

DELEGATED DECISION REPORT

SMD/2023/0480
Valid 03/10/2023

3 THORLEY DRIVE
CHEADLE

**SMALL EXTENSION TO REAR
OF PROPERTY, LOFT
CONVERSION AND
REPLACEMENT CHIMNEY.**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- 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 Cheadle South East 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 Thorley Drive and backs onto the rear curtilage of a dwellinghouse on Elm Drive. No. 1 Thorley Drive (the adjoining semi-detached dwelling) lies to the North of the proposed site and No. 5 Thorley Drive is situated to the South-East. The curtilage of No. 19 Elm Drive adjoins the site to the East. The Thorley Drive highway runs adjacent to the proposed site on the West.

PROPOSAL

The proposed development comprises a single storey rear extension to the dwelling, a loft conversion, two rear roof lights and the replacement of the chimney with a GRP brick clad chimney. The proposed rear extension would allow for a larger kitchen / dining area to the rear of the dwelling and the loft conversion would allow for an additional bedroom on the first storey. The proposed single storey rear extension would have a depth of approximately 2.8 metres beyond the rear elevation of the dwelling and have a width of approximately 3.54 metres. The maximum height would be approximately 2.75 metres (the proposed extension would have a flat roof). It would be constructed from materials which would harmonise with the existing dwellinghouse, including brick, flat roofing material and white uPVC.

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
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

Staffordshire Moorlands Space About Dwellings SPD

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 29/11/2023
Neighbour consultation period ends: 10/11/2023
Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

No comments have been received from Cheadle Town Council.

OFFICER COMMENTS

Principle of Development

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 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 works are 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 works 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 consists of a single storey rear extension, a loft conversion, two rear roof lights and the replacement of the chimney with a GRP brick clad chimney.

The proposed rear extension would be single storey, therefore the eaves and maximum heights of the extension would be set down from the parent building. Thus, it would be considered appropriate development in accordance with the Council's Design SPD. I note that the rear extension would clearly be set back from the principal elevation of the dwellinghouse, again reiterating its subordinate nature to the parent dwelling.

The proposed rear extension would have a flat roof. Although flat roof extensions are generally discouraged in the adopted Staffordshire Moorlands Design Guide SPD, it

is considered that the rear extension would not form a prominent addition in the area / amongst the street scene. It would not be very visible from the public domain due to it being located to the rear of the dwelling and being set within a spacious plot. I note that both of the direct neighbouring dwellings have similar very shallow pitch lean to / flat roof extensions to the rear, thus the flat roof would not completely conflict with the character of extensions on surrounding dwellings. Furthermore, the proposed rear extension is very close to being permitted development, thus it could rely on a permitted development fallback position with a small reduction in the eaves height. On balance, although the proposed rear extension would conflict with the Design Guide SPD in terms of its flat roof, its' limited visibility from the wider public domain would not result in a visually harmful addition to the dwelling.

The loft conversion would be completed within the existing roof space of the dwellinghouse; there would be no extensions made to the roof to accommodate it. The only external alteration to the dwelling would be the addition of two roof lights to the rear roof plane. The two proposed roof lights would be permitted development.

Initially, part of the application was to remove the chimney from the dwelling, to gain more space in the loft for the loft conversion. Following completion of a site visit, it is clear that chimneys are part of the character of the dwellings within the surrounding streetscape (with the exception of No. 7). I note that there is no planning history to indicate that the Council granted permission for the chimney to be removed from this house. Thus, the proposed removal of the chimney would look out of character with the surrounding dwellings. Since this issue was raised, revised plans have been submitted with the addition of a brick clad GRP chimney. Although the brick built chimney would be replaced with brick cladding, the GRP stack will replicate the existing dimensions and brick slips will be to match. As the site does not fall in the conservation area and the new brick clad GRP chimney would be built to match the existing chimney and other chimneys amongst the streetscape, the Council consider this acceptable.

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. Brick, flat roofing material and white UPVC would be used in the construction of the proposed extension. 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 130 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. 1 Thorley Drive (the adjoining semi-detached dwelling) to the North and No. 5 Thorley Drive to the South-East. The rear curtilage of the site adjoins the curtilage of No. 19 Elm Drive to the East.

The extension is sufficiently far from the boundary to avoid any breach of the 45 degree line from principal windows in the rear elevation of no.1. The extension is single storey and located to the north of no.5 so no overshadowing of that property is anticipated either.

The extension would barely be visible to the neighbouring dwelling at No. 19 Elm Drive to the East of the site. The approximately 23 metre distance between the rear elevation of the extension and the rear elevation of this neighbouring dwelling would eradicate any loss of light from occurring. I note that the rear garden belonging to the site slopes upwards, so the common boundary between the site and No. 19 Elm Drive sits on a substantially higher ground level than the dwelling and proposed extension. Thus, the fencing and brick walling comprising the common boundary treatment would entirely screen the extension from this neighbour.

There would be no fenestration on either of the side elevations of the proposed extension which would look onto the neighbours at No. 1 and No. 5 Thorley Drive. Therefore, the proposed extension would not impact their privacy at all. Although there would be fenestration in the form of patio doors on the rear elevation of the proposed extension and two new roof lights on the rear roof plane which would face the neighbour at No. 19 Elm Drive, detrimental privacy impact would not occur. This fenestration would be largely screened by the boundary treatment comprising the common rear boundary, meaning that privacy amenity would not be compromised. Furthermore, the approximately 23 metre separation distance between the proposed extension and this neighbouring dwelling would aid in mitigating loss of privacy.

Highway Safety

Paragraph 104 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 extension and loft conversion would increase the number of bedrooms of the dwelling from two to three. Despite this increase, the Staffordshire Moorlands Parking Standards state that for a dwelling with up to three bedrooms, two parking spaces are required. Thus, it is clear that the correct number of parking spaces will remain in place for the number of people inhabiting the dwellinghouse. As the proposed development would be to the rear and within the existing footprint of the dwelling, the available off road parking to the front and side of the dwelling would not be compromised, in compliance with Policy T1.

Thus, the proposed extension and loft conversion 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 the character of the host dwelling, wider area, neighbour amenity and no overall impact on the highway safety, 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 Hollins

Recommendation Date: 29/11/2023

X *B.S. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council