

DELEGATED DECISION REPORT

HPK/2023/0256
Valid 11/07/2023

144 HALLSTEADS
DOVE HOLES

FORMATION OF VEHICULAR
ENTRY TO FRONT OF SITE
WITH DROP KERBS,
SUFFICIENT FOR 2 X
VEHICULAR PARKING

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Highway safety
- Design

DESCRIPTION OF SITE

144 Hallsteads is a semi detached property along the main road through Dove Holes. The property is finished in pebble dash render. To the front, no. 144 has a grass area, with stone wall boundary. The property is accessed via a pedestrian gate within this boundary wall. No parking is currently available within the property's curtilage.

PROPOSAL

Planning permission is sought to create a driveway to the front of the property. This will involve dropping the existing kerb, removing the entire boundary wall. This will create off-street parking for 2 vehicles.

The applicant has confirmed that the driveway will have a macadam finish.

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 – Archiving well-designed places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

No previous planning history

CONSULTATIONS

Publicity

Site Notice expiry date: 28/08/2023

Neighbour consultation period ends: 07/08/2023

Press Advert: N/A

Public Comments

None received

Town / Parish Comments

No objection.

Environmental Health

No comments received.

Derbyshire County Council Highways

No objection subject to conditions. There is a concern that the site does not have on site turning facilities, meaning vehicles would have to reverse on to or off the A6 with the potential to disrupt flows at a point where vehicle approach speeds may still be relatively high i.e. reducing from 50 mph to 30 mph. The A6 at this location also carries high vehicle flows. However, considering the accident data in the vicinity of the site, the good emerging visibility achievable at the access and guidance on requirements for on site turning, it is considered that an objection on highway safety grounds would be difficult to sustain in this instance.

Based on the above comments, 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 Dove Holes. The above development is considered to be a moderate scale and is therefore acceptable in principle subject to consideration of the following policies.

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 proposed driveway, will remove the existing stone boundary wall. This boundary wall would have originally run for a significant length of 'Hallsteads' with only pedestrian gates providing access. The host dwelling is one of the sole intact boundary wall. Large portions of the wall have been removed along 'the road to provide vehicle access to a number of properties, including no's 148, 142, 140 and 138. As vehicle entrances have previously interrupted the stone wall, the proposed development will not cause any further harm to the street scene. As such it is considered that there would be no harm to the visual amenity of the street scene.

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 proposal will create off street parking for the application site, which will not encroach upon the access to any neighbouring properties. The removal of a section of stone wall will likewise not negatively impact upon neighbouring dwellings. As such there are no 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. New development should be safely accessed.

DCC Highways do not raised significant highway safety concerns regarding the proposal. There is a concern that the site does not have on site turning facilities, meaning vehicles would have to reverse on to or off the A6 with the potential to disrupt flows at a point where vehicle approach speeds may still be relatively high i.e. reducing from 50 mph to 30 mph. The A6 at this location also carries high vehicle flows. However, considering the accident data in the vicinity of the site, the good emerging visibility achievable at the access and guidance on requirements for on site turning, it is considered that an objection on highway safety grounds would be difficult to sustain in this instance.

The proposal will create safe off-street parking for the application site where none currently exists. This will reduce the risk of on street parking in relation to the host dwelling along Dove Holes main road. As such it is considered that the development would not harm highway safety in accordance with Policy CF6.

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 overnight stays or surface water run-off from the site. 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 : Approve

Case Officer: Rachel Robinson

Recommendation Date: 29th August 2023

X *J Colley*

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council