

DELEGATED DECISION REPORT

SMD/2024/0450
Valid 30/09/2024

12 HARBORNE ROAD
CHEADLE

PROPOSED SINGLE STOREY
SIDE EXTENSION WITH
CONSERVATORY TO REAR

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Impact on Character and Appearance
- Impact on the amenity of neighbours

DESCRIPTION OF SITE

Semi-detached hipped roof dwelling on an estate of similar dwelling types. The dwelling and its neighbours are red brick with rendered sections at first floor. The adjoining neighbours share a central brick chimney stack. The dwellings are set back behind regularly sized front gardens and driveways. To the side of the applicant's dwelling there is a flat roof concrete garage that adjoins the side of the house with a linking porch.

PROPOSAL

To replace the garage and the side porch with a brick single storey extension. The side extension would have a hipped roof to match the pitch and form of the main roof.

A revised plan has been submitted to reduce the width of the side extension and in turn reduce the height and mass of the hipped roof.

The side extension would extend beyond the rear elevation of the dwelling by 5m with a conservatory addition.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Local Plan Development Plan Document (Adopted 2020)

S01 Spatial Objectives
SS1 Development Principles
SS7 Cheadle Area Strategy
DC1 Design Considerations
T1 Development and Sustainable Transport

National Planning Policy Framework

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None

CONSULTATIONS

Publicity

Site Notice expiry date: 25th Nov 2024

Neighbour consultation period ends: 25th Nov 2024

Press Advert: N/A

Public Comments

None

Town / Parish Comments

Cheadle Town Council: No objection

Staffordshire County Council Highways

The submitted plans do not show parking for 3 vehicles, I therefore require a plan detailing a parking area sufficient in size (2.4m x 4.8m each space) to accommodate parking for 3 vehicles.

I have no objection to the proposal (application number SMD/2024/0450) subject to the following conditioned.

No development shall be commenced until a revised plan showing 3 parking spaces (2.4m x 4.8m each space) within the front garden has been submitted to and approved in writing by the Local Planning Authority: The parking shall thereafter be carried out in accordance with the approved details and be retained for the lifetime of the development.

OFFICER COMMENTS

Principle of Development

Householder development in the Cheadle Town Centre. To meet local housing needs there is general support within the Local Plan strategy SS7 for householder development that is well designed and respects local distinctiveness and the heritage of the area in compliance with Local Plan policies DC1.

Design and Impact on Character and Appearance of the Area

Policy DC1 of the Local Plan requires all development to be well designed and reinforce local distinctiveness by positively contributing to and complementing the special character and heritage of the area in line with the Council's Design Guide SPD.

In particular, the policy requires the development to be of a high quality and add value to the local area, incorporating materials appropriate to the character of the area. The SPD guidance says that in respect of alterations: *"Alterations need to be undertaken with care. Insensitive changes can easily spoil a building. The key to a sensitive approach is to take note of what is there already before preparing the design and to work with and not against the building's character"*. In respect of extensions the guidance says: *"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. Setting back the new section from the building line*

and keeping the eaves and ridge lower than the parent building will help”... “New buildings should use facing materials that either match or complement those of the surroundings”.

From the front and the roadside the extension would be built in a brick to match those of the existing dwelling that face the building at ground floor level. The roof would have the dimensions, form and pitch to match that of the main dwelling. The forms indicate that the roof would be built using matching clay plain tiles. A width reduction has been introduced to reduce the height and mass of the hipped roof. Where on the original plan the roof height would reach the eaves height of the main dwelling, the revised plan shows a roof with less bulk and mass and increases subordinacy to the main dwelling. With the revised plan the side extension would have an improved relationship with the dwelling and be less prominent or dominant in the street scene. There would also be the benefit that the proposed addition would replace the flat roof garage and link that have a disjointed arrangement and have apparent signs of deterioration.

At the rear the extension would be concealed from public view and would present as a conventional rear garden conservatory arrangement.

The development would comply with policy DC1 of the Local Plan.

Impact on Amenity

The rear 5m extension would be on the far side of the dwelling 5m from the shared boundary with the adjoining neighbour. The neighbour's adjacent rear facing window therefore would not be unreasonably obscured by the flanking wall of the extension, a 45 degree sight line would not be obstructed.

On the other side of the extension the non-adjointing neighbour would be 5 m from the side of the rear extension. Although the neighbour's rear elevation turns toward the applicant's plot and faces onto a triangular rear garden. The outlook from the neighbour's rear elevation is limited to a single pedestrian door and a small kitchen window on the other side of the dwelling. Substantial, 2m high close boarded fences already contain this neighbour's outlook and the proposed extension would be largely concealed and not have unreasonable impact on the neighbours amenity.

There would be no conflict with the Local Plan policy DC1 in these regards.

Highway Safety

The extension would introduce a third bedroom. Council parking standards require three off road parking spaces for a three bedroom house. The revised plan demonstrates that the front driveway is capable of providing sufficient space to park three vehicles clear of the highway.

CONCLUSION / PLANNING BALANCE

Acceptable householder development that does not cause conflict with the Local Plan policies listed above.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Ben Hurst

Recommendation Date: 25/11/2024

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council