

DELEGATED DECISION REPORT

SMD/2021/0503
Valid 02/08/2021

45 WEDGWOOD ROAD
CHEADLE

DOMESTIC DWELLING
EXTENSION TO FRONT AND
REAR ELEVATIONS.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The proposed site comprises a detached brick and tile dwellinghouse and its associated curtilage, situated in the Cheadle West Ward. The site is within the Cheadle Development Boundary, where the Staffordshire Moorlands Local Plan seeks to concentrate development. The proposed site is enclosed by neighbouring dwellings comprising a section of Wedgwood Road and backs on to the rear curtilage of a section of dwellings on Coalport Close. No. 43 Wedgwood Road is situated to the South and No. 47 Wedgwood Road is located to the North. To the West, the rear curtilage of the site runs adjacent to the rear curtilage of No. 4 Coalport Close. The Wedgwood Road highway runs adjacent to the proposed site on the East.

It is noted that a number of properties within the estate have been extended; however the established character of the original estate has been retained.

PROPOSAL

The proposed development comprises a single storey rear extension which spans the entirety of the rear elevation. The proposed rear extension would allow for a larger kitchen and garden room to the rear of the dwelling. Additionally, the proposed works include a first storey extension to the principal elevation of the dwellinghouse to accommodate for another bedroom. The proposed single storey rear extension would project beyond the rear elevation of the original dwellinghouse by 3.6 metres and have a width spanning the original rear elevation of the dwelling, measuring approximately 7.6 metres. The maximum height would be approximately 3.84 metres and the maximum eaves height would be 2.7 metres. The proposed first storey front extension would fill a gap above the existing hall and office with a length of 2.44 metres and a width measuring approximately 3.67 metres. The maximum height of the new front gable which the first storey addition would create would be approximately 6.34 metres and the maximum eaves height would be 5.01 metres.

The extensions would be constructed from materials which would harmonise with the existing dwellinghouse, including brick, off-white monocouche render, tiles and uPVC.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted 2020)

SS1 Development Principles
SS2 Settlement Hierarchy
SS7 Cheadle Area 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

Staffordshire Moorlands Design Guide SPD

Part 5 – Alterations, Extensions and Conversions

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 27/09/2021
Neighbour consultation period ends: 14/09/2021
Press Advert: N/A

Public Comments

No public comments were received.

Town / Parish Comments

No comments have been received from Cheadle Town Council.

Severn Trent Water

Severn Trent have commented that the proposal has minimal impact on the public sewerage system and can advise that they have no objections to the proposals and

do not require a drainage condition to be applied.

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 concentrated focus on future growth is to be directed to larger settlements, including Cheadle. 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).

In compliance with Policy SS7, new development should be directed to the most sustainable locations. The site lies within the market town of Cheadle, which is one of the main urban areas where the focus of new development will be directed, with the aim of crafting all development to enhance the character and appearance of the town.

The proposed site is within the Development Boundary, thus the proposed extension is acceptable in principle, subject to conformity with other relevant national and local planning policies. The main issues which need to be considered as part of the assessment of the proposed extension include design, neighbour amenity and highway safety.

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.

The proposed development is a single storey rear extension to the dwellinghouse, as well as a first storey extension to the principal elevation above the existing hall and office. The proposed single storey rear extension would project beyond the rear elevation of the original dwellinghouse by 3.6 metres and have a width spanning the original rear elevation of the dwelling, measuring approximately 7.6 metres. The maximum height would be approximately 3.84 metres and the maximum eaves height would be 2.7 metres. The proposed first storey front extension would fill a gap above the existing hall and office with a length of 2.44 metres and a width measuring approximately 3.67 metres. The maximum height of the new front gable which the first storey addition would create would be approximately 6.34 metres and the maximum eaves height would be 5.01 metres.

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. Thus, as the proposed rear extension would be single storey and therefore have an eaves and maximum height lower than the parent building, as well as follow the course of the original dwellinghouse, it would be considered appropriate development in accordance with the Council's Design SPD. The first storey extension to the principal elevation would incorporate a gable to reflect the existing gable on the other side of the principal elevation. Notably, a number of houses amongst the street scene have had similar style extensions. The ridge and eaves heights of the first storey extension would not exceed the ridge and eaves heights of the existing dwellinghouse.

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. Although the surrounding street scene is comprised of a varied selection of house types, a prominent feature of the street scene is the brick used in the construction of the dwellinghouses. I note that smaller additions of render or hanging tiles have been used on the majority of the principal elevations of dwellings on the street scene, allowing scope for smaller additions of these materials. Initially, off-white monocouche render, grey concrete roof tiles and white uPVC were proposed to be used in the construction of the proposed first storey principal elevation extension. Although the tiles and white UPVC which would be used are considered appropriate in relation to the existing dwellinghouse, as well as the surrounding street scene, it is not considered that a fully rendered extension to the principal elevation would be appropriate. Therefore, revised plans have been submitted to reduce the amount of render to be used on the principal elevation. The revised plans demonstrate how the ground floor and whole side of the principal elevation extension would be brick constructed whilst the front section of the first storey extension is rendered, in order to protect the predominantly brick constructed character comprising the street scene.

