

DELEGATED DECISION REPORT

HPK/2023/0147
Valid 09/05/2023

THE OLD GARAGE ALBERT
STREET
HADFIELD
GLOSSOP

REMOVE EXISTING FLAT
ROOF AND REPLACE WITH
PITCHED ROOF WITH VELUX
ROOF LIGHTS TO CREATE
ROOM IN ROOF WITH LINK
FROM HOUSE TO GARAGE.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway safety

DESCRIPTION OF SITE

The application site known as 'The Old Garage' is a semi-detached, one bedroom property. To the front of the main dwelling sits a derelict red brick and stone built garage structure with monopitch roof. This garage blocks pedestrian access to the dwellinghouse, which can only be accessed via the adjoining driveway. The dwelling house itself is also built of stone and slate with upvc windows.

The site is located within the Glossop built-up area boundary. 'The Old Garage' neighbours the Willow Bank rest home, with Lambgate's health centre nearby. Opposite the application site is the Albert Street car park, providing free parking to residents and visitors to the local area.

PROPOSAL

Planning permission is sought for the removal of the flat roof of the garages and replacement with a pitched roof. Revised plans have been received and show a pitched roof with 3 front facing Velux roof lights. Furthermore, the garage roof will have a pedestrian door to the front, next to the vehicle door. The pitched roof allows for the creation of a 2nd bedroom on an upper floor. The garage will provide off-street parking for 2 vehicles.

A small linking structure is proposed to link the garage with the existing dwellinghouse. The link structure will have a window on each side, one facing the adjoining driveway of the neighbour, the other facing an inner courtyard.

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

HPK/2013/0444 – Proposed demolition of existing garage, erection of semi-detached house, proposed windows and doors to rear of existing house APPROVED
04/12/2013

CONSULTATIONS

Publicity

Site Notice expiry date: 14/06/2023
Neighbour consultation period ends: 14/07/2023
Press Advert: N/A

Public Comments

None Received

Town / Parish Comments

N/A

Environmental Health

N/A

Derbyshire County Council Highways

No highway safety comments to make

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 Hadfield. The above development is considered to be a moderate scale, and is therefore acceptable in principle 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.

Paragraph 3.1 continues that the setting of any building should be carefully considered. Attention should be paid to its impact on views into, over, and out of the site.

Flat roofs are typically considered poor design and are uncharacteristic of the High Peak. The proposed pitched roof will improve the design as viewed from the street scene, creating a dwelling which is more characteristic of the local area. The revised plans removed a front dormer window, which was uncharacteristic of surrounding street scape. Subtle Velux roof lights are instead proposed, these will allow adequate light to the proposed first floor bedroom while not compromising the surrounding street scene.

Revised plans demonstrate the installation of a new garage door, with pedestrian entrance door incorporated. This will allow for pedestrian access to the host dwelling. This is considered an improvement on the existing entrance which is only accessible via the adjacent driveway, outside of the curtilage. This will alter the street scene, with no clear division between the vehicle and pedestrian doorway. However, this will provide an adequate access within the curtilage of the host dwelling, mitigating the minor visual concerns.

It is also proposed to create a link between the garage and host dwelling. This will have a pitched roof and consist of materials to match the host dwelling. It will not be visible from the street scene and does not cause any concerns.

Therefore there are no design concerns.

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 link structure will have 2 windows, one on either side of the proposed boundary wall, causing no amenity concerns. The north facing window will face directly onto the driveway of adjoining property. It is recommended that this window is obscure glazed to protect neighbouring amenity, particularly as they walk in and out of the dwelling.

The proposed front facing roof lights will face onto the Albert Street Car Park, a significant distance from any nearby residential dwellings. As such there are no amenity concerns.

The proposed development will increase the roof height of the existing garage by approx 2.8m. The overall ridge line will still be lower than that of attached dwelling. The proposed garage development sits south-eastward of the attached dwellinghouse. The increased roof height may block some light to the front elevation of the adjoining dwelling. However, the front elevation of the old dairy also faces east, which allows the dwelling to benefit from the sun natural orientation, having the morning sun reach all front facing windows. Whilst light will be restricted due to the increased height, it is noted that Willow banks lies beyond the site and to the south of the site on elevated land,. Therefore this existing situation will already restrict the amount of sunlight due to the presence of Willow banks. As such the potential amenity impact is considered, on balance, to be acceptable.

Willow Banks is nursing/care home. There are a number of windows on Willow banks, adjacent to the application site which may be overshadowed by the proposed increase in roof height. However, these windows are all north facing and do not naturally receive much sunlight. The proximity of the existing garage to these windows will already block some daylight from these windows. Although the increase roof height will have some adverse impact on the windows, it is noted that a number of the windows serve toilets and offices, which as non habitable rooms would not be unduly affected. There is one bedroom window which would be affected, but not to a significant degree to warrant a refusal of this application. The amenity impact upon Willow Banks is therefore, on balance, considered to be acceptable.

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 2 bedroom dwellings require 1.5 spaces per unit.

This application seeks to turn a 1 bedroom dwelling house into a 2 bedroom dwelling. 1.5 off-street car parking spaces are therefore required. The garage on site will allow for 2 vehicles to parking within the curtilage. There is also a large, free public car public park located opposite the application site, which allows for safe guest/visitor parking. DCC Highway have raised no objections to the proposal. As such 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 : Approve

Case Officer: Rachel Robinson
Recommendation Date: 17th July 2023

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council