

DELEGATED DECISION REPORT

HPK/2023/0348
Valid 15/08/2023

1 HASLIN ROAD
HARPUR HILL
BUXTON

TWO STOREY SIDE
EXTENSION TO DWELLING

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway safety

DESCRIPTION OF SITE

1 Haslin Road is an end terrace property of stone and slate. The dwellinghouse is of a traditional style for the High Peak area. No. 1 is a 2 bedroom dwelling, with parking located to the side. To the rear the land drops away overlooking a small rear garden and fields.

PROPOSAL

Planning permission is sought for a two storey side extension. This extension will replace the existing off-street parking and provide a garage on the ground floor, large enough for one vehicle. Above the proposed garage will be a new master bedroom with ensuite, creating a 3 bedroom dwellinghouse. The extension will have the ridgeline sit lower than the existing and the new extension will sit back from the existing principle elevation.

The ground floor proposes a Single rear facing window is proposed for the ground floor to provide light to the proposed garage. Above a single front facing window will be located below the eaves line. A small side facing window will provide light to the proposed ensuite. No rear first floor windows are proposed.

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

Section 12

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2009/0055 -Replacement Of Existing Window With Larger New Window To Rear
Elevation APPROVED 19/03/2003

CONSULTATIONS

Publicity

Site Notice expiry date: 17/10/2023
Neighbour consultation period ends: 13/09/2023
Press Advert: N/A

Public Comments

None Received

Town / Parish Comments

N/A

Environmental Health

N/A

Derbyshire County Council Highways

Based on the submitted plans, the proposed extension will provide a garage facility for the dwelling, where outside parking currently takes place. The garage/extension is set back from the carriageway allowing some emerging visibility and with expected low vehicle approach speeds on Haslin Road, this is considered acceptable.

There are no highway objections to the application.

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

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 7.14 continues that one of the most distinctive qualities of traditional buildings in High Peak is the use of locally sourced natural stone for walling and stone or slate for roofs. It follows therefore that, wherever possible, and particularly in sensitive locations, new buildings should be constructed from the same palette of materials.

No 1 Haslin Rd occupies a prominent siting high above Burlow Road, when approaching from the east the application site can be seen and appreciated as a key structure along Haslin Road. The proposed side extension will project towards Burlow road and will be well seen from all vantage points.

From afar the existing row of terraces features a stepped roof structure as the ground level lowers to wards the application site. As such the proposed extension, with its lowered ridgeline, will look well placed and unintrusive. The proposed extension will be placed low enough to be disguised as a side extension, rather than a new dwelling.

The proposed irregular window placement is in keeping with the existing irregular window placement of the host dwelling and the existing row of terraces. Proportionally the proposed windows will mimic those of the existing dwelling. Both upper floor windows are located at the eaves level, characteristic of the high peak.

As such there are no design concerns.

Amenity

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 extension will do to the side of the existing dwellinghouse. Due to its location it will not lead to any overshadowing or over bearing of a neighbouring property.

No. 4 Haslin Rd is located opposite the proposed extension. The proposed extension will overlook the detached garage of no. 4. The garage is considered a building in

which minimal time will be spent by occupants. No windows on no. 4 will be overlooked. As such there will be no overbearing or privacy concerns.

To the rear is a grazing field. At the bottom of this field are no. 96 – 98 Burlow Road. these dwellings are located over 80M from the proposed rear elevation. As such there are no amenity concerns in regards to these properties.

It is considered that there are no amenity concerns.

Highway Safety

The proposed extension will remove the existing off-street parking space and replace this with a garage for one vehicle. The amount of off-street parking at the application site will therefore not change. However an extra bedroom is proposed. As such the application site will be one off-street parking spot deficient.

Many of the properties along Haslin Rd have no off-street parking provision. DCC Highways have not objected to the lack of parking. The application site is located close to Bus routes providing regular public transport into Buxton town centre and into Derby City Centre (approx. 20 metre walk to the nearest stop). 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 surface water run-off from the site. However, the proposal does involve additional bedroom 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: 19th October 2023

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of High Peak Borough Council