

DELEGATED DECISION REPORT

SMD/2026/0068
Valid 16/02/2026

11 AYNSLEY CLOSE
CHEADLE

**PROPOSED 2 STOREY SIDE
EXTENSION AND FIRST
FLOOR SIDE AND REAR
EXTENSIONS**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Impact on character and appearance
- Impact on amenity of neighbours

DESCRIPTION OF SITE

A gable fronted two storey dwelling at the end of a cul de sac development in an established residential suburb of Cheadle.

The applicant's dwelling is built from a dark brown facing brick and across the front facing gable has a white horizontal boarded cladding across the first floor. At the rear of the dwelling a single storey addition extends from the dwelling's rear wall by 3m with a lean to roof arrangement. At the side of the dwelling there is a flat roof car port and garage.

The properties in this locality are all two storey and present a variation of dwelling types and designs, to the extent that there is no prevailing or dominant design on the estate.

The adjacent dwelling to the west of the applicant's property (no 9) occupies a corner plot and its rear elevation faces onto the side elevation of the applicant's property.

PROPOSAL

The application proposes to enlarge the dwelling with a rear two storey extension that would build out and over the single storey lean to outrigger, extending the overall two storey depth of the dwelling by a further 3m. To the side of the dwelling a two-storey extension would be built out over the car port and garage, with a two-storey side elevation that would be built up to the boundary that is shared with the rear garden to no. 9 Aynsley Close.

The side extension would tie into the edge of the existing full pitch roof with a smaller gable that would adjoin to the existing roof edge with a valley gutter.

A revised plan has been submitted to address highway comments and shows three parking spaces provided across the width of the frontage that has already been block paved as a driveway.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Local Plan (adopted 9th September 2020)

SS1 Development Principles
SS2 Settlement Hierarchy
SS7 Cheadle Area Strategy
DC1 Design Considerations

National Planning Policy Framework

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None

CONSULTATIONS

Publicity

Site Notice expiry date: 23rd April 2026
Neighbour consultation period ends: 23rd April 2026
Press Advert: N/A

Public Comments

An objection from No. 7 Aynsley Close that has a rear elevation that faces onto the side of the applicant's rear garden. The following comments are made:

- I have recently removed a summerhouse from my back garden and discovered that a new fence has been installed to the side of the applicant's garage that is potentially on my land
- The side wall of the garage should provide and mark the boundary
- A two-storey extension to the rear of the garage would box my garden in
- The introduction of a rooflight on the roof plain to the side of the dwelling could introduce noise to my garden

Town / Parish Comments

Cheadle Town Council: No response in consultation period

Staffordshire County Council Highways

Conditional.

The development would increase bedroom numbers 3 to 4 and be built on available driveway and remove a carport and garage space. No objection subject to a condition that requires three parking spaces to be provided within the curtilage.

OFFICER COMMENTS

Principle of Development

The site is within the Cheadle town settlement area where Local Plan area strategy policy SS7 applies. The policy makes provision for well-designed householder development to meet the needs of a householder.

Design and Impact on the Character and Appearance of the Area

Local Plan Policy DC1 requires that all development shall 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, new development should incorporate creativity, detailing and materials appropriate to the character of the area; and, be designed to respect the site and its surroundings and promote a positive sense of place and identity through its scale, height, density, layout, siting, landscaping, character and appearance.

The side and rear of the dwelling is enclosed and surrounded by neighbouring dwellings so that changes to its side and rear elevation, despite the narrow fence lined corridor of the footpath to the side of the property, would not have particular impact on the wider character and appearance of the area and the environment of the public realm.

It is the front elevation of the dwelling that is most apparent and makes greatest contribution to the character and appearance of the area and the street scene. The single gable front appears within a locality of varying dwelling types and front elevations, and this single gable fronted design appears only occasionally.

The proposed side extension would appear as a subordinate second gable set into the side of the main presentation tucked in and set back from principal elevation. The principal elevation would then present a double gabled frontage with a valley gutter between the two.

This twin gable arrangement is repeated and apparent at other dwellings in the street scene, in proximity to the applicant's property, where the original dwelling types have been extended and altered in a similar manner and to similar result. Examples can be found at 8 Carlton Close (next door but one), 11 Carlton Close (opposite side of the road further to the east), 16 Aynsely Close (opposite side of the road to the west), and 16 Meakin Close (to the north top of Aynsely Close opposite junction).

