roof of the host dwelling. The maximum height of the proposed single storey side extension would be set down from the maximum height of the parent building and set back from the principal elevation. Thus it would be considered appropriate development in accordance with the Council's Design SPD, due to its subordinate relationship with the parent dwelling.

The proposed development would involve the addition of two small dormer extensions on the principal roof plane and a larger dormer extension on the rear roof slope. The two front dormer extensions sit proportionately well amongst the roof plane; the windows in the dormers would largely align with the existing ground floor windows. Although the rear dormer extension is larger, it sits comfortably within the roof plane and would be slightly set down from the ridge height of the dwelling. Furthermore, its windows would cohesively align with the existing ground floor windows. For these reasons combined, the design of the proposed dormer extensions is considered appropriate.

Overall, it is considered that the proposed extensions would add interest to the existing simple, plain building, whilst remaining characterful of the host building. Thus, it is considered that there would be an improvement in the design of the building as a result of the proposed development.

The existing dwelling at the site has a higher solid to void ratio, consisting of considerably more brickwork / walling than glazing. It sits recessively in the landscape, it is not ostentatious and sits comfortably in its location due to its solid to void ratio. Initially, the proposed South facing side elevation of the two storey side extension incorporated an excessively large amount of glazing, including elongated floor to ceiling length windows, glazed doors and a large apex window. The excessive amount of glazing on the proposed dwelling would be a complete contrast to the lower proportion of glazed area on the existing dwelling, which blends into the countryside landscape. Increasing the solid to void proportions to this extent and introducing such a large glazed area would be alien and at odds with the character of the dwelling. Due to the isolation of the site, the area forms a tranquil landscape, with a minimal amount of street lighting meaning that the area gets particularly dark during the evenings. Consequently, the glazing would have illuminated the surrounding countryside and the dwelling would incongruously stand out amongst the isolated, rural landscape.

Notably, the agent raised the question of whether is there a positive consideration to non-reflective glazing reducing light spill factors, requirements on black out blinds and other features which reduce the effects. There is not a positive consideration to black out blinds as this is not something that can be conditioned, controlled or enforced. Non-reflective glazing would still appear somewhat stark and shiny, not being a suitable solution to overcome the issue raised. Whilst the Council have no policy which specifically relates to types of glazing, there are policies in place to ensure that the countryside landscape is protected. A glazed area of this extent is considered to conflict with these policies.

Upon these concerns being raised with the applicants, revised plans were submitted to the Council. Whilst the bi-fold doors at ground floor level would remain similar in size, the first storey glazed area has been reduced in size. The floor to ceiling length windows have been reduced in length and width to form a glazed area which is more proportionate with the fenestration of the host dwelling. Additionally, the large apex window has been reduced in size. The proposed reduction of glazing would mean that the side elevation would have a higher solid to void ratio, albeit there would remain to be an increase in glazed area. This would be an improvement in the balance between elevation and fenestration, reducing the visual impact on the countryside landscape. Although apex windows are not usually supported as they are often not characteristic of development in the area, the apex window is considered acceptable in this instance. The site does not sit within the context of any other dwellings, thus there is not an established character in the area and therefore scope for more modern design features such as apex windows.

Paragraph 7.14 of the Council's Design Guide SPD states that *"new buildings should ideally be constructed from the same palette of materials used traditionally in the area. This means for the most part natural stone or brick for walling and Staffordshire blue clay tiles or slate for roofs."*

Paragraph 7.27 continues *“New materials needs to respect the building and its setting. Occasionally, high quality modern materials may be used as a substitutes or replacements for traditional materials in exceptional circumstances where appropriate to the design or setting, provided they harmonise well.”*

Initially, materials used in the construction of the proposed development did not match those used in the construction of the existing dwelling. The existing dwelling is characterised by brick walls and a tiled roof, with the appearance of a simple, traditional rural building. Whilst the proposed extensions were to be constructed in brick, the existing dwelling was initially proposed to be rendered over. The introduction of render to the dwelling would be at odds with the character of the original traditional brick dwelling, fundamentally changing its character and making it stand out more amongst the landscape.

