

DELEGATED DECISION REPORT

SMD/2026/0321
Valid 29/06/2026

6 HEATHER HILLS
STOCKTON BROOK

PROPOSED GARAGE ROOF
EXTENSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

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

DESCRIPTION OF SITE

The site comprises a flat roofed detached brick garage which sits amongst the front curtilage of a detached render and tile dwellinghouse, situated in the Bagnall and Stanley ward. The site sits within the small village of Stockton Brook and is part of the Green Belt, countryside landscape. Two direct neighbours adjoin the site; Daybreak, No. 8 Heather Hills being located to the North and Heather Way, No. 4 Heather Hills to the South. The Endon and Stanley 1 Public Right of Way runs adjacent to the Eastern rear curtilage of the site. The Heather Hills highway runs adjacent to the site to the West.

PROPOSAL

The proposed development comprises of an extension over the existing garage to form a store. The extension would add an asymmetric roof pitch over the existing flat roof of the garage, in order to accommodate the additional storey. The existing brick constructed walls and new walls would be rendered over to match the render on the host dwelling. Concrete interlocking roof tiles would be used to match the existing dwelling. The extension would incorporate black UPVC double glazed units and black composite doors to match the existing garage.

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
NE2 Trees, Woodland and Hedgerows

National Planning Policy Framework

Sections:

3 – Decision-making policies
12 - Making effective use of land
13 – Protecting Green Belt land
14 – Achieving well designed places
15 - Promoting sustainable transport
17 - Pollution, public protection and security

Design Principles for Development in the Staffordshire Moorlands

New Dwellings and extensions to Dwellings

Staffordshire Moorlands Design Guide SPD

Part 5 – Alterations, Extensions and Conversions

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

SMD/2008/0149 – Side porch to dwelling and car port to existing garage. Approved.
SMD/2026/0008 – Proposed extension over existing garage to form store / gym.
Refused.

CONSULTATIONS

Publicity

Site Notice expiry date: 24/07/2026
Neighbour consultation period ends: 23/07/2026
Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

At a meeting of Endon with Stanley Parish Council on 14th July, the application was noted to be a resubmission of a previously refused application for the upward extension of the detached garage space at 6 Heather Hills, Stockton Brook.

The Council noted that no objection had previously been raised by the Parish Council in relation to the original proposal; however, the application was refused by the Local Planning Authority due to concerns that the extension was considered too dominant within the Green Belt. The revised proposal reduces the massing of the pitched roof structure forming the first floor in an attempt to address the concerns raised by the Local Planning Authority.

The Council noted that the revised proposals represent an improvement on the previous scheme and would result in a reduced visual impact. Whilst the amended roof design includes an off-centre ridge and differing eaves heights, these changes were considered acceptable in view of the reductions made to the overall scale and massing.

No objection was raised.

Staffordshire County Council Highways

The proposal is for the construction of a roof extension over the current garage. The extension will create a store area (as identified on submitted Drawing Number 5047-01-05).

The proposal will not adversely affect the existing parking arrangements.

It is considered the proposal will not have a detrimental impact on the adopted highway and therefore I have no objection (SMD/2026/0321).

OFFICER COMMENTS

Principle of Development / Green Belt

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 Stockton Brook. 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.”

Section 13 of the NPPF (2026) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Policy GB6, paragraph 2 of the NPPF (2026) states that ‘inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances’. Policy GB7, Paragraph 1 of the NPPF (2026) 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 paragraph 1.b) *The reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the original building. In the case of proposals for a replacement building, it should be for the same use and not materially larger than the one it replaces.*

The garage is located amongst the front curtilage and would be highly visible and prominent from Heather Hills on approach from either direction. The views would be primarily from this highway.

