

DELEGATED DECISION REPORT

HPK/2023/0015
VALID 16/01/2023

4, CLOUGH FIELD CLOSE,
WHALEY BRIDGE,
DERBYSHIRE, SK23 7GB

SINGLE STOREY REAR
EXTENSION (FULL -
HOUSEHOLDER)

MAIN ISSUES

- Principle of Development
- Design Considerations
- Impact upon Residential Amenity
- Impact on Highway Safety

DESCRIPTION OF SITE

The application site lies within settlement boundary for Whaley Bridge as defined by the Local Plan policies map. The site comprises a two storey detached dwelling which is located within a predominantly residential area comprising two storey properties. A detached garage is located to the side of the property with driveway to the front. Private amenity space is located to the rear.

PROPOSAL

This application proposes the construction of a single storey rear extension. The extension would project to the rear of the property by 3m and would be full width of the property. The extension would have a lean to roof with height of 3.3m and eaves height of 2.4m. The extension would provide an extended kitchen dining room.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan (Adopted 2016)

S1 Sustainable Development Principles
S1a Presumption in Favour of Sustainable Development
S2 Settlement Hierarchy
S6 Central Sub-area Strategy
EQ6 Design and Place Making

Supplementary Planning Guidance/Documents

Residential Design (2005)
High Peak Design Guide (2018)

National Planning Policy Framework

Section 12: Achieving Well-designed Places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None

CONSULTATIONS

Publicity

Site Notice expiry date: 20/02/23

Neighbour consultation period ends: 09/02/23

Press Advert: N/A

Public Comments

None

Town / Parish Comments

None received

DCC Highways

It is considered that the proposed rear extension will have no detrimental highway impact; there are no highway objections to the application

OFFICER COMMENTS

Principle of Development

The application proposes householder development to a property which is located the settlement of Whaley Bridge, which lies within the Central Sub Area as defined by the Local Plan Policies Map. Within such locations extensions to residential properties can be acceptable, subject to whether the design is appropriate, whether any amenity issues would arise, and whether there would be an impact upon highway safety.

Design Considerations

Policy S 1a states that all new development should contribute to sustaining communities and protected and/or enhance the environment. Policy EQ 6 states that all development should be well designed, of a high quality and respond to the areas character, history and scale.

The High Peak Design Guide (2018), at paragraph 5.5 states that, *“All 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. Setting back the new section from the building line and keeping the eaves and ridge lower than the parent building will normally help”*.

The High Peak Residential Design SPD (2005), at 9.0 states that *“Extensions and alterations to existing houses can have a significant impact on the appearance of a house, neighbouring property and the street scene. It is important, on all types of houses, that domestic development is carefully designed”*, and at 9.1 that *“Extensions should be designed so as to subordinate to the main form of the house. It is important that the extension results in a dwelling that is well designed in itself”*.

The application relates to the erection of a single storey extension to the rear of the dwelling. The extension would project by 3m and be full width. The extension, due to its modest height and proportions is considered to represent a modest addition to the host dwelling, which would remain the dominant element of the property.

The single storey and rear siting of the extension means that the proposals would not be prominent from public vantage points, although some glimpses of the extension would be available to the side. It is not considered that the extension would cause harm to the character and appearance of the streetscene. The proposals can be carried out with the property retaining sufficient private amenity space so as to not result in an overdevelopment of the plot.

The scheme proposes materials to match which is considered to be appropriate.

Amenity

The application site is a detached property. The proposed extension would be sited adjacent to the boundary with No.2, albeit set in from the site boundary. Within the rear elevation of the adjacent dwelling (No.2) are ground floor rear windows which appear to be principal opening serving those rooms. The nearest opening serves a kitchen and the proposed rear extension would result in a minor breach of the 45degree standard from this opening.

The extension at 3m in projection is relatively modest while the proposed height of the extension is also modest. The proposed extension would be sited to the north west of the window and the breach in 45 degree standard is only minor. There would be no loss of sunlight. As such it is not considered that the proposed loss of light to habitable rooms would be adverse.

With regard to any overbearing and overshadowing, given the modest scale of the extension and the extent of private amenity space that the neighbouring dwellings enjoy, it is considered that there would be no significant overshadowing or overbearing arising from these proposals.

Principal windows would face along the garden of the application site and would be appropriately spaced from any windows opposite as to not result in a loss of privacy. No overlooking would arise from the single storey extension. A high level window is proposed in the elevation facing towards number 2, however with a cill height of 1.7m above internal floor level, this would ensure that no overlooking would occur. Appropriate amenity space would also be retained for future occupants of the application site.

Highway Safety

The application proposals do not result in an uplift in bedrooms at the site. The site enjoys sufficient off street parking on its driveway and within its garage. DCC Highways have raised no objection to the proposed development on highway safety grounds.

CONCLUSION / PLANNING BALANCE

It is considered that the proposals would comply with the policies contained within the Development Plan and guidance within the NPPF, and as such it is recommended that the application be approved.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Declan Cleary

Recommendation Date: 02/03/2023

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council