

DELEGATED DECISION REPORT

HPK/2023/0151
Valid 03/05/2023

6 WHITFIELD PARK
GLOSSOP

TWO STOREY SIDE
EXTENSION AND NEW CROSS
OVER AT KERB FOR
DRIVEWAY

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity

DESCRIPTION OF SITE

6 Whitfield Park is located within the Glossop Built-up area boundary, just outside of the Whitfield Conservation Area. No. 6 is a 3 bedroom semi-detached property of a modern style, constructed of a combination of brick with cladding. 6 Whitfield Park has one designated off-street car parking space within the estate parking.

The dwelling house faces out on to a large grassy area of amenity space. Some designated parking is located close by. Opposite the property is the Glossop Fire Station.

PROPOSAL

Planning permission is sought for a two storey extension to the north-west of the property. The proposed works will create a new entrance on the front elevation of the property and create a downstairs W/C, utility and create a larger kitchen dinner. The existing dining room will become a study. On the first floor the proposed works will provide space for a 4th and 5th bedroom.

It is further proposed to create a kerb crossover or dropped kerb to create a driveway at the front of the property this driveway will provide off-street parking for 2 cars within the properties curtilage. With the existing designated parking space this will create a total of 3 parking spaces provided for 6 Whitfield Park.

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

EQ 7 Built and Historic Environment
CF 6 Accessibility and Transport

National Planning Policy Framework

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

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2005/0016 – Residential Development (approximately 65) WITHDRAWN
20/01/2005

CONSULTATIONS

Publicity

Site Notice expiry date: 14/06/2023
Neighbour consultation period ends: 05/06/2023
Press Advert: N/A

Public Comments

None received

Town / Parish Comments

N/A

Environmental Health

N/A

Derbyshire County Council Highways

It is considered that the proposed parking spaces are considered acceptable and the proposed vehicular access has appropriate emerging visibility on to Whitfield Park. As such there are no highway objections to the application.

It is noted that there is no margin or footway fronting the location of the access and parking spaces. The applicant should contact Derbyshire County Council's Highways Hub to discuss the suitability of creating the access i.e. is an application under S184 appropriate.

OFFICER COMMENTS

Principle of Development

LP Policy S 2 states that development should be directed towards sustainable locations, including Market Towns such as Glossop. The site is situated within this built-up area boundary. Therefore, the principle of the development is acceptable subject to consideration of the following matters including design, amenity and highways.

Design and Heritage

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.

Section 16 Paragraph 199 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

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 two storey side extension will follow the existing property line, where the rear portion of the extension will step back from the principle elevation. The proposed front portion of the proposed extension is slightly set back from the principle elevation, with a marginally dropped ridgeline. This allows the proposed extension to appear subordinate in terms of its massing. The rear portion of the extension is naturally set back from the principle elevation as it follows the existing building line. The roofline follows that of the front extension, and as such appears set down from the existing roofline.

In regards to materials a combination of brickwork and cladding will be used to for the external finish. This will be a suitable match to the existing buildings combination of brick and cladding. Furthermore the proposed tiling will match that of the existing roof.

The boundary of the conservation area lies to the rear of the property with the grounds of Whitfield House lying beyond. It is considered that the development would not harm the setting of the conservation area, reflecting the character of the 1970/80's housing estate in which it is positioned.

Following the above examination the proposed development is considered acceptable in terms of design.

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.

While new windows are proposed for the side elevation of no.6, no properties lie directly to the north of the application site. the nearest property to the elevation is approximately 31m to the north and is positioned as to not be overlooked by the proposed development. No dwellings are position in front of the application site. The windows proposed for the front elevation will overlook the road accessing the estate and the Glossop Fire Station. As such the extension does not give rise to any amenity concerns, in respect of overlooking, loss of privacy or overbearing effects.

Highway Safety

LP Policy CF 6 states that all development should deliver sustainable patterns of development by ensuring that it does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic. CF6 further requires applicants to submit details of parking which included the proposed parking provision based on an assessment of the parking needs of the development ... guidance on parking is given in Appendix 1. Appendix 1 states that 4+ bedroom dwellings require 3 spaces per unit.

Planning permission is sought to create add a 4th and 5th bedroom to the property. It is proposed to create 2 off-street parking spaces as part of the proposed plans. However this falls below the recommended 3 spaces for any dwelling with 4 or more bedrooms. However, DCC Highways have not raised any objection to the proposed scheme.

The proposed dwelling currently has one designated parking space on the estate, although this is outside of the properties curtilage and therefore can be secured as part of this application. It is proposed to create a further 2 parking space within the curtilage of the property in order to meet the 3 parking space requirement for a 4+ bedroom property. Whilst the development would not strictly comply with the Councils parking guidance, the site is located within the built up area boundary, with a walking distance of about 15/20 minutes to the town centre. As such it has reasonable access to local services and facilities. Therefore the proposed development is considered acceptable in term of highway safety.

CONCLUSION / PLANNING BALANCE

In conclusion the proposed 2 storey extension and driveway is considered acceptable in terms of design, amenity and highway safety. The proposal has been found to be in accord with the High Peak Local Plan and the Nation Planning Policy Framework. This application is therefore recommended for approval.

OFFICER RECOMMENDATION : Approval

Case Officer: Rachel Robinson

Recommendation Date: 16th June 2023

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council