Whilst the existing garage is flat roofed, it is unobtrusive due to its lower height. The building sits comfortably amongst the landscape; its maximum height running flush with the ground level where the host dwelling sits. The proposed first storey extension to the garage combined with the existing car port extension would totally consume the original garage building, as can be seen in the image below (existing and proposed extensions highlighted in yellow):

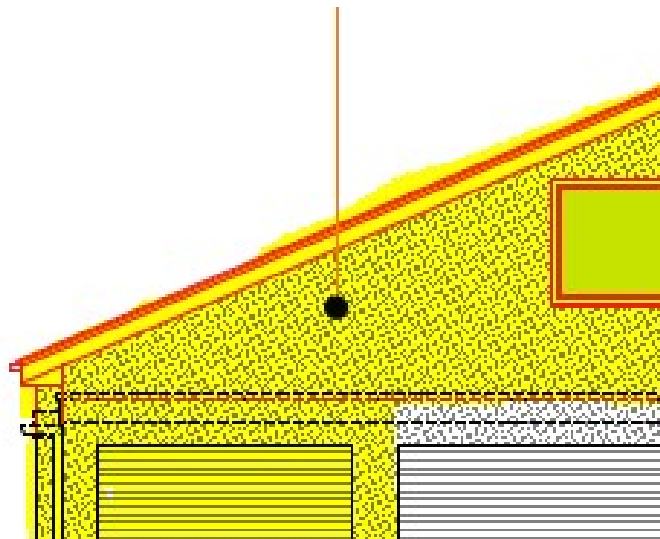


Figure 1: Existing and Proposed Extensions to Garage

The existing and proposed extensions combined would wholly dominate and change the appearance of the original garage, doubling its height. The scale and position of the garage extension with the host dwelling creates a strong linear band of built-form that would spatially reduce and be harmful to the openness of the Green Belt.

These reasons combined demonstrate how the proposed first storey extension would create a disproportionate addition over and above the size of the original building, impacting the openness of the Green Belt. No very special circumstances have been provided to outweigh the harm to the Green Belt.

In the planning statement submitted to the Council alongside the application, the agent refers to the judgments in *Sevenoaks District Council v SSE and Dawe* [1997] and *Warwick DC v Secretary of State* [2022]. In that particular case, the judge concluded that *“the garage was part of the dwelling, in the sense that it was a normal domestic adjunct... The garage is an important domestic adjunct... The mere fact that any of these uses is physically separated from the main house does not prevent them from being part of the dwelling. It is a matter of fact and degree in every case.”*

The planning statement argues that the garage is within close proximity to the host dwelling and clearly has a purpose of being incidental to the enjoyment of the dwelling. Therefore the outbuilding considered to amount to a normal domestic adjunct and be assessed as comprising part of the original building. Consequently, it is argued that when considering proportionality the existing dwelling should also be taken into account.

Further to this, the statement refers to a subsequent appeal decision (PINS Ref: 3338291), which relates to the erection of an outbuilding as an extension to an existing detached garage. The Planning Inspector identified some important considerations in reaching the decision to treat the detached garage as the original building, namely that it was located some 19 metres from the dwelling and outside the boundary walling of the property. As the garage to which the application relates is within closer proximity to the host dwelling than in the appeal case, the agent considers that their assessments are in line with the judgments in *Sevenoaks* and *Warwick*.

Consideration has been given to the relationship of the proposed extension to the original dwelling. Due to the siting of the garage outbuilding forward of the principal elevation of the host dwelling, the proposed first storey extension would result in a building which would dominate the host dwelling and as a result would appear disproportionate to it.

Whilst in purely footprint and volumetric terms, when assessed against both the original dwelling and the garage itself the proposed extension will result in a much smaller percentage increase than if it is purely compared to the original garage, I refer to appeal decision (PINS Ref: 6010932), which relates to alterations and extensions. The Inspector reached the following conclusion:

“Be that as it may, disproportionate additions are not based purely on a mathematical calculation alone. Rather, it is an objective test which could include, amongst other things, the floor area, volume, form and siting of the relevant building. It is therefore a planning judgement on the basis of the scheme and its context... In

my view the proposal would therefore amount to a disproportionate increase to the building when considered together with the previous addition.”

I apply the same conclusion in the case of the proposed application. Whilst the garage is within closer proximity to the host dwelling and could be assessed as comprising part of the original building, the test for a disproportionate addition does not just include mathematical calculations, but also other factors such as form and siting. The form and siting of the proposed garage are considered to appear visually disproportionate to the original dwelling and therefore detrimentally impact the openness of the Green Belt.

