

## DELEGATED DECISION REPORT

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HPK/2017/0117  
Valid 07/03/2017

SILK HOUSE  
SILK STREET  
GLOSSOP

DEMOLITION OF EXISTING  
OUTBUILDINGS ON SITE AND  
EXISTING PORCH TO MAIN  
DWELLING HOUSE.  
PROPOSED ERECTION OF  
NEW OAK FRAMED PORCH  
STRUCTURE, SINGLE  
STOREY DETACHED DOUBLE  
GARAGE WITH ASSOCIATED  
STORAGE, PLUS THE  
ERECTION OF ANCILLARY  
ACCOMMODATION WITHIN  
THE CURTILAGE OF THE  
EXISTING DWELLING, TO  
INCLUDE ASSOCIATED  
LANDSCAPING AND  
PARKING.

(FULL - HOUSEHOLDER)

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### MAIN ISSUES

- Principle of development
- Design / Visual Amenity
- Neighbour Amenity
- Access and Parking
- Flood Risk

### DESCRIPTION OF SITE

The application site relates to a large detached property of relatively modern construction and associated outbuildings (including pigeon lofts) and residential curtilage situated off Silk Street, Glossop. The site is broadly L-shaped and is bounded by residential properties on Shirebrook Drive to the west, to the north by properties on High Street East, and the south and east by properties on Silk Street. There is also a depot on land to the east. There are significant level changes across the site with the dwelling itself and pigeon lofts on higher land with a drop in levels to the north and west. The site is within the built up area boundary of Glossop. A small part of the site is within Flood Zone 2.

### PROPOSAL

This householder application comprises three separate elements as follows:

(1) The erection of a detached building to provide ancillary residential accommodation. This building would be sited in the southern corner of the site in place of existing outbuildings (pigeon lofts). The building would provide new living accommodation on ground floor with additional accommodation within the roofspace. The proposal would span 11m by 10.5m, and have an eaves height of 2.9m and ridge height of 5.8m. Materials used in construction would comprise render finish with stone quoin detailing and roof tiles to match the existing dwelling.

(2) The erection of a detached garage and play / garden store in the northern part of the curtilage adjacent to the rear gardens of properties on High Street East. The garages would be served by a new access driveway.

(3) A proposed oak framed porch extension in place of an existing canopy structure to the inside corner of the dwelling on the south facing elevation of the dwelling.

It is proposed to create a new gated access point onto the existing road with parking and manoeuvring space to be provided.

## **RELEVANT LOCAL AND NATIONAL PLANNING POLICIES**

### **High Peak Local Plan 2016**

S 1 Sustainable Development Principles  
S 1a Presumption in Favour of Sustainable Development  
S 2 Settlement Hierarchy  
S 5 Glossopdale Sub-area Strategy  
EQ 6 Design and Place Making  
EQ 10 Pollution Control and Unstable Land  
EQ 11 Flood Risk Management  
CF 6 Accessibility and Transport

### **National Planning Policy Framework**

Paragraph(s) 1-17  
Section 7 – Requiring Good Design  
Section 10 – Meeting the challenge of climate change, flooding and coastal change

## **SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS**

None relevant.

## **CONSULTATIONS**

### **Publicity**

Site Notice expiry date: 02/05/2017  
Neighbour consultation period ends: 04/04/2017  
Press Advert: N/A

## **Public Comments**

One email of support has been received from a nearby resident, who, as a close neighbour is fully supportive of the plans for the demolition of the derelict pigeon lofts and construction of a bungalow. The neighbour considers that the bungalow is a suitable distance away from their property to afford sufficient privacy. The neighbour also considers that the proposals will result in a significant improvement to the environment.

## **Town / Parish Comments**

N/A

## **Environmental Health**

No objection subject to condition requiring contamination assessment and any necessary remediation measures, and an informative note advising that the development is within 250 metres of an historic landfill site.

