

DELEGATED DECISION REPORT

SMD/2024/0528
Valid 27/11/2024

**9 HALFTIME BARLEY
CROFT
CHEADLE**

**SINGLE STOREY REAR
EXTENSION**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The proposed site comprises a detached brick and tile bungalow 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 Barley Croft. No. 7 Barley Croft lies to the North of the proposed site and No. 11 Barley Croft is situated to the South. The rear curtilage of the site adjoins the Cheadlemill Brook to the East. The Barley Croft highway runs adjacent to the proposed site along the Western curtilage.

PROPOSAL

The proposed development comprises a single storey rear extension to the dwelling. The proposed extension would allow for a larger kitchen / diner / living space and a larger bathroom. The proposed single storey rear extension would have a depth of approximately 4.0 metres and a width of approximately 9.54 metres. It would have a flat roof, with a total maximum height of approximately 3.62 metres measured from the highest natural ground level (to the top of the roof light). The extension would be constructed from materials which would harmonise with the existing dwellinghouse, including brick, single ply 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

SMD/1984/0395 – Erection of garage and extension to form carport. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 24/02/2025

Neighbour consultation period ends: 21/02/2025

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 rear extension would be single storey, therefore the maximum height 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 and when viewed from the street scene. It would barely be visible from the public domain due to it being located to the rear of the dwelling. Furthermore, the carport belonging to the neighbours at No. 11 Barley Croft would offset the impact of the extension, meaning that only glimpse views of the top of the extension would occur amongst the streetscape. Notably, the neighbours at No. 11 also have a flat roof structure to the rear of the dwelling, meaning that flat roof extensions are not completely out of character with the surrounding street scene. On balance, although

the proposed rear extension would conflict with the Design Guide SPD in terms of its flat roof, its' minimal visibility from the wider public domain would not result in a visually harmful addition to the dwelling. It is therefore considered acceptable in this case.

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, single ply 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. 7 Barley Croft to the North and No. 11 Barley Croft is situated to the South. Assessment of amenity impact will therefore be required on the direct neighbouring dwellinghouses to the sides of the site.

The proposed extension would only run adjacent to the side elevation of No. 7 Barley Croft, not protruding beyond the rear elevation of this neighbour. Therefore, it is clear that no habitable rear windows would be impacted. Furthermore, the proposed extension would be sufficiently stepped off the common boundary to avoid any loss of light or overbearing impacts to the windows in the adjacent side elevation of No. 7. Regardless of this, the closest side window belonging to the neighbour is not the primary light source for the room which it serves; bifold doors on the rear elevation comprise this. No.7 is also at a slightly higher ground level.

Although the proposed extension would not breach the 45 degree line to the closest rear windows at No. 11 Barley Croft, it is clear that the proposed extension would have some impact on the closest side fenestration at No. 11. This has been demonstrated on the plans submitted and could be seen on completion of a site visit. However the extension is largely to the north of no.11 and therefore impact on sunlight would be limited. This being said, both of the windows which would be impacted are obscure glazed, thus it is clear that they are not primary, habitable windows which rely natural sunlight. Therefore, the Council would not seek to protect

these windows. The neighbours at No. 11 have not objected to the proposed extension.

There would be no new fenestration on the side elevation of the extension which would face towards No. 7 Barley Croft, therefore the privacy amenity of this neighbour would not be impacted at all. A new door would be positioned on the side elevation of the proposed extension which would face towards No. 11 Barley Croft. As the new door would be within closer proximity to the neighbour at No. 11, it shall be conditioned that any glazing is obscured, to protect the privacy amenity of this neighbour.

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 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. Additionally, as the proposed extension would be to the rear of the dwelling, the spaces for off-street parking on the driveway 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 the character of the host dwelling, wider area, neighbour amenity and no overall impact on highway safety, it is deemed acceptable under planning policy. Although flat roof extensions are generally not considered acceptable in line with the Staffordshire Moorlands Design Guide SPD, the Council are willing to accept a flat roof in this instance, due to its lack of visibility from the wider public domain. Therefore, the proposed development is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Varley

Recommendation Date: 24/02/2025

X *B.S. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council