A recent application at a neighbouring property (No. 17 Heather Hills) has been highlighted in the planning statement (referenced SMD/2026/0220). The planning statement argues that similar conclusions should apply to this current application, in that the proposal would only add a small amount of volume in relation to the dwelling and garage, as the original dwelling has not been extended excessively in the past (infill porch extension and extension to garage).

Notably, SMD/2026/0220 was for minor extensions and elevational alterations to the host dwelling, which only added a very small amount of volume to the original dwelling. Aside from the volumetric increase, the very small dormer extensions in that case had a minimal impact on the openness of the Green Belt as they sit comfortably within the roofslope and backdrop of the host dwelling. The elevational alterations had no impact on the openness of the Green Belt. Therefore applying the inspectors logic from (PINS Ref: 6010932), that the assessment of proportionality is visual rather than simply mathematic this was deemed acceptable.

Notwithstanding this, each case is considered on its own merits and I do not consider the application under SMD/2026/0220 to be comparable to this current application. Under this current application, whilst the roof extension sits within the footprint of the existing building, the proposed garage extension would have a very visible, prominent and obtrusive impact to the openness of the Green Belt. The significant amount of height to be added to the building would increase the built-form on the land, which would spatially reduce and be harmful to the openness of the Green Belt.

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; 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.

Policy DP3 of the NPPF (2026) outlines what is expected in terms of good design and that development must be of high quality. Paragraph 3 of Policy DP3 of the NPPF (2026) states that *“Development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan (including those in locally specific policies, guides, codes or*

masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.”

Paragraph 5.10 of the Staffordshire Moorlands District Council Design Guide SPD outlines the Council’s expectations in respect of design and states that garages need to be designed and built in sympathy with the properties they serve. For a development to be considered appropriate in terms of its size and massing, the Council would expect to see garages subordinate to the dominance of the original building. The Design Principles SPD states that a *“garage should be modest in size and height to reflect its purpose as an ancillary, domestic building”*. It also says that *“the garage should relate well to the main dwelling in terms of its siting. The siting should allow the garage to appear subordinate to the dwelling.”*

Notably, the garage sits in an extremely prominent location, hard up to the boundary between the front curtilage of the dwelling and the public highway. This can be seen in the image below:



Figure 2: Street Scene View of the Garage

It is extremely visible from the wider public domain.

The existing garage has a flat roof. Whilst flat roofs are generally considered unacceptable in accordance with the Council’s Design Guide SPD, it is considered acceptable in this instance, due to its unobtrusive setting and appearance. The building sits comfortably amongst the landscape and street scene; its maximum height running flush with the ground level where the host dwelling sits.

The maximum height of the proposed garage would sit at a comparable height to the eaves of the host dwelling, despite its siting on a considerably lower ground level. Thus, it is not considered that the proposed garage would be subordinate to the parent dwelling, as the proposed first storey extension would result in the garage competing with the proportions of the host dwellinghouse. At present, it can be read that there is a house behind the existing garage outbuilding. If the proposed extension were to be built, it would appear dominant over the host dwelling, due to its positioning in front of it.

The steep slope of the roof would be hard up to the front curtilage boundary of the dwelling, appearing highly prominent amongst the street scene. The proposed first storey extension to the garage would have an odd silhouette, in the form of an asymmetrical pitch. It would appear visually awkward in its design as when viewed from the front and rear of the building, there would not be a symmetrical pitch. Given the prominence of the garage amongst the street scene due to its proximity to the site boundary with the highway, the asymmetrical roof design would be significantly harmful to the street scene. Furthermore, there would be a greater height in the roof than the height of the elevation, which is considered off-balance and disproportionate. For all these reasons combined, the roof profile of the proposed extension is not considered appropriate in its design.