## **Derbyshire County Council Highways**

Whilst there is no objection in principle to the development proposals, it is suggested that the ancillary accommodation is of a scale and layout that should be considered as an independent family dwelling. As such, it's likely that vehicular activity associated with the site would increase and, therefore, the access arrangements should comply with the layout recommendations for a driveway serving 6no. to 25no. dwellings as contained within Section DG18 of the 6C's Design Guide. The access driveway joins Silk Street at an acute angle, however, the highway being a cul-de-sac that terminates a short distance to the south of the access, it's unlikely that there would be much demand for right turn out/ left turn in vehicle manoeuvres. I can't determine whether or not the initial length of the driveway meets current design criteria in terms of width or whether intervisible passing places are available between the highway and development site. According to records available to me, the initial length of driveway also forms a part of the route of a Bridleway (approx. 20m in length). It would appear that undertaking any improvements to increase the width of the driveway/ bridleway (should the existing not meet current recommendations) would require the use of land not within the control of the applicant (it's assumed that the applicant has full access rights between Silk Street and the development site i.e. the section of driveway over which the Bridleway passes is not within either the red or blue line boundaries). Considered unlikely that the proposals would result in severe harm to safe operation of the highway. However as the application details clearly state that the new dwelling would be for ancillary accommodation, in the interests of reducing the likelihood of vehicular activity being significantly increased, I'd recommend that this element of the development is Conditioned to remain private and ancillary to occupants of the existing dwelling with no future sub-letting or selling-off. In addition, the approved off-street parking and manoeuvring layout should be provided prior to the ancillary accommodation being brought into use and maintained clear of any obstruction to its designated use for the life of the development.

## **DCC Rights of Way Officer**

No comments.

## **OFFICER COMMENTS**

### **Principle of Development**

The site lies within the built up area boundary of Glossop and is in a sustainable location with good links to local services and shops by walking/cycling and nearby public transport. The site is in a mainly residential area and is adjacent to residential properties. In respect of the three dimensions to sustainable development contained in the Framework, it is considered that the proposals are a sustainable form of development.

The applicant confirms that the proposed additional living accommodation would be used as ancillary accommodation as part of the main dwelling. The principle of additional accommodation including ancillary accommodation to be used in association with the main house is considered acceptable. However, it is considered reasonable and necessary to attach a condition to require the new building to be used for ancillary accommodation in association with the main house and prevent it being turned into a separate dwelling.

Whilst the principle of the development is considered acceptable within the built up area boundary, it is necessary to consider whether or not the proposal complies with other relevant local plan policies, the national policy framework and other material considerations in order to benefit from the presumption under Paragraph 14 of the Framework.

### **Design / Visual Amenity**

The NPPF highlights that good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. Paragraph 58 requires development to function well and add to the overall quality of the area for the lifetime of the development. It should respond to local character and history and reflect the identity of local surroundings and materials whilst reinforcing local distinctiveness.

Local Plan policies S1 and EQ6 expect new development to contribute to a sense of place by taking account of the distinct character, townscape and setting of the area and securing high quality and locally distinctive design and amenity. The adopted Supplementary Planning Document on Residential Design 2005, also provides guidance on the approach to new residential development, and the factors which contribute toward local distinctiveness.

The proposed ancillary accommodation would comprise a single storey building with accommodation within the roof space. The scale and proportions of this proposal are considered appropriate and its detailed design and relationship relative to the main house are satisfactory. This proposal would replace the existing derelict and

unsightly pigeon lofts which do not contribute to the visual amenity of the area. It is considered that there are environmental benefits from removal of the pigeon lofts and this proposal therefore accords with the environmental dimension to the sustainable development. The environmental benefits weigh in favour of the proposals in the planning balance. The proposed detached garage would be situated on the lower section of the site and is to be served by a new driveway. The scale and design of the garage are considered sympathetic to the design and appearance of the existing house. Due to its positioning on the northern section of the site, it would be visible from Shirebrook Drive and High Street East but it would be situated on the lower part of the site and would not be dominant or out of character with the street scene. Similarly, the proposed porch is of appropriate scale and design.

The proposed development accords with Policy EQ6 of the Local Plan and Section 7 of the NPPF.

### **Neighbour Amenity**

Local Plan Policy EQ6 requires that new development achieves a satisfactory relationship to adjacent development and does 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. Careful consideration of any new development needs to be given to the design, orientation and siting of the new dwelling to ensure that the occupiers have a satisfactory level of amenity and do not result in a loss of amenity to occupiers of the adjacent properties, including overlooking, privacy and any overbearing impacts of development. In general there should be at least 21m between habitable room windows of adjacent properties.

