

DELEGATED DECISION REPORT

SMD/2025/0536
Valid 05/01/2026

2 DRESDEN HOUSE NEW
CLOSE AVENUE
FORSBROOK

EXTENSIONS AND
ALTERATIONS

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

The site comprises a semi-detached brick and tile dwellinghouse and its associated curtilage, situated in the Forsbrook ward. Additionally, the site is within the Blythe Bridge Development Boundary, where positive development is encouraged to be concentrated. The site occupies a prominent, corner plot on the junction between Dilhorne Road and New Close Avenue. The site and its adjoining dwelling, along with the pair of semi-detached dwellings across the highway comprise an important feature of the street scene, appearing as a gateway into the estate. It is enclosed by neighbouring dwellinghouses on the East and South-West. No. 2A New Close Avenue is situated to the East of the site and No. 32 Dilhorne Road (the adjoining semi-detached dwelling) is located to the South-West. The New Close Avenue highway runs adjacent to the Northern curtilage of the site.

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

PROPOSAL

The proposed development comprises of extensions and alterations to the dwelling. An existing rear extension would be demolished and replaced with a new, larger rear extension. The shallow pitched roof of the existing side extension would be replaced with a hipped roof, which wraps around the side and rear. Furthermore, alterations to the fenestration on the existing side extension and the lobby on the principal elevation have been proposed. On the side extension, two windows would be removed and a set of glazed patio doors would be added. On the principal elevation, three windows which surround the front door would be removed and an arch feature would be added over the front door. The development would be constructed from materials which would harmonise with the existing dwellinghouse, including red brick, clay tiles and brown UPVC.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted 2020)

SS1 Development Principles
S1a Presumption in Favour of Sustainable Development
SS2 Settlement Hierarchy
SS8 Larger Villages Areas 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

Non

CONSULTATIONS

Publicity

Site Notice expiry date: 28/03/2026
Neighbour consultation period ends: 27/03/2026
Press Advert: N/A

Public Comments

No public comments have been received.

Town / Parish Comments

No comments have been received from Forsbrook Parish 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 Forsbrook. 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 SS8, new development should be directed to the most sustainable locations. The site lies within the village of Forsbrook, which constitutes a larger village within the Staffordshire Moorlands. The Larger Villages Areas Strategy is based around areas where a focus of new development will be directed, with the aim of ensuring that all development enhances the character and appearance of the settlement.

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.

Notably, the site sits on a prominent, visible plot of the street scene. The site and its adjoining dwelling, along with the pair of semi-detached dwellings across the highway comprise an important feature of the street scene, appearing as a gateway into the estate. Therefore, it is essential to ensure the design of any proposed

development at the site is characteristic to the existing building and surrounding built environment.

The maximum height of the proposed single storey extended areas to the side and rear would be set down from the maximum and eaves heights of the parent building. Thus, the proposed extension is considered appropriate development in accordance with the Council's Design SPD, due to its subordinate relationship with the parent dwelling.

Generally, side extensions should be set back from the principal elevation of the dwelling, to ensure a subservient relationship between the original dwelling and the extension. In the case of the site, the existing side extension is not set back from the principal elevation of the dwelling. As the only alterations to the existing side extension would be the addition of a hipped roof and alteration of the fenestration, the Council have not asked that the side extension be stepped back from the principal elevation in this instance.

As part of the proposed works, the shallow pitched roof of the existing side extension would be replaced with a hipped roof, which wraps around the side and rear. The existing shallow pitched roof is not very complementary to the steeper hipped roof of the host dwelling. However, the new hipped roof would be completely characteristic of the hipped roof of the host dwelling, therefore its addition would in fact be considered a design improvement to the dwelling.

Some minor fenestration alterations have been proposed to the principal elevation of the existing lobby, including the removal of three windows which surround the front door and addition of an arched feature over the front door. These alterations are considered di minimis and would not have a detrimental impact on the character of the host dwelling.

Initially, the materials proposed to be used in the construction of the development did not match those used in the construction of the existing dwelling, as well as from surrounding dwellings in the area. A prominent feature of the street scene is the brick used in the construction of the dwellinghouses. Initially, red brick, render, clay tiles and brown UPVC were proposed. Thus, the proposed materials did not match the existing materials or harmonise with the surrounding street scene, detracting from the character of the original street.