In the supporting letter from the planning agent, it is stated that the applicants disagree with the Council's conclusion that the proposed roof would be visually awkward in its design. Whilst the Council believe that from the front and rear of the building there would not be a true equal pitch which would look visually odd, the applicants believe that this is not how the building would be viewed within the street scene. The applicants argue that the approach to the side is screened by neighbouring vegetation such that the building cannot be viewed 'front-on'. Rather the garage is experienced and seen at an angle from the public highway, as can be seen in the image below:



Figure 3: Image of Existing Garage including Proposed Roof Pitch

This photograph highlights the visually odd, asymmetric roof pitch of the extension. Given the prominent location of the garage, it would have a significant adverse impact on the street scene. Moreover, the screening referred to in the statement is not substantial enough to mitigate the impact of the proposed extension on the street scene.

The supporting letter from the agent goes on to mention that the site at 17 Heather Hills (located to the southwest of the application site on the opposite side of Heather Hills) exhibits an asymmetrical roof, akin to that being proposed in this application. Based on this, the applicants believe that the introduction of an asymmetrical roof to

this building would therefore not be an alien or an incongruous feature within the local area - an area that already exhibits a wide variety of uniquely designed properties. The say that like the recent application at No. 17 (SMD/2026/0220), the application is also taking the opportunity to remove the existing flat roof and somewhat awkward projecting lift.

The Local Planning Authority look at each case on its own merits and do not believe that the proposed application is comparable to the dwelling at No. 17 Heather Hills. No. 17 Heather Hills is a differently designed dwelling which sits comfortably within the landscape. It is well screened by the mature soft landscaping which encloses it, as can be seen in the image below:



Figure 4: Street Scene View of No. 17 Heather Hills

Therefore, it is not so prominent amongst the street scene and is not comparable to the highly prominent garage at the site.

Whilst the materials used in the construction of the proposed extension would not match those used in the construction of the existing garage, they would match those used in the construction of the host dwelling and some surrounding dwellings in the area. The surrounding street scene is comprised of a varied selection of house types and materials; there are no strong characteristic features which have been established in the area. Render, concrete interlocking tiles, black UPVC and black composite would be used in the construction of the proposed extension. Notably, the existing garage would also be rendered over. Thus, the proposed materials would match the existing materials used in the construction of the host dwelling and would not be uncharacteristic of the surrounding street scene.

Whilst the changes under this application represent a betterment in design to the proposed scheme refused under SMD/2026/0008, I afford this limited weight as the improvement would be negligible relative to the increased height which would compete with the associated dwelling, as well as the visually awkward design of the roof.

By virtue of the proposal's height, awkward design and prominent location, it would appear as a visually disproportionate addition to the host dwelling and would appear

as an incongruous feature within the street-scene. As such, the proposed development would be contrary to the Design Principles SPD, which requires the garage to relate well to the main dwelling, appear subordinate and be modest in size and height to reflect its purpose as an ancillary, domestic building. The proposal does not reflect local design guidance and contradicts design principles and supplementary planning documents. The design of the proposal diminishes the dominance of the host building by competing with its proportions and is therefore contrary to the Design Guide SPD, Design Principles SPD and Policy DC1.

Amenity

Policies L2 and P3 of the NPPF (2026) seek to secure a high standard of amenity for all existing and future occupants. NPPF Policy L2 states that development should maintain safe access and egress for occupiers and users, and acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space.

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 Daybreak, No. 8 Heather Hills to the North and Heather Way, No. 4 Heather Hills to the South. Assessment of amenity impact will therefore be required on the direct neighbouring dwellinghouses to the sides of the site.

Notably, the dwellings which comprise the makeup of the street scene sit amongst generous curtilage plots. Due to the natural slope of the land, Daybreak, No. 8 Heather Hills sits on a significantly higher ground level to the site. Therefore, it is clear that no shadowing would occur over Daybreak as a result of the addition of the first storey extension. Furthermore, the common boundary treatment in the form of mature soft landscaping would create a barrier to mitigate a significant amount of the impact resulting from the proposed extension. Thus, the light amenity of the neighbours at Daybreak would not be impacted. There would be no new glazed areas on the rear elevation of the garage which would face towards the neighbours at Daybreak. Therefore, their privacy amenity would not be impacted by the proposed first storey extension.