In addition, horizontal black UPVC cladding was initially proposed to be used on the external elevations of the proposed dormer extension. As stated in paragraph 7.28 of the Council's Design Guide SPD, *“there is no tradition of external timber boarding in Staffordshire Moorlands... Vertical boarding has been used more recently on large agricultural sheds as an alternative to metal sheeting but such buildings are regarded exceptions, as the development is seen in the context of traditional buildings or open landscape.”* As the host dwelling is constructed from brick, timber cladding would have been completely visually out of character. There is no tradition of timber being used in a domestic setting and therefore this material is considered wholly inappropriate.

Upon this concern being raised with the applicants, revised plans were submitted to the Council. The existing dwelling would remain brick constructed and the external elevations of the proposed extensions would be constructed from brick of a similar appearance. The roofs of the proposed extensions would be constructed from plain clay tiles to match the existing roof. Whilst the revised plan states that the dormer extension would be constructed from dark grey / black hung tiles and plain clay tiles, this will be secured by condition to ensure that the hung tiles are plain clay tiles to match those of the existing roof slope. Sage and anthracite grey UPVC would be used in the construction of the windows. This palette of materials is considered a significant improvement, remaining characteristic of the existing simple rural building and its setting. Therefore, the materials are now considered acceptable.

The proposal, by virtue of its size, scale, siting and use of materials would ensure that the development maintains the character of the existing dwelling and wider 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.

There are no neighbouring dwellings within the immediate vicinity of the site. The closest neighbouring dwelling at Apesford Crossing Cottage, Apesford Lane is situated approximately 136 metres to the North-West of the site. Thus, it is clear that the proposed extensions to the dwelling would not result in any light or privacy amenity impact on any neighbouring dwellings.

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 of the adopted Local Plan seeks to provide safe and sustainable access and ensure that development does not lead to an increase in on street parking.

The proposed extensions would allow for three bedrooms on the first storey of the dwelling. Based on the site plans submitted, it is clear that there is enough space on the driveway to accommodate two off-highway parking spaces in accordance with the Parking Standards set out in the Local Plan. Furthermore, the proposed extensions would not compromise the spaces for off-street parking on the driveway to the front of the dwelling, in compliance with Policy T1.

Thus, the proposed extensions would have no impact on highway safety, in accordance with Policy T1.

Railway Safety

Paragraph 109 of the NPPF (2024) states that understanding and addressing the potential impacts of development on transport networks is important. Paragraph 115 of the NPPF (2024) goes on to state that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 102 of the NPPF (2024) reiterates this point, highlighting that the safety of children and other vulnerable users in proximity to railways should be considered in planning and assessing proposals for development.

Network Rail have been consulted on the application and have raised no objections to the proposed development. However, they have stated that the developer shall inform the contractors on site that there is a NR level crossing to the West. On this basis, they have stated the following stipulations:

- No part of the development shall cause any existing level crossing road signs or traffic signals or the crossing itself to be obscured.
- Clear sighting of the crossing must be maintained for the construction / operational period and as a permanent arrangement.
- The same conditions apply to the rail approaches to the level crossing.

- The parking of vehicles, caravans, equipment and materials etc, must not cause rail and road approach sight lines of the crossing to be obstructed.
- At no point during construction on site or after completion of works should there be any deterioration of the ability of pedestrians and vehicles to see the level crossing and its signage.
- Developer to ensure that the contractors abide by all signage at the level crossing.

These stipulations shall be conditioned on the decision notice to ensure that safe operation of the railway is sustained.

CONCLUSION / PLANNING BALANCE

In consideration of all of the above, the revised application is recommended for approval. Due to the application having no adverse effect upon neighbour or street scene amenity 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: 09/06/2026

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council