In the context of the existing street scene and locality, consisting of varying dwelling types and where similar extensions and alterations result in similar presentation to the proposed scheme, the development would not have an adverse effect on the character and appearance of the area. There would be no conflict with Local Plan policies SS7 and DC1.

Impact on Neighbouring Amenity

Local Plan Policy DC1 requires that development protects the amenity of the area, including creation of healthy active environments and residential amenity, in terms of

satisfactory daylight, visual impact, sunlight, outlook, privacy, soft landscaping as well as noise, odour and light pollution.

Behind the dwelling, there would be some 30m between the rear elevation of the proposed extension and the opposing rear elevation of 1 Meakin Close to the north. The proposed rear extension would not extend beyond the rear outlook of the adjacent dwelling at no. 10 Carlton Close, the other side of a footpath, to the east. There would be no adverse impacts in respect of either of property.

However, the rear elevation of the dwelling occupying the corner plot at no. 9 Aynsley Close faces, directly, the side elevation of the applicant's dwelling. The neighbour's rear elevation is 10m from the shared boundary at the bottom of their back garden, the boundary fence coincides with the edge of the applicant's car port and the side elevation of their garage. Beyond the garden boundary there is a further 3m (some 13m) to the two-storey side wall of the applicant's dwelling from the neighbour's rear elevation. The neighbour's rear elevation contains at, ground floor, a kitchen and patio window and, at first floor, what appear to be three-bedroom windows. The two-storey side wall of the proposed side extension would step out to the boundary and essentially be just 10m from the neighbour's rear elevation and windows (most of which are principal). To an unacceptable extent, this would close down the neighbour's outlook, overshadow their garden and appear overbearing and obtrusive, at the boundary, within close proximity of their property.

This arrangement and relationship would result in an identifiable and unacceptable breach of the Council's Space About Dwelling guidance which requires, where there is a corner site or flank wall, a total distance of 14m between principal windows and the two-storey wall of a dwelling's side elevation.

At the rear of the applicant's dwelling the two-storey side wall would, along the shared garden boundary (with no 7 Aynsley Close), extend a further 3m to the rear, building out over the footprint of the applicant's existing lean-to outrigger. While the proposed side wall would not flank the whole of the rear elevation and garden boundary of the neighbour at no 7 Aynsley Close, it would overlap a portion, about a third, of the neighbour's garden that is currently occupied by their single storey outbuildings. The rear of the two-storey extension would extend to an alignment that coincides with at least the outside edge of the neighbour's ground floor kitchen window and first floor bedroom window and would possibly overlap them by up to a third. In any event, the two-storey extension because of its proximity to the boundary and neighbour's rear elevation, and its alignment in relation to the neighbour's property would loom over the property with an overbearing impact that would overshadow the garden and reduce outlook and sense of space beyond its rear facing windows. In these regards the proposed development would have an inconsiderate relationship with the neighbour's property at no 7 Aynsley Close to the extent it would have an unacceptable impact on their living conditions and amenity.



In these regards, the proposed development would have an unacceptable impact on the amenity and living conditions of nos. 9 and 7 Aynsley Close. There would be conflict with policy DC1 of the Local Plan and a breach of Space About Dwelling Standards to a significant degree.

Highway Safety

Local Plan Policy DC1 requires that development provides for safe and satisfactory access and contribute to meeting the parking requirement arising from necessary car use.

The NPPF states that in assessing applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

The highway authority points to the proposed increase in bedroom numbers (3 to 4) and the loss of driveway and garage space to the side of the dwelling. A four-bedroom

dwelling is required to provide three off road parking spaces to comply with Council parking standards. The highway authority recommends a condition requiring three spaces to be provided within the dwelling's curtilage and in response the applicant has submitted a revised site plan showing three cars parked to the frontage.

In any event, the entire frontage, across the full width of the plot, has already been paved as driveway and provides space that could accommodate up to three cars.

CONCLUSION / PLANNING BALANCE

The proposed development would have an unacceptable impact on the amenity and living conditions of nos. 7 and 9 Aynsely Close and there would be a significant breach of the Council's Space About Dwellings standards. By reason of the development's size, height, and proximity to the garden boundaries and rear elevations of neighbours, the development would appear unduly imposing and overbearing, cause overshadowing and reduce outlook. In these regards, there would be conflict with policies SS7 and DC1 of the SMDC Local Plan 2020.

OFFICER RECOMMENDATION : REFUSE

Case Officer: Ben Hurst

Recommendation Date:

X 

Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council