

DELEGATED DECISION REPORT

HPK/2021/0086
Valid 05/05/2021

3 FREETOWN
GLOSSOP

PROPOSED FIRST FLOOR
SIDE EXTENSION OVER
EXISTING GARAGE

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design Character and Appearance
- Amenity
- Parking Provision and Highway Safety

DESCRIPTION OF SITE

The application relates to No.3 Freetown; a two storey semi-detached property constructed from gritstone with tiled roof, characterised by a single storey garage on its western side. The site lies in a prominent location, with clear views of the western gable present from the public highway.

The site shares its eastern boundary with its neighbour No.5 Freetown, whilst to the rear stands Nos.61 and 63 Kershaw Street. The public highway lies to the south and west, with residential properties situated on the opposite side of the highway.

PROPOSAL

The application seeks permission for a first floor side extension above the existing garage, to accommodate two bedrooms each with a small en-suite bathroom. Original plans showed the extension to be served by an external metal staircase. Revised plans under consideration within this report show the omission of this staircase together with minor alterations to the design at the request of Officers.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The Local Development Plan for this site comprises the High Peak Local Plan (2016). Adopted Supplementary Planning Guidance documents and the National Planning Policy Framework (NPPF) are also material considerations in determining applications.

High Peak Local Plan 2016

S1 Sustainable Development Principles

S1a Presumption in Favour of Sustainable Development
S2 Settlement Hierarchy
S5 Glossopdale Sub-area Strategy
EQ6 Design and Place Making
CF6 Accessibility and Transport

National Planning Policy Framework 2021

Achieving Sustainable Development	Chapter 2
Promoting Sustainable Transport	Chapter 9
Achieving Well Designed Places	Chapter 12

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/0001/0344 Proposed Kitchen Extension and General Improvements
(Approved)

HPK/2013/0284 Proposed erection of detached garage (Approved 01/08/13)

CONSULTATIONS

Publicity

Site Notice expiry date: 16th July 2021
Neighbour consultation period ends: 8th June 2021
Press Advert: N/A

Public Comments

2 x representations have been received in connection with the application that seeks clarification as to why a fire escape is necessary for an extension, and concerns that the motives of the applicant is to achieve a separate independent dwelling to be sold or sub-let.

Town / Parish Comments

N/A

Derbyshire County Council Highways

Initial Response:

No objections subject to appropriate off street parking provision

Further Response (in connection with revised plans):

Given the existing property (comprising 2 No bedrooms) only has a single car parking space available, the provision of an additional parking space(s) – as identified on the revised application drawing - would be considered acceptable to the Highway Authority. The only potential issue I would raise relates to the proposed

driveway surfacing material – this appears to be an unbound gravel surface, which is likely to get ‘tracked-out’ of the site and deposited on the highway – to the detriment of pedestrian safety. The Highway Authority would recommend a solid bound surface material is used, or, alternatively, if a gravel surface must be used that the initial 1.0 – 1.5m of the drive be in a solid bound material (tarmac or block paving) to prevent the unbound surface migrating to the highway.

On the basis the proposals are now acceptable in planning terms I would recommend the following conditions and notes be appended to any consent issued:-

Conditions

1. Prior to the extensions being taken into use the additional car parking area, as identified on the revised application drawing, shall be laid out, constructed in a solid bound material for at least the initial 1.5m from the highway boundary and be made available for the parking of a motor vehicle associated with the property. Thereafter the area shall remain free from any impediment to its designated use.
2. Concurrent with the formation of the new parking space the existing boundary wall shall be reduced in height, in accordance with the revised application drawing, to maximise visibility and pedestrian intervisibility to and from the site from a 2.4m setback from the carriageway edge. Thereafter the area in advance of the sightline shall be maintained free from any obstructions to visibility over 900mm high.

OFFICER COMMENTS

Principle of Development

The application seeks extension to an existing residential dwelling that lies within the built-up area boundary of Glossop, one of the larger Market Towns that stands at the top of the settlement hierarchy under Local Plan (LP) Policy S2. Glossop is identified as a town where new housing and development which encourages economic growth will be supported. The site is not constrained by any sensitive statutory designation.

Having regard to the nature of the proposed development and the policy context set out above, the principle of development is acceptable subject to all material considerations.

Design Character and Appearance

LP Policy S1 sets out a number of sustainability principles which all new development proposals should incorporate in order to make a positive contribution towards the sustainability of communities and to protect, and where possible enhance the environment.

LP Policy EQ6 states that all development should be well designed to respect and contribute positively to the character, identity and context of High Peak’s townscapes, in terms of scale, height, density, and layout.

The High Peak Residential Design Guide SPD (2005) and more recently adopted Design Guide SPD (2018) contains further design guidance for extending and altering domestic properties. Extensions and alterations should respect the scale and height of the parent building reading as a subordinate and secondary addition and respecting the character and appearance of the building through an appropriate choice of materials.

Paragraph 130 of the NPPF states amongst other matters that new developments should add to the overall quality of the area, be visually attractive as a result of good architecture and sympathetic to the surrounding built environment.

The existing dwelling comprises one half of a two storey semi-detached block that is somewhat isolated from neighbouring residential development, is prominent in the street scene given that there are views of the front and side, and therefore it is imperative any extension is sensitively designed.

The initial plans showed the first floor extension to be constructed in matching materials to the main house, having a front building line flush with the existing garage, and a ridge line that sat flush with that in the main house. A set of metal stairs was shown to dominate the side elevation providing independent access to the two bedrooms at first floor level. This aspect of development generated concerns from neighbouring residents with regards to the potential for the extension to function as a separate dwelling.

