

DELEGATED DECISION REPORT

SMD/2026/0234
Valid 18/05/2026

11 AYNSLEY CLOSE
CHEADLE

PROPOSED SINGLE STOREY
SIDE EXTENSION AND
RELOCATION OF FRONT
DOOR

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbouring amenity
- Highway safety

DESCRIPTION OF SITE

The application site relates to a two storey detached property within an established residential area 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. The property has previously extended via a single storey side and rear extension, serving an integral garage, utility room and kitchen/ dining area. There is also a car port that runs along the side of the property connected to the integral garage; the car port provides a canopy for the main entrance to the dwelling which is taken from the side. To the front of the property, there is offroad parking for 3 cars onsite and is bounded by a low-rise timber fence.

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

Planning permission is sought for a single storey side extension, relocating the main door along the side elevation where the proposed extension will be built to the front elevation together with a small canopy and, replacing a patio door and window for a large bi-fold door along the existing rear extension.

The proposed extension will replace the carport and extend out from the existing single storey side extension (integral garage) in line with the principal elevation. The proposed extension will have a depth of 3.5m, a width of 2.5m and flat roof height of 2.5m. It will match the same flat roof design, width and height as the existing single storey side extension.

The proposal will match the material used on the existing dwelling.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan (Adopted Sept 2020)

SS7 Cheadle Area Strategy

DC1 Design Considerations

T1 Development and Sustainable Transport

Appendix 1 Parking Guidance

National Planning Policy Framework

Section 12: Achieving well-designed places

Supplementary guidance

Space about dwellings

SITE HISTORY

SMD/2026/0068 Proposed 2 Storey Side extension and first floor side and rear extensions
Refused

CONSULTATIONS

Publicity

Site Notice expiry date: 21/06/26

Neighbour consultation period ends: 12/06/26

Public Comments

Neighbour comments

Two representatives

Insufficient parking. The owners parks 2 cars and 2 work vans on the property and have caused obstruction to those needing to use the turning head. The proposed development will worsen the current parking situation.

Cheadle Town Council

No response in consultation period

Staffordshire County Council Highways

No objection

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

Policy DC1 refers to design and seeks to secure development of a high quality which is designed to add value to the area and to respect the site and its surroundings. New development should promote a positive sense of place and identity through its scale, density, layout, siting, landscaping, character and appearance.

The proposed side extension will be single storey and by its nature appear subordinate to the host dwelling. It will match the same scale and bulk as the existing side extension it will connect from keeping in line with existing design of the property. The extension will feature a flat roof which is contrary to our design guide and normally would not be supported as it does not match the traditional building form however, an exception is made as it replaces a flat roof car port, it will sit next to an existing flat roof garage, it is modest in scale and not prominent within the street scene. It would read almost like a converted garage. As a result of these particular circumstances in this case it was judged, on balance, to be acceptable.

Furthermore, replacing the car port for a more permanent structure will be a visual improvement as well as provide a better internal layout for the occupiers. This element is considered modest and creates a more rounded property as a result.

Given the side of the dwelling is enclosed by its own narrow fence, it would not have particular impact on the wider character and appearance of the area and the environment of the public realm.

As for moving the main door to the front, this will make a great contribution to the dwelling as it is most apparent and would relate with the character and appearance of the area and the street scene. The canopy above the door is proportionate and ties with the single gable fronted design of the property.

The alterations to the rear would create more glazing and inevitably more light into a habitable space serving the living room. The proposed changes will have negligible effect to the public street-scene as this would not be visible from the road.

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 to neighbouring amenity

Paragraph 130 of the NPPF (2024) and policy DC1 seeks to secure development that protects amenity, including residential amenity, in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping.

