

DELEGATED DECISION REPORT

NMA/2026/0003
Valid 20/02/2026

LAND OFF CHEADLE ROAD
UPPER TEAN

APPLICATION FOR A NON-
MATERIAL AMENDMENT IN
RELATION TO PLANNING
APPLICATION SMD/2022/0249

(NON MATERIAL
AMENDMENTS)

MAIN ISSUES

- Whether the proposed amendments to the approved scheme are non-material.

DESCRIPTION OF SITE

The application site is a large (c3.75 hectare / 9.2 acres) site which sits to the west of Cheadle Road (the A552) in Upper Tean. The application site is bounded by Cheadle Road to the east, Breach Lane to the north, the River Tean to the west and the existing built edge of Upper Tean to the south and south-west. The site is within the Upper Tean settlement boundary and is not within the Green Belt. The site is within the Checkley Parish area, however the river forms the boundary with Draycott Parish. The site is within the River Tean valley.

Permission has been granted for a residential development of 67 houses with access from Cheadle Road, and including the provision of new public space, sustainable urban drainage, landscaping, pumping station and associated works (SMD/2022/0249).

PROPOSAL

This non-material amendment is for the removal of a triple car barn associated with plots 14, 16 and 17. The developer wishes to replace approved plan Drawing No. A1013 Drawing 01 Rev N in condition 2 under approved decision SMD/2022/0249 for the following:

- *Drawing No. 'Car Barn No.3 Omission' Drawing 3038 SK01 Rev T02*
- *Drawing No. Site Plan SK02 Rev T01*

Condition 2 states:

The development hereby permitted shall be carried out in accordance with the following approved plans:

- Cheadle Road – Planning Housetypes (B&W)*
- Double garages PDF document*
- c. Planning Layout, Drawing No. A1013 Drawing 01 Rev N***
- d. Proposed access arrangement (drawing P21-1771 SK04)*
- e. Cheadle Road – Coloured Street scene*
- f. Swept path analysis of a refuse vehicle (P21-1771 SK02 Rev A)*
- g. Engineering appraisal Sheet 1 of 2 Rev E*
- h. Engineering appraisal Sheet 1 of 2 Rev F*

The triple car barn is shown in **Planning Layout Drawing No. A1013 Drawing 01 Rev N** positioned directly on the southern western site boundary.

The changes are shown below-



Original **Drawing No. A1013 Drawing 01 Rev N**

To amend **Car Barn No.3 Omission' Drawing 3038 SK01 Rev T02**



Street scenes with and without car barn

According to the developer-

Following further detailed site investigations and engineering reviews, the structure cannot be delivered in this location. The ground conditions and the requirement for substantial retaining works along the boundary mean that the foundations necessary to support the triple car barn cannot be accommodated without creating significant engineering complications.

Furthermore, the available space between the dwelling and the internal access/turning area is too constrained, and repositioning the car barn further forwards would materially compromise vehicle manoeuvring space. This would restrict the turning of vehicles within the site and prevent cars from entering and leaving in a forward gear, contrary to good design and highway safety practice.

Given these constraints, the developer has applied to remove the triple car barn as part of the development.

SITE HISTORY

SMD/2022/0249	Full Planning Application for residential development of 67 houses with a mix of two and two and a half storey dwellings, consisting of new access to Cheadle Road, new public open space, sustainable urban drainage, landscaping, pumping Station and associated works	Approved 06/09/23
SMD/2015/0424	Outline planning permission with some matters reserved (except access) for development of up to 67no. dwellings, public open space and ecological area	Approved 15/06/16

CONSULTATIONS

There is no statutory requirement to consult on an NMA application

OFFICER REPORT

There is no statutory definition of 'non-material'. This is because it will be dependent on the context of the overall scheme – an amendment that is non-material in one context may be material in another. The local planning authority must be satisfied that the amendment sought is non-material in order to grant an application under section 96A of the Town and Country Planning Act 1990.

Condition 2 lists the plans and documents in accordance with the development for the avoidance of doubt and in the interests of proper planning.

The first part of the assessment is to consider whether there is a need to keeping the car barn and what was assessed by the local highway authority. Based on what was assessed in the original submission, the case officer report did not refer to the triple car barn, the local highway authority's raised no concerns in their comments and no other conditions in the decision relates to the car barn. Therefore, it is presumed that the barn has little bearing on the overall development and simply put, a feature that was for the benefit of plot 14, 16 and 17.

There was no explanation to what 'significant engineering complications' were to installing a relatively light structure; however given what was considered above, it would be prudish to request further details given how de minis the feature is to the overall scheme. Furthermore, while there are benefits for having a car barn/ shelter for the future occupiers at Plot 14, 16 and 17, it is not essential for the future occupiers and the loss of structure would provide better accessibility to the car parking spaces as there are no obstacle in the way of parking.

The original plans shows Plot 14, 16 and 17 as 3 bedroom dwellings under 'Seaton House Type'. For a property of 3 bedrooms, 2 parking spaces are provided in the amended plan. It

is demonstrated from the amended plan that parking arrangements have not changed and can accommodate parking for 2 vehicles (each parking space is 5m by 2.5m). Therefore meets with Staffordshire Moorlands Parking Standards. As such, the proposal will not have a detrimental impact on the highway. This application is therefore considered to be in accordance with Policy T1 of the Local Plan.

From this, it would be reasonable to consider the loss of the barn would not have a material change to highway safety, the character and appearance of the overall scheme and neighbour amenity.

CONCLUSION

In conclusion, it is considered that within the context of the application, the proposed changes are non-material. The amendments would not have a detrimental material impact on the approved development site. Therefore it is recommended that the application is approved.

OFFICER RECOMMENDATION : Approve

Case Officer: Lisa Li

Recommendation Date: 12/03/26

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council