



Erection of a single dwelling house

Land to the south of 36 Burrfields Road, Chapel-en-le-Frith

Planning, Design & Access Statement

March 2024

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Contents

1. Introduction	3
2. The Application	4
3. Site & Surroundings	5
4. Policy Review	6
5. Assessment of Proposals	8
6. Conclusion	11

1.0 Introduction

1.1 This Planning Statement supports a full application for planning permission to allow the erection of a single, detached dwelling house on land to the south of 36 Burrfields Road, Chapel-en-le-Frith. The land is currently used as domestic curtilage in association with 36 Burrfields Road and has direct access onto the highway.

1.2 The application is supported by plans produced by AJS Architecture.

2.0 The Application

2.1 The application is for a single, detached dwelling house with 3 bedrooms in an ‘infill’ location. Living accommodation would be over three floors with the third bedroom provided in the roof space.

2.2 The house would be constructed on land that currently forms the curtilage of 36 Burrfields Road. It would be constructed of coarsed, reconstituted gritstone with reconstituted gritstone sills and lintels to all window and door openings. The roof would be natural blue slate. Windows would be flush fitting casements and the front door would be composite. The rear, bifold door would be aluminium.

2.3 The house would be positioned set back from the roadside to allow for the creation of 2 No. off-road parking spaces to the front. Private amenity space would be provided to the side and rear. The dwelling and its curtilage would be demarcated by a 1800mm fence to the southern boundary and a 1200mm fence over the retained gritstone wall to the north.

2.4 The proposal would retain 2 No. off-road parking spaces for 36 Burrfields Road, and sufficient usable amenity space at the rear.

2.5 The house would be heated by high efficiency gas boiler with underfloor heating and a passive heat recovery system. The house would be connected to the mains sewers.

3.0 Site and Surroundings

3.1 Burrfields Road lies 250m to the north of Chapel-en-le-Frith district centre. It is therefore sustainably located within walking distance of shops, services and local facilities. It is not within a Conservation Area and is within Flood Risk Zone 1. It lies within the built up boundary of Chapel-en-le-Frith.

3.2 The site lies immediately south of 36 Burrfields Road. It is a tarmacked parking area delineated by drystone walls circa 90cm high, and a small area of private garden behind close boarded fence. It has direct access from the highway. There are some ornamental trees around the edge of the site. Immediately north of the site is a strip of land accessed through a 5 bar field gate but not within the control of the applicant. Beyond that lies the curtilage of 34 Burrfields Road, which is set back circa 18m off the highway.

3.3 Burrfields Road is a residential street with a mixed character and no defined building line. It slopes up towards the south. The eastern side of the road at its northern end largely consists of two storey, Victorian, terraced dwellings built at the back of pavement in coarsed gritstone (with some now rendered). Several properties retain the traditional stone slate roof whereas most have been replaced by slate or concrete tiles. These dwellings, with the exception of number 36, do not benefit from any off-street parking. Further south on the eastern side of the road are inter-war dwellings set well back off the highway with both hipped and gabled roof arrangements. Interspersed around these houses are older properties, single storey rendered bungalows, and late 19th century semi-detached dwellings.

3.4 On the western side of the road are modern dwellings with forecourt parking forming part of the former Ferodo site. These houses are of reconstituted gritstone with white uPVC windows and grey concrete tiled roofs. The roof pitches of some of these houses are shallow with wider gables and low eaves. Some have usable roof space with dormer windows in the road facing roof slopes. All of these modern houses have forecourt parking for at least two vehicles.

3.5 Immediately opposite the application site is an electricity substation in a single storey building adjacent to a pedestrian only access to Sovereign Way. To the south of the

substation lies a tract of green space around the St Thomas Beckett Church. There is no further built development on the west side of the road.

3.6 The nearest bus routes are located on Hayfield Road and provide services to and from Whaley Bridge. A short walk away are services to Buxton and Manchester Airport along Market Street.

4.0 Policy Review

The National Planning Policy Framework 2023

4.1 At the heart of the Framework is a presumption in favour of sustainable development (para 10). Paragraph 11 encourages approving development proposals that accord with an up-to-date development plan without delay.

4.2 Paragraph 70 highlights that small and medium sites can make an important contribution to meeting the housing requirement of an area and are often built out quickly. Paragraph 70(d) supports the development of windfall sites, giving great weight to the benefits of using suitable sites within existing settlements for homes.

4.3 Paragraph 123 encourages an effective use of land in meeting the need for homes. It gives substantial weight to the value of using brownfield land within settlements for homes.

4.4 Paragraph 135 states that planning policies and decisions should ensure that developments (inter alia) add to the overall quality of the area; are visually attractive; are sympathetic to local character and history, while not preventing or discouraging appropriate change (such as increased densities); and establish or maintain a strong sense of place.

High Peak Local Plan 2016

4.5 Strategic policy S1 aims to meet most development needs within or adjacent to existing communities as well as making efficient use of land and seeking to ensure high quality, locally distinctive and inclusive design. In terms of the settlement hierarchy (policy S2), Chapel-en-le-Frith is considered to be a market town and thus a main focus for housing. Chapel is within the Central sub-area, where supporting the development of new housing on sustainable sites within the built-up area boundary is a key objective (policy S6).

4.6 All development should be well designed and of a high quality that responds positively to both its environment and the challenges of climate change, whilst also contributing to local distinctiveness and sense of place (EQ6). This includes, inter alia, ensuring that development achieves a satisfactory relationship to adjacent development and does not have an unacceptable impact. Policy EQ9 requires any trees removed as a result of new development to be replaced at a 2:1 ratio.

