

DELEGATED DECISION REPORT

HPK/2023/0054
Valid 07/02/2023

100 LINDEN LEA WEST
DRIVE
TINTWISTLE

DEMOLITION OF EXISTING
SINGLE STOREY FLAT ROOF
STRUCTURE ATTACHED TO
NORTH OF DWELLING AND
FORMATION OF SIDE AND
REAR SINGLE STOREY
EXTENSIONS.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity

DESCRIPTION OF SITE

Linden Lea (no. 100) West Drive is a large detached property, which occupies a corner plot where West Drive meets the A628. The property is a large bungalow of stone and slate with uPVC windows.

The dwelling has a previous flat roof extension to the rear (east) providing a garage. The property has also been extended to the north providing a storage space, and access to the kitchen via a side entrance.

The property has a driveway which provides off-street parking for approximately 3 vehicles, plus a forth in the garage.

PROPOSAL

Planning permission is sought to replace the existing northern extension with a larger side and rear extension creating a utility, study and morning room. The proposed extension will be built out of stone to match the host dwelling. It is proposed to have a pitched roof, with roof line to match that of the host dwelling.

The front elevation will have one large window with a horizontal emphasis. The southern elevation will also have a large window, to match the proportions of the existing bay window on the southern elevation. This southern elevation will mostly be hidden behind the existing garage, however, the roof will be visible. The proposed northern elevation will have a small opaque window serving a shower room. The proposed rear elevation will introduce 2 large windows and a rear door providing access to the rear garden.

The plans also show that the existing red brick eastern elevation would be rendered in white, with all other elevations remaining in stone.

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
EQ 6 Design and Place Making
CF 6 Accessibility and Transport

National Planning Policy Framework

Section 4 decision-making
Section 12 achieving well-designed places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

No planning history

CONSULTATIONS

Publicity

Site Notice expiry date: 13/03/2023
Neighbour consultation period ends: 07/03/2023
Press Advert: N/A

Public Comments

None received

Town / Parish Comments

Tintwistle PC – None Received

Environmental Health

N/A

Derbyshire County Council Highways

It is considered that the application will have no detrimental highway impact and on that basis there are no highway objections to the application.

OFFICER COMMENTS

Principle of Development

LP Policy S 2 states that moderate scale development which meets local needs should be allowed in large villages such as Tintwistle. The site is situated within this built-up area boundary. Therefore, the principle of the development is acceptable subject to consideration of the following policy.

Design

Section 12 Paragraph 130(c) of the NPPF states that development should be sympathetic to the character and history of the area, while not restricting change.

LP 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 Adopted Residential (SPD) (2005) chapter 9 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.”

The High Peak Design Guide (SPD) Paragraph 5.5 states that all extensions should harmonise with the parent building, it should be subordinate to it in terms of its size and massing.

The proposed side extension is set sufficiently back from the principle building line as to distinguish itself from the host building as subordinate.

It is proposed to replace an existing flat roofed extension with a pitched roof side and rear extension. The proposed extension benefits from the addition of the pitched which is favoured over the existing flat roofed structure. The proposed side portion of the extension will insert a new window into the front elevation of the dwelling house. The windows on the existing property vary in size and proportion, as such the introduction of this new window does not unbalance the front façade. The front window draws from both the height and width of other window on this elevation which not copying them exactly.

A window, and roof lights will also be added to the southern elevation of the rear extension, this will be blocked from street view by the existing garage. It will only be visible from within the properties rear garden. However, this window draws from the vertical emphasis of other existing windows from along the southern elevation. To the rear there will be one large window, a small porch entrance and a smaller. The windows on the rear elevation will complement each other due to the use of vertical glazing bars and brick detailing, however each window varies in sizing. Although the extension will not be set down from the ridge line of the host dwelling, it would not unbalance the dwelling given its overall length when viewed from the front. The extension would appear as a proportionate and subordinate addition.

Render is proposed for use on the part of the southern elevation of the extension and the entirety of the eastern elevation. The majority of the southern elevation will

be shielded from public view by the existing garage. However the upper most portion of this elevation may be glimpsed from West Drive. It is also proposed to render a small part of the Northern elevation. The northern elevation can be viewed from Manchester Road due to the low boundary treatment and a large open green space which sits between No. 100 West Drive and Manchester Road. There is heavy tree cover along the edge of Manchester Rd which shields the application site from view.

Although render is considered to be an uncommon materials in the immediate street scene, its visibility street is minimal. Any render which will be visible from the street view will be obscured from view by the existing tree coverage. From the street the dominate material which will be visible is the stone which is being used to match the stone of the host dwelling. As such the render, in this instance is considered acceptable within these circumstances.

Amenity

Section 12 Paragraph 130(f) of the NPPF states that development should create places with a high standard of amenity for existing and future users.

LP Policy EQ 6 states that all development should achieve a satisfactory relationship to adjacent development and doesn't cause unacceptable effects by reason of vision intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity.

The Adopted Residential (SPD) (2005) paragraph 8.6.1 states that there should be 21 metres between adjacent inhabitable windows to provide an acceptable level of amenity.

The proposed front and northern side window will be more than the recommended 21 meters away from any neighbouring property due to the dwellinghouses corner position. The proposed southern side window will face the rear of the existing properties garage, as such not breaching the recommended amenity distances in relation to neighbouring properties.

The proposed rear elevation faces the water treatment plant, with the nearest elevation being approximately 39 meters away. Furthermore the rear boundary of the application site has a tall fence with mature soft landscaping to ensure the privacy of the application site and its neighbours. As such there are no amenity concerns.

Highway Safety

The proposed extension will create a study, utility and morning room as well as extending the existing kitchen. As such the proposed works will not increase demand for off-street parking. Furthermore the proposed development will not impact upon the existing off-street parking. Therefore, there are no highway safety concerns.

CONCLUSION / PLANNING BALANCE

The development is considered acceptable in terms of design, amenity and highway safety. It is considered to be in accord with the relevant policies put forward in the Local Plan and the NPPF. Therefore this application is recommended for approval.

OFFICER RECOMMENDATION : Approval

Case Officer: Rachel Robinson

Recommendation Date: 11th April 2023

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Signed by: Jane Colley Signature

On behalf of High Peak Borough Council