

DELEGATED DECISION REPORT

HPK/2022/0412
VALID 28/09/2022

MEADOW BANK,
WHITEHOUGH HEAD LANE,
WHITEHOUGH,
DERBYSHIRE, SK23 6E

THE PROPOSAL COMPRISES
IN THE WIDENING OF THE
EXISTING ACCESS GATE TO
FORM A PARKING SPACE TO
CHARGE AN ELECTRIC
VEHICLE (FULL -
HOUSEHOLDER)

MAIN ISSUES

- Principle of Development
- Design Considerations (Impact on Heritage Assets)
- Impact upon Residential Amenity
- Impact upon Highway Safety

DESCRIPTION OF SITE

The application site lies within an area of countryside, which is also designated as Green Belt as defined by the Local Plan policies map. The site lies within the village of Whitehough and as such the site is adjoined by residential properties. The site lies within the Chinley Conservation Area. The dwelling has no off street parking.

PROPOSAL

This application proposes the removal of some of the front boundary stone wall to create an access width wide enough to enable vehicular access. The proposal includes the laying of a hardstanding to form a parking space which would also include EV charging.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan (Adopted 2016)

- S1 Sustainable Development Principles
- S1a Presumption in Favour of Sustainable Development
- S6 Central Sub-area Strategy
- EQ1 Climate Change
- EQ2 Landscape Character
- EQ3 Rural Development
- EQ4 Green Belt Development
- EQ6 Design and Place Making
- EQ7 Built and Historic Environment
- CF6 Accessibility and Transport

Chapel-en-le-Frith Parish Neighbourhood Development Plan

H3 Design Criteria

Supplementary Planning Guidance/Documents

Residential Design (2005)

High Peak Design Guide (2018)

National Planning Policy Framework

Section 9: Promoting Sustainable Transport

Section 12: Achieving Well-designed Places

Section 13: Protecting Green Belt land

Section 14: Meeting the challenge of climate change, flooding and coastal change

Section 16: Conserving and enhancing the historic environment

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2009/0292 - Single storey extension and roof space conversion – Approved – 05/08/09

HPK/2006/0456 - Single storey side extension containing utility and garden room, loft conversion containing study and play rooms – Approved – 31/07/06

HPK/2005/0574 – Erection of a rear dormer – Refused – 05/09/05

HPK/0003/4547 – Vehicle Access to field – Withdrawn – 08/11/95

CONSULTATIONS

Publicity

Site Notice expiry date: 28/10/22

Neighbour consultation period ends: 03/11/22

Press Advert: 03/11/22

Public Comments

One comment of support:

Parking in Whitehough is already overstretched and this proposal would help to ease a little of this pressure, with minimal change or disruption.

Town / Parish Comments

None received

Conservation Officer – Further Comments (in response to amended access)

No further comments to make.

Conservation Officer – Initial Comments

No Objection. Subject to the following conditions: - The reuse/retention of original boundary wall treatment material in the scheme. - Retention of the drystone wall craft. Drystone wall not to be pointed in mortar after building works are completed

DCC Highways – Further Comments

The Highway Authority initially recommended refusal of the proposal on the grounds that the proposed access would introduce traffic movements to and from the public highway at a point where emerging visibility and forward visibility is restricted, as well as the site not benefiting from manoeuvring space resulting in vehicles reversing onto or off of the public highway at a point where emerging visibility is restricted.

I attended a site meeting in June with Ben Haywood and the applicant in relation to the proposed vehicular access and parking space, it was suggested that the applicant considers widening the vehicular access in order to achieve acceptable levels of emerging visibility. Whilst forward visibility from oncoming vehicles to a vehicle turning right into the site is substandard, and there is no provision of manoeuvring space within the site due to its limitations, in view of other similar accesses in the vicinity of the site and no evidence of traffic collisions in the vicinity of the site in the past 5 years, the Highway Authority is perhaps inclined to accept the proposal subject to maximum visibility sightlines being provided and maintained free from obstruction.

The Proposed Site Lines Plan demonstrates a widened vehicular access, along with emerging visibility sightlines in either direction. It should be noted that the visibility sightline in the Northeast direction is incorrectly measured i.e. emerging visibility sightlines should be measured to the nearside carriageway edge (edge of the footway / kerb). However, upon measuring available sightlines from the revised access it does appear that acceptable levels of emerging visibility are available in either direction, within controlled land and highway limits.

The existing signage within the footway along the site boundary will require relocating slightly, following consultation with the Traffic and Road Safety team there are no issues with the relocation of the sign. The cost incurred by relocating the sign will be at the applicants expense, the relocation can be carried out as part of the works to form the proposed vehicular access.

Accordingly, the Highway Authority has no objections to the proposal.