Although render would be used in the construction of the proposed single storey rear extension, which is not completely in character with the predominantly brick constructed street scene, this extension would be tucked behind the dwelling and largely out of site from the street scene. Thus, the proposed materials would match the existing materials and harmonise with the surrounding street scene on the whole,

not detracting from the distinctive character of the original estate which has been largely retained.

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 127 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 No. 43 Wedgwood Road to the South and No. 47 Wedgwood Road to the North. As one of the proposed extensions is a rear extension and the curtilage of the site adjoins the rear curtilage of No. 4 Coalport Close, it becomes important to assess whether the amenity of this direct neighbour would be compromised too. Therefore, amenity impact assessment is essential on the direct neighbouring properties to the sides and the rear of the application site. Close proximity of the proposed site with the neighbouring dwellinghouses means that the rear and front extensions would be visible to the neighbours. Thus, the amenities of privacy and light are essential to consider.

In respect of No. 47 Wedgwood Road, which has an existing outbuilding that creates part of the curtilage boundary line between the rear elevation of the dwelling and the site, the proposed rear extension would not adversely impact this neighbour. Furthermore, as the total length of the proposed single storey rear extension would be less than that of the existing outbuilding belonging to the neighbour, this affirms that the proposed extension would not cause them a detrimental loss of light. The first storey extension to the principal elevation of the dwelling would also not adversely affect the amenity of the neighbours at No. 47 Wedgwood Road as the extension would be positioned on the South-East side of the principal elevation and No. 47 is positioned to the North, the extension would be tucked behind the existing principal elevation of the dwelling.

The proposed single storey rear extension would not impact the amenity of the neighbour at No. 43 Wedgwood Road. An approximately 2 metre high boundary fence sits between the curtilages of the site and this neighbour, which would block a substantial amount of impact which the proposed extension could have. Furthermore, it has been noted that the neighbouring property at No. 43 Wedgwood Road is set back from the site, meaning that the proposed extension would barely project beyond the rear elevation of this neighbouring dwellinghouse. Although there are a few windows on the side elevation of the neighbour which face the site, no light loss would be caused by the proposed rear extension.

I note that No. 43 Wedgwood Road is positioned on a lower ground level than the

proposed site. Additionally, the principal elevation of No. 43 Wedgwood Road is positioned further back from the principal elevation of the site. Thus, a brick and concrete extension projecting from the principal elevation of the dwelling could be overbearing to the neighbouring dwellinghouse. The proposed first storey front extension would just about exceed the vertical plane 45 degree line towards the principal front elevation of No. 43 Wedgwood Road. However, it is viewed that the addition of the front first storey extension would not impact the light amenity of No. 43 to a detrimental extent. The sloping roof of the principal elevation at No. 43 does not consist of any upper floor windows, thus only the downstairs window to the North-East elevation of the dwelling could be at risk of losing some natural daylight. As the sunlight trajectory is from East to West and the neighbour is South of the site, no significant amount of sunlight will be lost through the East facing window. Furthermore, the window on the North-East elevation which would take some impact serves what looks to be an office, which is considered as an uninhabitable room. Additionally, although there are a few windows on the side elevation of the neighbouring dwellinghouse which could lose some light as a result of the proposed extension, they are not considered as habitable windows which serve rooms where people would spend quality time. No neighbour objections additionally highlight a lack of concern regarding the proposed extensions.

There would be no side windows positioned on the single storey rear extension between the proposed site and No. 43 or 47 Wedgwood Road, therefore no concern is raised over loss of privacy. Furthermore, there would be no side windows on the first storey front extension, meaning that the neighbours at No. 43 Wedgwood Road would have no potential overlooking issues.

As the rear curtilage of the site adjoins the rear curtilage of No. 4 Coalport Close, an amenity impact assessment is required in relation to this neighbour too in terms of the single storey rear extension. The distance as well as the oblique angles of their positioning and the substantial amount of boundary treatment between them in the form of fencing and foliage indicates that the amenity of this neighbour would not be adversely impacted. Thus no detrimental amenity impact will occur here.

Highway Safety

Paragraph 102 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.

Although the proposed first storey principal elevation extension would increase the number of bedrooms of the dwelling, there is a plentiful amount of space for parking on the front driveway, being able to accommodate three or four cars. Therefore, concern does not arise in the sense of the proposed extension encouraging on-road parking. Additionally, as the other proposed extension would be to the rear of the dwelling, the available off road parking to the front of the dwelling would not be compromised, in compliance with Policy T1.

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

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 and no overall impact on the highway, it is deemed acceptable under planning policy. As the single storey rear extension would be sufficiently screened by the boundary treatments between all direct neighbouring dwellings, their light or privacy amenity would not be adversely impacted. The front first storey extension would not detrimentally effect any of the neighbouring properties, thus on balance, this part of the application is deemed acceptable. Although the proposed plans were not appropriate at first in terms of the overpowering use of render on the principal elevation first storey extension, revised plans were submitted to demonstrate that this extension would be predominantly brick constructed with a small rendered panel to the front of the first storey element. The revised plans show an extension to the principal elevation which is in character with the street scene and the existing dwellinghouse. Therefore, the proposed extension is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Hollins

Recommendation Date: 27/09/2021

X 

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council