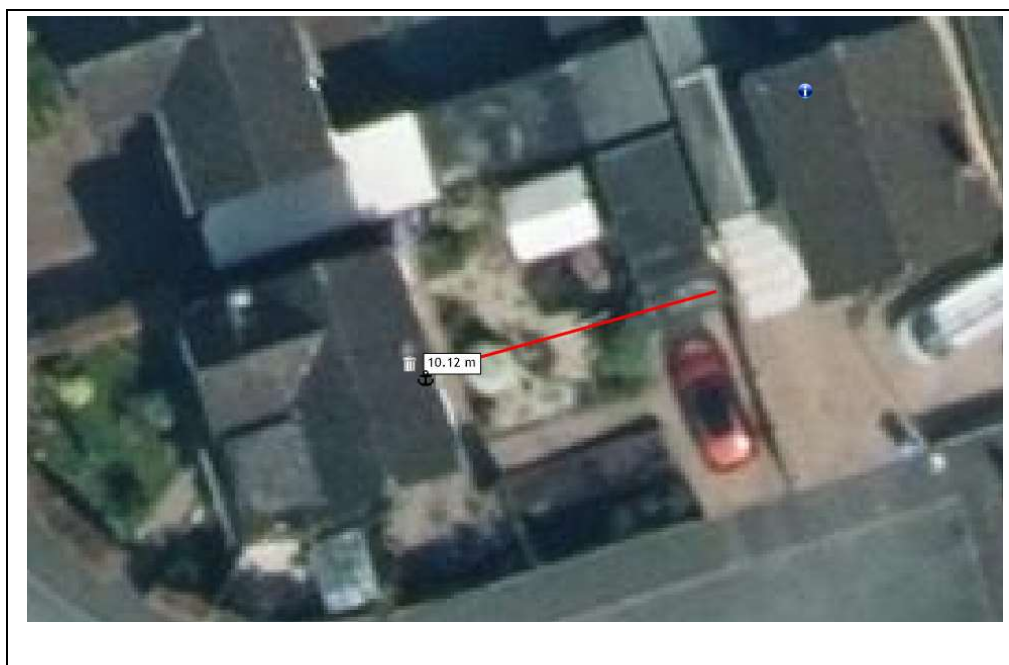
To the front of the extension, there is a distance of at least 27m between the principal window serving the additional bedroom and the neighbour's front elevation window of 20 Aynsley Close, located on the other side of the road. The Council's Space about dwellings requires a distance between front elevations of dwellings containing principal windows to be at least 22m. There would be no adverse impacts in respect of this property.

The proposed 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.

In respect of no.7 and 9 Aynsley Close, both properties directly faces the side elevation of the applicant's dwelling which is where the proposed extension will be situated, west of the site. The neighbour's amenity at no.7 Aynsley Close would be maintained as the extension has no direct side facing windows and the proposed extension is forward of the neighbour's curtilage boundary.

As for No.9 Aynsley Close, the neighbour's rear elevation is approx. 10m from the shared boundary at the bottom of their back garden. The extension will sit behind the neighbour's garage and shared boundary fence. The Council's Space About Dwelling guidance requires, where there is a corner site or flank wall, a total distance of 11m between principal windows on the rear elevation of a dwelling and single storey structure.

The extension is considered to breach the Council's space guidance however, the breach is considered very minor and is mitigated by the fact that the neighbour's garage is situated between the extension and the neighbour's property such that it would obscure the views of the proposed development. Therefore, the scheme is considered acceptable on neighbour amenity grounds.



The extension will not breach the 45 degree line guidance when considering loss of sunlight/ daylight to any of the adjacent neighbours.

As for the alteration to the existing rear elevation, there would be some 30m between the applicant's rear elevation and the opposing rear elevation of 1 Meakin Close to the north. The change of fenestration will not extend beyond what is existing. The change is unlikely to have adverse impact in respect of this property.

Overall, this application is considered to be in accordance with Policy DC1 of the Local plan.

Highway Safety

Policy T1 of the Local Plan states that permission will only be granted for development incorporating adequate and satisfactory parking provisions.

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 prior to occupation.

There were neighbouring concerns to the number of cars associated with the property. However, this matter goes beyond planning restrictions to control the number of cars a household chooses to have. Nevertheless, 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. Therefore the proposal can comply with the Council's parking standards. Any issue relating to blocking the public highway is a matter for the police

CONCLUSION

The proposed development is judged to be of suitable design and meets the tests of sustainability in planning. There are not judged to be any adverse implications for neighbours or wider public amenity and street scene. The application was considered acceptable against the National Planning Policy Framework and Local Planning Policies.

OFFICER RECOMMENDATION :

Approve

Case Officer: Lisa O'Brien

Recommendation Date: 28/07/26

X 

Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council