DCC Highways – Initial Comments

The application site is located on Whitehough Head Lane which is a classified road subject to a 30mph speed limit. In accordance with current guidance, visibility

sightlines measuring 43m in both directions along the nearside carriageway edge, taken from a 2.4m set back distance from the carriageway edge along the centre line of the access should be provided from the proposed vehicular access. Such sightlines should be taken from a vertical eye-height of 1.05m over the adjacent nearside carriageway channel level and can only be taken over public highway or controlled land, with the splay areas being maintained throughout the life of the development clear of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.

In this instance emerging visibility is severely substandard, below 10m, in the North/Northeast direction due to the adjacent boundary wall which is outside of the applicants control and the limited width of the fronting footway. Similarly, forward visibility from the North/Northeast direction for oncoming vehicles to a vehicle turning right into the site is substandard due to the alignment of the road i.e. a forward visibility splay of 43m from an oncoming vehicle from the North/Northeast to a vehicle turning right into the site would be required. Therefore, in the absence of the required emerging visibility sightlines and forward visibility splay being achievable or demonstrated it is not considered a safe and suitable access could be provided in the proposed location.

Additionally, as Whitehough Head Lane is a classified road manoeuvring space should be provided within the site to enable vehicles to both enter and emerge in a forward gear, this appears to be unachievable and would lead to vehicles reversing onto or off of the highway at a point where emerging visibility is substandard.

On the basis of the above comments, the Highway Authority would recommend refusal.

OFFICER COMMENTS

Principle of Development

The application proposes householder development to a dwelling which lies outside of a settlement boundary and within the Green Belt as defined by the Local Plan policies map. Policy E4, which relates to Green Belt development, states that development in these locations will not be permitted unless it is in accordance with national planning policy.

The NPPF identifies that the construction of new buildings within the Green Belt will be considered to be inappropriate development and will only be allowed where it meets one of the exceptions identified within paragraph 149. The proposals do not relate to the construction of a building and therefore would not meet the exceptions of 149. However, Paragraph 150 is relevant as this relates to other forms of development which may not be inappropriate provided they preserve openness and do not conflict with the purposes of including the land in the Green Belt. This includes, at criterion b) engineering operations which is what the creation of an access and parking space could fall under.

The proposals seek the removal of part of a boundary wall and the laying of hardstanding. This would be entirely in the context of the existing property and it is

not considered that this would reduce openness in any manner. Furthermore, the development is contained to the existing residential curtilage and does not include any vertical development which would fail to safeguard the countryside from encroachment.

The proposed development is considered to be appropriate development in the Green Belt.

Design Considerations

The application site lies within the Chinley & Whitehough Conservation Area which is a designated heritage asset and, as such, there is a requirement to conserve and enhance such assets. Development should not cause harm to the significance of these assets.

The Conservation Area in this location is characterised by relatively low stone wall boundaries sited adjacent to the public highway broken by intermittent vehicular and pedestrian accesses. The scheme proposes the widening of the existing access point to enable a vehicle to park off the highway and to achieve improved visibility. The removal of a small section of wall is deemed acceptable in heritage terms and would not cause harm to the significance of the heritage asset.

If harm were identified then it would be at the lowest end of less than substantial and, in this instance, would be outweighed by the benefits of the scheme arising for allowing for EV charging.

The heritage officer has recommended conditions relating to reuse of materials and dry stone wall craft. The existing stones should be used for a section of new wall which is proposed within the site and as such deemed appropriate conditions.

Amenity

Policy EQ6 requires development achieve a satisfactory relationship to adjacent development and not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity.

No amenity issues would arise from the proposed development.

Highway Safety

Policy CF6 states that development should be safely accessed in a sustainable manner. Policy EQ6 states requires that developments are easy to move through and around, incorporating well integrated car parking.

DCC Highways initially reviewed the proposed development and have recommended that the application be refused on the basis of inadequate visibility being achieved due to boundary constraints.

Following a meeting between the Council/DCC and the applicant the scheme has been amended to address the concerns of the DCC Highways Officer. DCC Highways have acknowledged that the scheme there would still be substandard forward visibility and lack of manoeuvring space on site. However, they acknowledge that there are other similar accesses in close proximity to the site and no record of any incidents in the last 5 years. They also acknowledge that the amended scheme demonstrates appropriate emerging visibility.

An existing sign will need relocating at the applicants expense. This can be controlled through a corresponding application under the Highways Act for the proposed access.

Other Matters

The proposal would facilitate the delivery of an EV charging point which would contribute towards the objectives of Policy EQ1 regarding reducing greenhouse gas emissions. This carries weight in the overall planning balance.

CONCLUSION / PLANNING BALANCE

It is considered that the proposals would comply with the policies contained within the Development Plan and guidance within the NPPF and, as such, it is recommended that the application be approved.

OFFICER RECOMMENDATION: APPROVE

Case Officer: Declan Cleary
Recommendation Date: 31/10/2023

X 

Signed by: Ben Haywood

On behalf of High Peak Borough Council