

DELEGATED DECISION REPORT

SMD/2026/0118
Valid 12/03/2026

4 BALVAL OXHEY DRIVE
BIDDULPH

**PROPOSED SINGLE STOREY
REAR EXTENSION AND
ALTERATIONS TO CREATE
KITCHEN, DINING AND
SITTING ROOM EXTENSION**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity

DESCRIPTION OF SITE

The site consists of a red brick and white render semi-detached dwellinghouse and its associated curtilage. The dwelling has a flat roofed garage to the side. The site is located in a suburban setting within the Biddulph Development Boundary.

PROPOSAL

The application seeks permission for the removal of a rear conservatory and replacement with a single storey lean-to rear extension which will run the full length of the rear of the property, including the side garage.

Revised plans were received which removed an air conditioning unit previously shown.

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

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

None.

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 located 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 Design Guide SPD outlines the Council's expectations in respect of design and states that extensions should harmonise with the parent building. For a development to be considered appropriate in terms of its size and massing, the Council would universally expect to see extensions subordinate to the dominance of the original building. The proposed extension will extend approximately 4 metres from the rear elevation of the property, will be 3.5 metres to the roof ridge, and 2.42 metres to the eaves.

The rear extension is typical in design and scale of a rear domestic extension, with materials to match the existing. Where the lean-to roof meets the flat roof of the garage is somewhat awkward, as when viewed from the front it will appear as a blank 0.98 metre wall, which was originally shown as the location of an air conditioning unit which has subsequently been removed from the plans. However, it may be the case that this device will be applied for at a later date and thus the siting is still required. It is understood that this is required as to site the air conditioning compressor further back, away from the front of the property where it would be more visible on the side elevation.

Due to the distance from the front of the property, this 0.98 metre wall would not be immediately visible in the street scene unless the property was viewed from directly in front as the neighbouring property has a side extension which obscures views of the side of the property from the street.

On balance, the proposed side extension is acceptable in terms of design and complies with the Design Guide and Design Principles SPDs and Policy DC1 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 site is bounded by 2 Ox-Hey Drive to the north and 6 Ox-Hey Drive to the south. The proposed development will have no adverse amenity impact on no.6 due to the small scale of the development and the good degree of separation between the properties. As no. 6 is to the south no overshadowing impacts would occur and the small additional side window would serve a downstairs WC and would not create any overlooking.

The proposed development would have somewhat of an amenity impact on no.2, as it would extend approx. 95cm further than the extent of the conservatory. However, this would not breach any 45-degree sightlines from principal windows on the neighbouring attached semi-detached property no.2 as it is taken that the floor plan would be a mirror image of the floor plan of the application property, meaning the principal window for the sitting room would be on the front, unaffected by this

development. Furthermore, an extension of similar length could be achieved under PD Rights. Regard has also been given to the existing conservatory which has a solid brick wall on the boundary. Therefore, the proposal complies with Policy DC1 with regards to 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 proposed development will not add additional bedrooms, nor remove parking availability as the garage will be retained, and the driveway unaltered. Therefore, the proposed development complies with Policy T1 and is acceptable in regards to highway safety.

CONCLUSION / PLANNING BALANCE

On balance, the proposed development is considered to be compliant with all relevant local and national policies. The design of the proposal, when viewed directly from the front may appear somewhat awkward where the lean-to roof of the extension meets the flat roof of the garage, however this element will not be readily visibly to passersby in the street scene, and it is clear that this element is required to site a future air conditioning unit as far back from the front elevation as possible, which has design benefits. Therefore, the proposed development is considered acceptable, and the recommendation is to approve, subject to conditions.

OFFICER RECOMMENDATION : APPROVE, subject to conditions.

Case Officer: Reuben Berriman
Recommendation Date: 25/06/2026

X 

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council