Due to the approximately 18 metre distance from the proposed garage extension to the closest elevation of Heather Way, No. 4 Heather Hills, it is clear that no detrimental shadowing impact would occur resulting from the proposed development. There would be no breach of the 45 degree rule from the proposed garage extension to any primary, habitable windows at Heather Way. Additionally, the common boundary treatment in the form of mature soft landscaping and trellis style fencing between the site and Heather Way would act as a further barrier to mitigate shadowing impact which could have occurred. Therefore, the light amenity of the neighbours at Heather Way would not be impacted as a result of the proposed first storey extension.

There would be one new first storey window on the proposed garage extension which would face towards the neighbours at Heather Way. This window would look over the driveway of Heather Way, rather than into any primary, habitable windows belonging to this neighbour. Furthermore, the common boundary treatment in the form of mature soft landscaping and trellis fencing would aid in mitigating any overlooking which could have occurred. Therefore, the privacy amenity of the neighbours at Heather Way would remain protected.

Highway Safety

Chapter 15 of the NPPF (2026) contains the relevant national planning policies relating to highway safety impacts. NPPF Policy TR6 states that development proposals should be refused if they would have a severe adverse impact on the transport network, or an unacceptable impact on highway safety. Policy T1 of the Local Plan (2020) seeks to provide safe and sustainable access and ensure that development does not lead to an increase in on street parking.

The proposed additional storey to the existing garage 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. For these reasons, Staffordshire County Council Highways do not object to the proposed development.

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

Trees

Policy NE2 of the Local Plan seeks to protect existing trees, woodlands and hedgerows, in particular, ancient woodland, veteran trees and ancient or species-rich hedgerows from loss or deterioration.

When the previous application was submitted at the site (SMD/2026/0008), the Council's Arboriculture Officer was consulted. This was due to the fact that the proposed first storey extension to the garage outbuilding would likely necessitate the removal of a conifer tree within the front curtilage of the site.

The Council's Arboriculture Officer stated that the tree is a low quality Lawson Cypress, therefore the impact of this removal will be low/negligible. Consequently, there were no objections on arboriculture grounds. The same would apply in the case of the proposed application.

CONCLUSION / PLANNING BALANCE

In consideration of all of the above, the application is recommended for refusal. Although the application would have no impact on neighbour amenity and no overall impact on the highway, it would amount to inappropriate development in the Green Belt and the proposed garage extension is considered to be an unacceptable design, thus it is not deemed acceptable under planning policy.

The proposed first storey garage extension combined with the existing car port extension would totally consume the original garage outbuilding and would be a disproportionate addition to it. In line with recent appeal decisions the extension has also been assessed taking into account the main dwelling. Due to the siting of the garage forward of the principal elevation of the host dwelling, and its height and massing relative to it, the proposed first storey extension would be a visually disproportionate addition, to the original dwelling. Thus, the proposed extension would create a disproportionate addition over and above the size of the original building, impacting the openness of the Green Belt. Therefore, the proposed development would not be in accordance with Policy SS10 of the Local Plan (2020) or Policies GB6 and GB7 of the NPPF (2026).

Additionally, the proposed garage would be considered to compete with the proportions of the host dwelling due to its excessive height and would be disproportionate to it. The proposed first storey extension to the garage would have an odd silhouette, in the form of an asymmetrical pitch. It would appear visually awkward in its design and given the prominence of the garage amongst the street scene, the asymmetrical roof design would be significantly harmful to the street scene. Furthermore, the height of the roof of the proposed garage would be greater than the height of the elevation, which is considered off-balance and disproportionate. Therefore, the design of the proposed development would be contrary to Policy DC1 of the Local Plan (2020), Policy DP3 of the NPPF (2026), the Design Principles in the Staffordshire Moorlands SPD and the Staffordshire Moorlands Design Guide SPD.

Therefore, the proposed development is recommended for refusal.

OFFICER RECOMMENDATION: REFUSE

Case Officer: Hannah Varley

Recommendation Date: 20/08/2026

X 

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council