

DELEGATED DECISION REPORT

HPK/2023/0274
Valid 13/07/2023

WHITE HOUSE CARLISLE
ROAD
BUXTON

CONVERSION OF GARAGE
INTO HOME OFFICE IN A
CONSERVATION AREA, IN
ADDITION TO INSTALLATION
OF ORANGERY & CARPORT
WITHIN THE PROPERTY
GROUNDS

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Conservation Area
- Design

DESCRIPTION OF SITE

White house is a large detached property, set back and above the street level. The property is enclosed by mature tree growth, shielding it from the street scene. A long sweeping driveway provides off-street parking for a number of vehicles. to the rear of the dwelling house, accessed via he driveway is a large flat roofed detached garage. While this garage should accommodate 3 vehicles.

To the rear of the property is a large garden area, which stops away from the dwellinghouse, and is enclosed by mature tree growth and a 6ft stone wall. Two orangeries previously stood behind the garage, however these have since been removed and the ground levelled.

White House is located within the Buxton Park conservation area.

PROPOSAL

Planning permission is sought for the conversion of the existing 3 vehicle detached garage. the existing doors will be removed and replaces with 3 glazed doors. To the rear the central garage window will be replaced with a entrance door with fan light above. Internally no changes are proposed.

Behind the home office a new orangery will be constructed. The orangery will have a pitched glass roof, there will be a front and side facing entranceway. This will be located on the spot where 2 orangeries previously stood.

To the front of the dwellinghouse it is proposed to install a car port providing shelter for 2 vehicles. The proposed car port will be located on a pre-existing portion of hardstanding to the side of the driveway, likely previously used for parking or as a

turning area. The applicant has confirmed that the car port will be constructed of a black metal frame with polycarbonate roof.

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
Section 16 – Conserving and enhancing the historic environment

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/0002/5579 - Change Of Use Of Dwelling To Private Nursing Home/residential
Rest Home APPROVED 15/07/1987

CONSULTATIONS

Publicity

Site Notice expiry date: 30/08/2023
Neighbour consultation period ends: 09/08/2023
Press Advert: 17/08/2023

Public Comments

None Received

Town / Parish Comments

N/A

Environmental Health

N/A

Derbyshire County Council Highways

No highway safety concerns subject to conditions.

DCC Archaeology

No comments

HPBC Conservation Officer

None received

OFFICER COMMENTS

Principle of Development

LP Policy S 2, which 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 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.

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. .

LP Policy EQ 7 states that the council will conserve heritage assets in a manner appropriate to their significance.

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 Adopted Residential (SPD) (2005) paragraph 9.4.1 states that “Appropriate extensions to the roofline can be made by extending the main roof to the side (a ‘catslide’ roof) or by creating a secondary gabled roof at right angles. In view of their often squat and ungainly appearance, the prevailing climate and ongoing maintenance problems, flat roofs should be avoided.”

The proposed orangery is of a traditional style and will replace two previous orangeries. The proposed orangery will be placed next to an existing brick wall, which is approximately 10ft high. This will shield the orangery from the view of the surrounding conservation area and will be solely for the pleasure of the residents. As such there are no design concerns.

The proposed garage conversion will reuse an existing building with minimal visual alterations. The existing front elevation doors will be replaced with glazed doors without altering the openings. The proposed rear door will have minimal visual impact, and will be shielded from view by the proposed orangery located to the rear of the garage.

The proposed car port will be located to the front of the principal elevation of White House. While this is not typically seen as acceptable the frontage of the application site is well shielded by mature tree cover, reducing its visual impact. These trees are protected by virtue of being within the Conservation Area. The proposed car port has a curved roof, which is not characteristic of the conservation area, or of the High Peak. However a curved roof is preferred to a flat roof alternative. A pitched roof alternative would introduce a taller structure to the front of the principle elevation, increasing its impact. The proposed curved roof is therefore seen as preferable. As such 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 orangery is shielded from neighbouring property known as Westmount by the existing tall boundary wall. As such it will not cause an amenity concerns.

The proposed garage conversion will introduce 3 glazed windows to the front elevation. These glazed doors will face onto the host dwellings driveway. This is shielded by mature trees and hedges around the boundary of the driveway, protecting the amenity of neighbouring properties. The car port is an uninhabitable space, designed for the parking of vehicles, as such will cause 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

The proposed development will remove 3 parking spaces in the existing garage. No increase in the demand for parking will be created. White House has a long driveway with ample parking. the proposed car port will allow parking for 2 vehicles. There is also space for 3 vehicles to park in front of the converted garage. As such 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 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 heritage, 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: 25th September 2023

X 

Signed by: Ben Haywood

On behalf of High Peak Borough Council