The applicants have made a point that the chances of getting a perfect brick match is going to be very difficult, therefore meaning that the finished appearance in brick could look considerably worse than rendered finish. Notably, the brick used in the construction of the existing side extension is not a perfect match to the brick used in the construction of the host dwelling. Furthermore, the existing brick constructed side extension is not set back from the principal elevation, meaning that this mismatch of brick is very visible. It is considered that even with the existing mismatch of brick, brick is more characteristic to the host dwelling and surrounding street scene than a rendered extension.

The applicants additionally raised the point that there are two fully rendered detached dwellings on the adjacent Dilhorne Road, within relatively close proximity

to the site. These are completely different styles of dwelling to the site. No semi-detached dwellings in the surrounding area are fully rendered over and where render is present, it is only a feature element at first storey level. There are no other examples of single storey side outriggers / extensions constructed with rendered elevations.

Upon the concern regarding the proposed render being raised with the applicants, a revised plan was submitted to the Council. The existing side extension and proposed extended areas to the side and rear shall remain / be brick constructed. Clay roof tiles and brown UPVC would also be used, to match the roof and fenestration of the host dwellinghouse. Therefore, the proposed materials would now 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, siting and use of materials would ensure that the development maintains the character of the existing dwelling and wider 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 135 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. 2A New Close Avenue to the East and No. 32 Dilhorne Road (the adjoining semi-detached dwelling) is located to the South-West. Assessment of amenity impact will therefore be required on the direct neighbouring dwellinghouses to the site.

The proposed extended area would create a wraparound from the existing side extension into a single storey rear extension. The proposed rear extension would be within close proximity to No. 32 Dilhorne Road. Due to the East to West sunlight trajectory, some shadowing could be cast over the closest rear fenestration at No. 32. Therefore the 45 degree rule has been assessed from the corner of the proposed extension to the closest rear fenestration at No. 32. Whilst it would be close, the proposed rear extension would not breach the 45 degree line, therefore a detrimental amount of shadowing would not occur over the closest rear window of No. 32. Furthermore, it would be possible for the applicants to build a single storey rear extension of up to 3 metres in depth under permitted development (subject to compliance with Class A, Part 1, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). The proposed rear extension would have a depth of approximately 2.60 metres, which would have a lesser impact than a 3 metre extension which could be built under permitted development.

There would be no windows on the side elevation of the proposed extension which would face towards No. 32, therefore their privacy amenity would not be impacted by the proposed extension.

Due to the orientation of the site compared with No. 2A, there would be no breach of the 45 degree line from the corner of the proposed extension to the closest rear fenestration of this neighbouring dwelling. Thus, no shadowing would be caused over any primary, habitable rear windows of No. 2A as a result of the proposed extension. There would be an approximately 6.36 metre distance between the proposed extension and the side elevation of the neighbouring dwelling at No. 2A New Close Avenue. This amount of distance would eradicate some of the shadowing which could have occurred over the side windows of No. 2A as a result of the proposed extension. Regardless, planning history (SMD/2025/0125) indicates that the two side windows at No. 2A serve an existing garage, which is not a primary, habitable room which the Council would seek to protect the light amenity of. Thus, it is clear that the light amenity of No. 2A would not be impacted.

One window on the side elevation of the existing side extension would remain in place. Two existing side windows would be removed, and a set of glazed patio doors would be added to the side elevation which faces towards the neighbours at No. 2A. The proposed glazed patio doors would not have more of an impact on the privacy amenity of the neighbours at No. 2A than the existing dining room windows. Regardless, the new patio doors would only look towards windows of a garage at No. 2A, which is not considered a primary, habitable room. Therefore, the privacy amenity of No. 2A would not be impacted.

Overall the proposed extension does not give rise to any adverse impact on the residential amenities of the surrounding neighbours.

Highway Safety

Paragraph 109 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 of the adopted Local Plan 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, the spaces for off-street parking would not be compromised as a result of the proposed extension, 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. Therefore, the proposed development is recommended for approval, subject to compliance with all conditions.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Hannah Varley
Recommendation Date: 31/03/2026

X 

Signed by: Jane Colley Signature

On behalf of Staffordshire Moorlands District Council