4.7 Housing policies promote the effective reuse of land including infill (H1) and those within built up area boundaries.

Chapel-en-le-Frith Neighbourhood Plan

4.8 Policy H2 states that permission will be granted for smaller residential developments of fewer than 6 units on infill sites. Proposals should be within the built-up area, be of a high quality and should not reduce garden space to an extent where it adversely impacts the character of the area or the amenity of neighbours. New housing should (inter alia) integrate into its surroundings, have good access to public transport, reflect local character, work with the site and its context, and have appropriate parking provision. There should also be sufficient space for storage of bins and cycles (policy H3).

5.0 Assessment of Proposals

Principle of Development

5.1 National guidance supports the development of windfall sites and highlights that small housing developments can make a valuable contribution to housing delivery. This site is located within the built-up area boundary of Chapel-en-le-Frith, a sustainable market town where the majority of housing development in the borough should be directed under policy S2 and S6 of the Local Plan. Policy H1 allows for infill development within built up area boundaries providing that the development can be accommodated without adverse impact. The Neighbourhood Plan similarly allows for housing within built-up areas where there is no adverse impact on amenity, where there is good access to public transport, and where off-street parking can be provided.

5.2 In this case, the principle of development in this sustainable location is clearly acceptable subject to other material considerations including detailed design, impact on amenity, provision of adequate amenity space, and impact on trees.

Design

5.3 Burrfields Road is a mix of design styles. Its prevailing character is defined by the steep slope of the road and the patchwork of development dating from different eras. Roof pitches and gable widths vary as do elevational treatments and building materials.

5.3 The choice of materials for the new development would be in keeping with that used most recently on the western side of the road, and would not be incongruous next to the gritstone blocks on the terrace to the north or the rendered finish of the house to the south. The natural slate roof would match the prevailing roofing material on the eastern side of the road.

5.5 The pattern of fenestration reflects that dominant in the vicinity, with the front door located to the side and sash proportioned windows stacked symmetrically at ground and first floors. Although gable windows are proposed to light the staircase, the positioning of the house relative to the terrace adjacent means that these windows will not be seen clearly from public vantage points.

5.6 Car parking is proposed to the front of the dwelling and, although not an ideal urban design response, it is not precluded by the Design Guide. The car parking will be seen in the context of the development to the west where forecourt parking is standard. High quality materials will be used to surface this parking area clearly defining it as separate from the public realm, as suggested by the Design Guide.

5.7 The house will be constructed to modern standards and so will be well insulated and energy efficient, using a heat recovery system. It therefore responds to the challenges of climate change, as required by policy EQ6 of the Local Plan.

5.8 Overall, the design is appropriate for its context and will have no adverse impact on the character and appearance of the area. It meets the requirements of NPPF paragraph 135, Local Plan policies S1 and S6, and Neighbourhood Plan policies H2 and H3.

Residential Amenity

5.9 The house has been positioned on the site such that there will be no overlooking to or from neighbouring properties. The gable of 36 Burrfields Road is blank and, although windows are proposed in the northern gable of the new house, they will be obscurely glazed and will serve non-habitable space. The gable facing 34 Burrfields Road, which sits at a higher level, will be blank. The difference in levels between these two properties also prevents any potential for overshadowing.

5.10 To the east, there will be a separation distance of circa 20m between the proposed house and existing properties on Carriers Meadow. There are also intervening garage structures that provide further screening between the properties.

5.11 Despite the relatively close relationship between the proposed house and surrounding properties, topography along with a staggered building line serve to ensure that there will be no intervisibility between habitable rooms and no potential for overshadowing. The proposals are therefore compliant in this respect with policy EQ6 of the Local Plan and policy H3 of the Neighbourhood Plan.

Provision of Amenity Space

5.12 The Neighbourhood Plan specifically requires infill development to ensure adequate amenity space for both the original property and the new dwelling in the interests of local amenity. There should also be space for bin storage and secure cycle parking.

5.13 In this case, the curtilage of 36 Burrfields is 230sqm and is therefore significantly larger than any other terraced property along the road. Following development, 36 Burrfields will retain 105sqm of usable amenity space, and the new dwelling will have 98qm. This compares to an average of circa 37sqm to the new properties on the western side of the road.

5.14 A bin store and secure cycle store will be provided within the rear curtilage of the new property.

5.15 Given the above, the proposals comply with Neighbourhood Plan policies H2 and H3.

Trees

5.16 There are currently 2 No. semi-mature trees at the western edge of the development site, and these will be removed to facilitate off-street parking provision for both properties. The existing trees are not protected by TPOs. In accordance with Local Plan policy EQ9, 4 No. replacement trees will be planted on the site within the rear curtilage of both the new property and 36 Burrfields Road. The species specification for these trees can be controlled by condition, but cherry or maple are proposed.

6.0 Conclusion

6.1 This small, infill development within the built-up area of Chapel-en-le-Frith will provide a minor contribution towards housing supply in a sustainable location. The proposed design takes its cues from the relatively mixed character of the local area and uses materials common in the vicinity of the site.

6.2 The development will provide adequate off-street parking and amenity space and will replace 2 No existing trees with 4 No new trees to be planted at the rear. There will be no adverse impact on residential amenity due to overlooking or overshadowing as a result of the proposals.

6.3 As the proposed development complies with national guidance as well as the development plan, it should be approved without delay in accordance with NPPF paragraph 11.