The proposed ancillary accommodation would be situated on land occupied by the existing pigeon lofts. This part of the site is well screened from neighbouring properties to the south and west by existing trees and shrubs. The neighbouring properties on Shirebrook Drive to the west are on much lower ground than the site. The proposed ancillary accommodation does contain several principal windows facing in the direction of these neighbours, but given the change in levels, whereby the rooflines of the neighbouring properties are broadly in line with the ground level on this part of the site, it is considered that there would be no significant overlooking towards these neighbours, particularly in view of the existing screening on the boundary and the proposed building being set away from the western boundary. The proposed building is of limited height and unlikely to result in any additional loss of light or overbearing impact to neighbouring properties when compared to the existing pigeon lofts. In terms of the impact on the neighbouring property to the south, "The Ponderosa", the south elevation of the proposed building does not contain principal windows and the windows that are included are narrow and would not directly face towards this neighbouring property. There is also hedge screening on the southern boundary which would also serve to reduce any likelihood of overlooking. The porch addition is a small structure which would be seen against the backdrop of the existing dwelling and would not adversely affect the amenities of neighbouring properties. The proposed garage would be within relatively close proximity of 40 Shirebrook Drive and the rear of 92 High Street East, but given the limited scale and

height of this structure, there is unlikely to be any significant impact on these neighbours in terms of loss of light or overbearing impact.

In summary, the proposed development would achieve a satisfactory relationship to neighbouring properties and the development thereby accords with Policy EQ6.

### **Highway Safety**

The NPPF promotes sustainable transport and recommends that local planning authorities should seek to encourage and facilitate where possible sustainable patterns of transport using practical alternatives to private motor vehicles so that people have a real choice about how they travel.

Policy CF6 of the Local Plan seeks to ensure development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes. It aims to ensure that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development.

County Highways raises no objection in principle to the development proposals, but comment that the access driveway joins Silk Street at an acute angle. However, given the highway is a cul-de-sac that terminates a short distance to the south of the access, it is unlikely that there would be much demand for right turn out/ left turn in vehicle manoeuvres. Whilst County Highways has been unable to determine whether or not the initial length of the driveway meets current design criteria in terms of width or whether intervisible passing places are available between the highway and development site, it is considered unlikely that the proposals would result in severe harm to safe operation of the highway. However, as the application details clearly state that the new dwelling would be for ancillary accommodation, in the interests of reducing the likelihood of vehicular activity being significantly increased, it is recommended that this element of the development is conditioned to remain private and ancillary to occupants of the existing dwelling with no future sub-letting or selling-off. In addition, a condition is recommended to require the proposed off-street parking and manoeuvring layout to be provided prior to the ancillary accommodation being brought into use and maintained clear of any obstruction to its designated use for the life of the development.

Therefore, taking the above into account, and subject to the conditions recommended by the Highway Authority, it is concluded that there would be no adverse, or 'severe', impact on the local road network and the proposals thereby comply with the provisions of Section 4 of the NPPF and Local Plan policy CF6.

### **Flood Risk**

Policy EQ11 relates to Flood Risk Management and supports development proposals that avoid areas of current or future flood risk and do not increase flooding elsewhere.

A small part of the site lies within Flood Zone 2 (the west boundary of the application site). The extent of Flood Zone 2 correlates with the rise in ground levels into the

application site from this boundary. It is noted that the finished floor level of the proposed ancillary accommodation will be dictated by existing levels and set at 158.22m AOD. Reference to the topographical survey indicates that this level is at least 4m above the level of the shared boundary with No. 40 Shirebrook Drive. It is proposed to set the proposed garage level at 154m AOD. In order to achieve this level, ground levels are proposed to be raised to the western side of the garage (and reduced to the east side). Reference to the NPPF Table 2 indicates that the proposed garage would be classified as Less Vulnerable. In the event of flooding, safe egress from the garage is readily achieved onto higher ground via the proposed driveway and the area is covered by the EA Flood Warning Service. On this basis, it is concluded that the proposed garage meets the requirements of the NPPF in respect of flood risk and is therefore appropriate. The application thereby accords with Policy EQ11 and Section 10 of the NPPF.

## **CONCLUSION / PLANNING BALANCE**

The National Planning Policy Framework provides for a presumption in favour of sustainable development. The Framework advises that proposals which comply with the development plan should be approved “without delay”. The site is within the built up area boundary of Glossop and is in a sustainable location in terms of access to public transport and local services. The proposed outbuilding is to be used as ancillary accommodation in connection with the existing dwelling and this can be secured by way of condition. It is considered that the removal of the existing pigeon lofts and replacement with ancillary accommodation would result in environmental benefits. With no adverse impacts on visual amenity, nearby residential amenity, highway safety or flood risks, the application is considered to be in accordance with the relevant policies of the Local Plan and paragraphs of the NPPF and is recommended for conditional approval.

**OFFICER RECOMMENDATION :     APPROVE**

**Case Officer: Mark Ollerenshaw**

**Recommendation Date: 19/06/2017**

X *B.J. Haywood*

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Signed by: Ben Haywood

**On behalf of High Peak Borough Council**