

DELEGATED DECISION REPORT

HPK/2023/0312
Valid 01/08/2023

30 MACCLESFIELD OLD
ROAD
BUXTON

SIDE EXTENSION ABOVE
EXISTING GARAGE AND
PARTIAL CONVERSION OF
GARAGE

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway safety

DESCRIPTION OF SITE

30 Macclesfield Old Road is a semi-detached dwellinghouse. The host dwelling is finished in stone cladding and pebble dash render. The property sits slightly below street level with a short sloping driveway and grassed area leading to the principal elevation and single storey flat roofed attached garage.

To the rear the application site drops steeply away, the garden has a stepped level to it. The building itself is raised significantly above the main garden ground level.

The host dwelling is typical of Macclesfield Old Road which has a distinctive character. A number of dwellings along Macclesfield Old Road have had previous alterations including first floor extensions, driveway alteration etc. There is also some variety in the materials used along Macclesfield Old Road.

PROPOSAL

Planning permission is sought for a first floor extension. This extension will be set back from the principle elevation leaving a small flat roof section above the garage/storage area. The proposed upper floor front elevation will have a window to match that of the host buildings original windows.

The existing garage will be converted, although the garage door will be retained to provide access to a small storage area. the remained of the garage space will be converted into a utility and kitchen area.

Revised plans have been received to address concerns raised by officers. The proposed extension has been set 500MM in from the neighbouring property negating the terraced effect. This has resulted in a narrower front window. The proposal is otherwise unchanged.

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 places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

No previous planning history

CONSULTATIONS

Publicity

Site Notice expiry date: 06/09/2023
Neighbour consultation period ends: 04/09/2023
Press Advert: N/A

Public Comments

Support (0)

Objection (1):

- Concerns regarding maintenance of no32
- Concerns regarding overdevelopment and the formation of a terraced row
- Concerns regarding highway safety

Town / Parish Comments

N/A

Environmental Health

N/A

Derbyshire County Council Highways

The conversion of the garage will remove the ability of the garage to accommodate a vehicle; however, whilst this may lead to additional roadside parking, this is not considered to be unacceptable to highway safety and on those grounds there are no highway objections to the application.

Severn Trent

Having reviewed our statutory sewer records, they do not currently demonstrate any public sewers on the property. However, due to a change in Legislation that came into force October 2011, there could be unmapped assets on the property that will enjoy the same protection as all our mapped assets.

Protective strips:

100mm to 225mm diameter sewers - 3m either side of the pipe, thus providing 6m protection zone across the diameter of the pipe.

300mm to 999mm diameter sewers - 5m either side of the pipe and providing 10m protective strip, across the diameter of the pipe.

Any sewers greater than 999mm diameter, enjoy a protective strip of 7.5m either side of the pipe (15m across the diameter).

Further information about the transfer, along with guidance to determine whether they're served by a public sewer can be found on our website:

<https://www.stwater.co.uk/my-supply/waste-water/looking-after-yoursewers/sewer-pipe-responsibility/>

If your client believes they're served by an unmapped public sewer, please advise them to contact us for further guidance on this matter (building.over@severntrent.co.uk - Tel: 0345 266 7930).

LLFA – Derbyshire county council Flood Team

We have reviewed this planning application as this is a minor application, the LLFA has no comment to make, due to the team's current workload, Derbyshire LLFA are only responding to Major planning applications. If you have any queries in relation to this, please email flood.team@derbyshire.gov.uk.

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 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 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.

The converted garage element will not alter the external appearance of the dwellinghouse. A small flat roofed section will remain above the garage. while this is unfavourable it will be an improvement upon the existing flat roofed garage. Furthermore it allows for the proposed first floor extension to be set back from the principal elevation. This setting back of the principal elevation and ridgeline provides a subordinate visual effect which is favourable in design. This also ensure that the proposed extension will not sit forward of the neighbouring dwellinghouse.

The proposed first floor windows to the front elevation well match those on the host dwelling, although narrower in scale. To the rear the proposed window well emulates the style of the existing windows on the host dwelling. The windows across the rear elevation are of varying sizes, therefore the mismatched size of the proposed window is considered acceptable.

Roof lights are proposed for the rear elevation. Internally these will service the attic space, only accessible via ladder. As such these proposed windows will not service any useable spaces, such as an extra bedroom. These windows will only be visible from the rear, due to the raised elevation of the dwellinghouse the visibility will minimal.

Concerns have been raised that the proposal will create an overhang in the roof with no. 32. Due to the land levels, and no 32 being on a lower ground level than the host dwelling this is unavoidable. To lower the eaves further would look visually odd, creating a roof of disproportionate size to that of the principal elevation.

Further concerns have been raised regarding the visual effect of the proposed extension upon the street scene. It has been raised that the proposal will make no. 34 – 29 look like a row of terraced properties, rather than 2 semi-detached buildings. Revised plans were received to address these concerns by setting the extension back. This presents a much more favourable effect, maintaining the appearance of 2 semi-detached properties, having no harmful impact upon the street scene.

Overall it is considered that 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.

To the front the proposed window will be located approximately 25M away from no. 15 Macclesfield Old Road. To the rear the dwelling faces onto open fields and will overlook no properties.

The proposed rear window will look towards a footpath which runs directly behind the application site. This footpath is not visible from the rear of the dwelling house due to mature trees and vegetation. The footpath will be 28M away from this footpath, as such the proposed new window will not lead to any overlooking concerns.

The proposed extension will not project beyond both the front and rear elevation on no. 32. As such there will no overlooking or overshadowing concerns of principal windows in the front or rear elevations of either neighbour. There are no side windows in the gable of the adjoining property that would be adversely affected.

Therefore, there are 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. 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 3 bedroom dwellings require 2 parking spaces per unit.

The proposed development will remove an existing 3rd bedroom to create a larger 3rd and larger 2nd bedroom. The dwelling will therefore remain a 3 bedroom dwelling. While the number of bedrooms will not increase the existing garage space will be removed.

Revised plans have demonstrated the applicants intention to use there permitted development rights to enlarge there existing driveway to accommodate 2 vehicles to park off-street. This will include removing an existing tree. However this tree is not protected. The removal of this tree will create safe off-street parking to meet the demands of the dwellinghouse. Large trees are not a typical feature of the driveways along Macclesfield Old Road. Therefore the removal of this tree will not visually harm

the street scene. Any harm that is created visually will be resolved by the prevention of on-street parking.

The proposal of an expanded driveway will address the highway concerns raised by consultees.

Other matters

Concerns have been raised by the neighbours regarding encroachment and access for maintenance. Certificate B has been served with regard to encroachment and therefore any residual issues remain civil matters between the adjoining land owners.

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 : Approve

Case Officer: Rachel Robinson

Recommendation Date: 6th February 2024

X *B.S. Haywood*

Signed by: Ben Haywood

On behalf of High Peak Borough Council