Whilst the principle of a first floor extension is supported, Officers raised concerns with the applicant relating to matters of design and its impact upon the wider street scene. The greatest concern was the provision of the external stair case which was considered to be wholly out of character with traditional residential properties and by its very presence would result in significant adverse harm to the character and appearance of the building and wider street scene. Attempts were made by the applicant to address these concerns by substituting the metal with a more sympathetic stone. However, Officers reiterated that the presence of an external staircase, irrespective of materials used would be detrimental to the character of the area.

The applicant has submitted revised plans (Rev A dated 07/08/21) which omits the external staircase and also responds to other minor design comments, by setting the ridgeline below that of the main house and a greater set back of the front elevation behind the principal elevation of the existing dwelling.

In this final revised form, it is considered that the proposed extension comprises a balanced and proportionate addition that is of an appropriate scale, height and mass which would respect the existing character and appearance of the existing dwelling and wider street scene. As such the proposed extension would comply with LP Policies S1 and EQ6, relevant Supplementary Design Guidance, and relevant paragraphs under Chapter 12 of the NPPF.

Amenity

LP Policy EQ6 requires all new development to have a satisfactory relationship with existing land and buildings and protects the amenity of the area, which includes the residential amenity of neighbouring properties. Aspects of residential amenity include impacts such as a loss of sunlight, overshadowing and overbearing impacts, loss of outlook, and loss of privacy.

The High Peak Residential Design Guide SPD requires extensions to preserve the residential amenity of neighbouring properties, having regard amongst other things to the relationship between existing and proposed development, the positioning of windows, and the change in land levels. A minimum of 21m should be achieved between existing and proposed habitable windows.

Paragraph 130 of the NPPF states that planning should create places with a high standard of amenity for existing and future users.

The application site is bounded to the north by the rear elevations of Nos.61 and 63 Kershaw Street, with No.63 directly facing the rear elevation of the host property at a distance of approximately 12m. The introduction of a first floor rear window would be in conflict with separation distances set out within supplementary guidance and exacerbate the existing overlooking towards the neighbour. However bedroom 2 would be served by a second window on the side elevation. Therefore, in order to protect the neighbours privacy it is recommended that a condition be imposed requiring obscure glazing to the rear window serving bedroom 2 with the side facing window to remain as clear glazed. As such, it is considered that the proposed extension would not result in a degree of harm with regards to overlooking or loss of privacy that could reasonably warrant a reason for refusal. In terms of any overbearing impact, the sufficient light would be available to the west to ensure that the amenities of the neighbours in Kershaw St are protected.

The residential properties located to the west on the opposite side of the public highway are located way in excess of the required 21m and as such there are no properties to the west of the site that would be adversely affected with regards to any aspect of residential amenity set out under LP Policy EQ6. Similarly, properties to the south of the public highway are located in excess of 21m distant and would not be adversely affected.

Due to the nature of the proposed extension, and the spatial and visual relationship between each property, the occupiers of No.5 Freetown would not be adversely affected.

It is therefore concluded that the proposed development would not result in any adverse harm to the amenity of neighbouring residential properties having regard to overbearing impacts, overlooking or loss of privacy, and loss of sunlight in line with LP Policy EQ6, relevant Supplementary Guidance, and relevant paragraphs under Chapter 12 of the NPPF.

Highway Safety

LP Policy CF6 seeks to ensure that development can be safely accessed in a sustainable manner and that all new development is located where it can be

satisfactorily accommodated within the existing highway network. Off-street parking provision in accordance with guidelines set out under Appendix 1 of the Local Plan should be provided.

Paragraph 110 of the NPPF states that in assessing applications for development, a safe and suitable access to the site should be achieved for all users.

Parking guidance requires that dwellings with 4 bedrooms or more should demonstrate a minimum of 3 x parking spaces within the domestic curtilage, as opposed to 2 x spaces for 2/3 bed dwellings. Officers requested that the applicant submit an updated plan showing the provision of additional car parking spaces in accordance with the adopted guidance.

The latest revised plans show the provision of three parking spaces which includes the existing garage, with a further two spaces shown to the west of the garage. The latest plan shows the widening of the existing dropped kerb and that the boundary wall that borders the public highway to be maintained at a maximum height of 600mm.

The additional two spaces are sub-standard with regards to their depth, failing to meet the required 5.5m x 2.4m dimensions that are typically required to be counted as a legitimate parking space. The Highways Authority have been asked to comment on this revised plan and have responded stating that on this occasion this provision is acceptable. The updated response makes reference to the loose material shown to be used in the construction of the new parking spaces, and that it would be desirable for this material to be a bound surface to avoid loose material being transferred to the public highway.

Having regard to the above, it is considered appropriate and reasonable to attach a suitable condition that (notwithstanding the revised plans) requires the new driveway to be surfaced in a bound material, in addition to the other suggested conditions. Subject to these conditions, it is considered that the application is acceptable with regards to potential impacts to highway safety, in line with LP Policy CF6 and paragraph 110 of the NPPF.

CONCLUSION / PLANNING BALANCE

LP Policy S1a reflects the presumption in favour of sustainable development set out within the National Planning Policy Framework (NPPF).

Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development. For decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission, unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The application seeks extensions and alterations to No.3 Freetown, Glossop. The site lies within the built-up area boundary not constrained by any statutory designation and therefore the principle of development is supported.

Following concerns raised by officers in relation to the design and visual appearance of the proposed extension and clarification regarding off-street parking provision, the applicant has submitted revised plans which have been found to address such concerns and therefore in its revised form the application is considered to comply with all relevant local development plan policies, supplementary design guidance, and the NPPF.

The application is therefore considered to constitute a sustainable form of development and in line with LP Policy S1a and paragraph 11 of the NPPF is recommended for approval subject to appropriate conditions.

OFFICER RECOMMENDATION : Approve with Conditions

Case Officer: James Stannard

Recommendation Date: 10th August 2021

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council