

DELEGATED DECISION REPORT

HPK/2023/0257
Valid 05/07/2023

51 BERWICK ROAD
HARPUR HILL
BUXTON

**EXISTING CONSERVATORY
AND GARAGE DEMOLISHED,
TO BE REPLACED WITH
DOUBLE STOREY SIDE AND
LEAN TO REAR EXTENSIONS.**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety
- Nutrient neutrality

DESCRIPTION OF SITE

51 Berwick Road is a detached brick property. To the front the property has a fixed canopy over the doorway. The windows on the property of white upvc and of a horizontal emphasis. To the rear is a conservatory has been added to the property.

The dwellinghouse sits elevated slightly above the street level, with a grassed area and tree to the front. To the rear of the property the land level continues to rise upwards away from the dwellinghouse.

To the side of the property is a long driveway which can accommodate 3 vehicles. The existing driveway leads to a detached garage which provides parking for 1 vehicle. In total 4 off-street parking spaces are provided within the curtilage.

PROPOSAL

Planning permission is sought to remove the existing conservatory and detached garage. This will be replaced by a two storey side extension and single storey rear extension.

The two storey side extension will be set back from the front elevation, with a lowered ridge line. To the front the proposed side extension will comprise an integral garage/store, above which will be a window, serving a proposed bedroom. Velux roof lights will also be located within the two storey side extension.

The single storey rear extension will be of a 'lean-to' style and extend 3.2M from the rear elevation of the original dwellinghouse. This will have 2 roof lights in the roof and a set of large sliding doors. The two storey side extension will also have a single storey lean-to element to the rear with a roof light and French doors.

Revised plans show that the proposed extension will turn an existing 3rd bedroom into a home office and create a larger 3rd bedroom. The number of bedrooms are the same as existing and therefore does not change. Revised plans also demonstrate that a new driveway will be created to the front of the property, by relocated in the existing lamp post and expanding the dropped kerb.

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

N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 28/08/2023
Neighbour consultation period ends: 02/08/2023
Press Advert: N/A

Public Comments

None received.

Town / Parish Comments

N/A

Environmental Health

N/A

Derbyshire County Council Highways

No highway safety objections

OFFICER COMMENTS

Principle of Development

LP Policy S 2 states that development should be directed towards sustainable locations, including Market Towns such as Buxton. 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 two storey side extension is set back from the principle elevation with a lowered ridge line to provide the subordinate appearance required by the High Peak Design Guide. The proposed garage door brings forward the existing door from the existing detached garage door. Above the proposed garage, the window is set high in the eaves to match the placement of the existing first floor windows.

To the rear a new first floor window will be inserted into the original rear wall to replace the side facing bathroom window which would be lost. The proposed lean-to rear extension will replace the existing conservatory. The lean-to will incorporate large glazed doors which mimic the horizontal emphasis of the windows on the host dwelling.

Overall the proposal is considered acceptable in terms of design, scale and visual appearance.

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 development will introduce one side window on the ground floor. This window will provide light to a small wet room and will face the side elevation on no. 49. No. 49 has an existing rear conservatory which has one side facing window, the elevation is otherwise blank. As such the proposed window will be facing a blank section of wall and therefore will not impact up neighbouring amenity.

The proposed side and rear extension will slightly overshadow the side of no.49 conservatory. However, the existing detached garage and side gate already block a considerable amount of daylight coming from the south to the side of the conservatory. As such this relationship will not alter when compared to the existing situation.

The proposed lean-to rear extension will extend 3.20M from the original rear elevation. This will not breach the 45 degree rule for the conservatory of no. 49. This will be an improvement upon the existing detached garage, which significantly breaches the 45 degree guidance, blocking light from the south. The demolition of the existing garage will allow much more light to enter reach the rear of no.49.

O the other side, the extension will not encroach into the 45 degree line when measured from number 53.

The rear of the application site looks across the rear gardens of no. 1 and 3 Dorset Close. The closest dwelling elevation is approx. 18M away from the new proposed rear windows, which are at an oblique angle to this neighbour. Whilst not strictly complying with the 21M guidance distance, the angle between the windows will assist in ensure that there is no direct overlooking.

The windows in the proposed front elevation will face no. 44 and 46 Berwick Rd. The proposed windows will be approx. 28M away from the closest windows. As this is above the 21M guidance distance there are no amenity concerns. Overall there are no residential amenity concerns.

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. Policy 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 3 bedroom dwellings require 2 parking spaces per unit and 4+ bedroom dwellings require 3 spaces per unit.

The proposed extension will transform the existing 3rd bedroom into an office and create a larger 3rd bedroom. If the dwelling were to be a 3 bedroom dwelling house 2 of-street parking spaces would be required. However there is chance that the office may be used as a small 4th bedroom, in this case 3 spaces would be required. The proposed plans will create 2 driveway spaces. As such, despite the parking provision being one space less than the requirements, the site is located within a reasonably sustainable location, where the below parking provision is considered to be acceptable.

Therefore, there are no highway safety concerns.

Nutrient neutrality

The site lies within the catchment of the River Wye which forms the Peak District Dales Special Area of Conservation (SAC). The Council has been notified that action must be taken to address exceedances of phosphorus in the River. As such, the Council cannot grant consent for development unless it can rule out “likely significant effects” on the SAC. A Habitats Regulations Assessment (HRA) will be required when the plan or project creates a source of water pollution or has an impact on water quality and when it is within the catchment of the SAC. Initially, a screening assessment will be required to consider if “likely significant effects” (alone or in-combination) on the SAC can be ruled out. If not, this will be followed by an “Appropriate Assessment” where the impact of the plan or project is considered in detail.

Screening Assessment

The proposal is not directly connected with or necessary for the conservation management of a European site. The proposal will not increase surface water run-off from the site. However, the proposal does potentially involve additional bedroom (office space) accommodation, but the application relates to an existing dwelling. On the basis, of an average occupancy rate of 2.4 persons per dwelling, however, there will be no increase in waste water generated by the proposals. Therefore, it will not risk having a significant negative effect on the SAC either on its own or in combination with other proposals and therefore it is not necessary to carry out an Appropriate Assessment.

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: 29th August 2023

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council