

DELEGATED DECISION REPORT

HPK/2023/0493
Valid 30/11/2023

191 GREEN LANE
BUXTON

CREATION OF DROP KERB AT
FRONT OF PROPERTY AND
THE REMOVAL OF ELEVATED
FRONT GARDEN TO CREATE
STREET LEVEL DRIVEWAY

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Highway safety
- Design

DESCRIPTION OF SITE

191 Green Lane is located in the built-up area boundary of Buxton. No. 191 is a mid-terraced property of a tradition natural stone and slate. The application site is raised above the road level by approx. 1.6M, steps provide a pedestrian access to the front door.

PROPOSAL

Planning permission is sought for the creation of a driveway to the front of the property. a vehicle access will be created in the existing stone wall, and the ground level lowered to match that of the pavement. A drop kerb will also be created. the existing pedestrian access the front door will be maintained.

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

No previous planning history

CONSULTATIONS

Publicity

Site Notice expiry date: 30/01/2024

Neighbour consultation period ends: 04/01/2024

Press Advert: N/A

Public Comments

Neither (0)

Objection (0)

Support (1)

Town / Parish Comments

N/A

Environmental Health

N/A

Derbyshire County Council Highways

The proposed parking area would provide off road parking provision for 1 vehicle and would mirror the existing parking arrangements of the adjoining property (191).

A new retaining wall will be needed to ensure access to the front door is maintained, this would appear to be sufficient far away from the Highway to not have any adverse impact. It is unclear what boundary treatment would be provided at the boundary of property 191 and it is important to ensure that pedestrian visibility of an emerging vehicle is maintained, as such a condition is proposed to seek details of the boundary treatments to ensure that any walls are set back from the back of the footway to ensure that a driver has sufficient visibility of a passing pedestrian and vice versa.

Subject to conditions, there is no objection to this proposal.

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

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 be well designed, of a high quality and respond to the areas character, history and scale.

The proposed driveway would remove the traditional stone wall boundary which forms the front of the application site. While this would breach the traditional boundary form it would mimic the existing driveway of no. 189. The street scene has previously been interrupted by this alteration at no.189, and as such the proposed alteration will not cause any further harm to the existing street scene. The remainder of the Green Lane street scene has a varied appearance. Therefore on balance there are no design concerns.

Amenity

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 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 proposed driveway will not impact upon neighbouring amenity, as no new structure will be construed.

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 driveway will provide off-street parking for a dwelling which currently has none. As such this will improve existing parking provision at the application site, and relieve the existing on-street parking of Green Lane. The application site benefits from being on a one-way road, allowing for vehicles to emerge safely from the proposed driveway, without concerns of the nearby junction.

DCC Highways have requested that the proposed boundary walls be 2M back from the footway to ensure pedestrian safety. This will be placed by condition to ensure that highway safety is maintained.

CONCLUSION / PLANNING BALANCE

In conclusion the proposed driveway has been found satisfactory in regards to design, amenity and highway safety. The proposed driveway is therefore recommended for approval with conditions.

OFFICER RECOMMENDATION : Approval

Case Officer: Rachel Robinson

Recommendation Date: 30th January 2024

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of High Peak Borough Council