

DELEGATED DECISION REPORT

HPK/2023/0441
Valid 11/10/2023

9 GISBOURNE DRIVE
CHAPEL-EN-LE-FRITH

TWO STOREY SIDE
EXTENSION AND SINGLE
STOREY REAR PLUS
DEMOLITION OF FLAT ROOF
GARAGE

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Amenity
- Design

DESCRIPTION OF SITE

9 Gisbourne Drive is a brick built semi-detached dwellinghouse. The property has 3 bedrooms and 1 bathroom on the first floor. The ground floor has a kitchen, dinner and lounge room, with conservatory to the rear. the dwelling is of brick and concrete tile construction with a small section of cladding/hung tile on the front elevation.

No. 9 has a detached garage to the rear of brick construction, with driveway to the side and front of the property which can accommodate approximately 2 vehicles. To the rear there is a small enclosed garden with (approx.) 4ft fencing boundary treatment to the northern and eastern boundary. The southern boundary has 6ft fencing panels.

PROPOSAL

Planning permission is sought for a two storey side extension. The proposed extension will extend approx. 3.48M from the side elevation to accommodate an integral garage on the ground floor. The first floor of the proposed extension will then be stepped in to approx. 2.48M to form a 4th bedroom. The principle elevation and roof lines will be significantly stepped back from the existing principle elevation and existing roof line. A single first floor window is proposed for the front elevation and 2 first floor windows for the rear elevation.

To the rear the conservatory will be demolished, along with the detached garage. A single storey rear extension is proposed to run the width of the rear elevation. The rear extension will have a pitched roof with six velux roof lights. The propsoed rear extension will have 2 rear facing windows and a set of French doors providing access to the garden.

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 and beautiful places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2023/0071 - Two storey side extension and single storey rear plus demolition of flat roof garage WITHDRAWN

CONSULTATIONS

Publicity

Site Notice expiry date: 17/11/2023
Neighbour consultation period ends: 06/11/2023
Press Advert: N/A

Public Comments

Neither (1):

- Concerns regarding surface water run-off affecting property to the rear due to ground level differences.

Support (0)

Objection (0)

Town / Parish Comments

Chapel PC – No objection

Environmental Health

N/A

Derbyshire County Council Highways

No highway safety concerns

OFFICER COMMENTS

Principle of Development

LP Policy S 2, which states that development should be directed towards sustainable locations, including Market Towns such as Chapel-en-le-Frith. 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 135(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 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 proposed side extension appears subordinate to the main dwellinghouse, with sufficient setting back of the principle elevation and roof line. The proposed setting back of the first floor is defined by a section of pitched roof to match the style of the existing porch roof, in keeping with the host dwelling.

The single storey rear extension appears as a lean-to design with pitched roof, of matching materials.

The windows on the host dwelling have a mix of styles, with some having horizontal emphasises, and other having vertical. The proposed extension continues this mismatched casement window sizes. However all windows have a casement style to them to match the host dwelling.

Overall there are no design concerns.

Amenity

Section 12 Paragraph 135(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 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 single storey rear extension will not extend any further than the existing conservatory. The adjoining dwelling has an in situ rear conservatory which extends to the same length as the proposed rear extension, as such has no overlooking or overshadowing implications.

The proposed side extension will have sufficient distance of the proposed front and rear elevation windows have sufficient separation distance. To the rear the upper floor windows will be approx. 22M from No.9 Leefield Road. To the front elevation the proposed windows will be approx. 34M from 12 Gisbourne Drive. However, the ground floor rear elevation windows will be less than 21M from the rear of 9 Leefield Road. However there is sufficient rear boundary treatment to protect amenity.



Image showing rear boundary treatment

The first floor of the proposed side extension will be approx. 8M from rear elevation of no. 3 Woodlands Road. no. 3 is a bungalow property located south-east of the application site. The proposed extension will not therefore lead to any overshadowing or loss of light to the rear of no. 3. The 8M separation distance from the upper storey is considered to be on the borderline of being overbearing upon no.3 due to the existing of a rear extension at no.3. On the ground floor level the proposal will replace an existing garage which is up to the property boundary, leading to no change in amenity. The first floor level will add a built structure. However, this elevation will have no windows to impact upon privacy and benefits from being located north of no.3. As such it will not adversely affect direct sunlight.

Furthermore, it is noted that the extension to the rear of no.3 (which serves a bedroom) has the benefit of a secondary window in the side elevation which gives an alternative source of light and outlook. Therefore, on balance, the proposed extension is considered acceptable in terms of amenity.

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. 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 4+ bedroom dwellings require 3 spaces per unit.

The proposal removes the existing garage, and introduces an integral garage. The driveway and proposed garage therefore provide parking spaces for 3 vehicles, creating no highway safety concerns.

Other matters

Neighbour concerns regarding drainage are noted. However, this would be covered under the Building Regulations. Furthermore, the proposed extension is unlikely to increase the surface water run off given the existing single storey garage which currently occupies the site

CONCLUSION / PLANNING BALANCE

In conclusion, the proposed two-storey side extension and single storey rear extension are found on balance to be acceptable. The proposed development complies with the relevant policies in regards to design, amenity and highway safety. Therefore the application is recommended for approval.

OFFICER RECOMMENDATION : Approval

Case Officer: Rachel Robinson

Recommendation Date: 9th January 2024

X 

Signed by: Ben Haywood

On behalf of High Peak Borough Council