

## DELEGATED DECISION REPORT

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|                  |                     |                    |           |      |
|------------------|---------------------|--------------------|-----------|------|
| HPK/2024/0091    | 178 BROWN EDGE ROAD | SIDE               | EXTENSION | WITH |
| Valid 15/03/2024 | BUXTON              | EXISTING           | HOUSE     | SAND |
|                  |                     | CEMENT             | RENDERED  | OVER |
|                  |                     | PEBBLE DASH FINISH |           |      |

(FULL - HOUSEHOLDER)

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### MAIN ISSUES

- Design and appearance
- Amenity
- Car Parking

### DESCRIPTION OF SITE

The site comprises a two storey 3no. bedroom semi-detached dwelling which has a pebbledash render exterior. A garage is setback behind the property which a single width driveway extends to. A porch has been previously added to the front of the property. The site backs onto and fronts countryside but is within the defined settlement limits of Buxton.

### PROPOSAL

The application seeks planning permission for a single storey side extension which would extend the kitchen and provide a utility room and wc/cloakroom.

### RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

#### High Peak Local Plan 2016

S 1 Sustainable Development Principles  
S 1a Presumption in Favour of Sustainable Development  
S2 Settlement Hierarchy  
EQ 6 Design and Place Making  
CF 6 Accessibility and Transport

#### Supplementary Planning Documents

Residential Design Guide SPD (2005)  
Design Guide SPD (2018)

#### National Planning Policy Framework

Chapter 2: Achieving Sustainable Development  
Chapter 9: Promoting Sustainable Transport

## Chapter 12: Achieving Well Designed Places

### **SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS**

None

### **CONSULTATIONS**

#### **Publicity**

Site Notice expiry date: 11.04.24

Neighbour consultation period ends: 11.04.24

#### **Public Comments**

No comments received

#### **Derbyshire County Council Highways**

No Objection - it should be noted that in order to implement the scheme for the extension of the dropped vehicle crossing, a separate construction approval process with the Highway Authority will need to be progressed – this scrutinises construction details and will be necessary in order for the Highway Authority to enter into a Section 184 Agreement for any works.

Therefore, the principle of development is acceptable from a highways aspect and, as highlighted above, notwithstanding the information already submitted, a subsequent construction approval processes with the Highway Authority is required and on this basis the Highway Authority would recommend the following Condition/Informative Note are appended to any consent granted:

Condition:

1. The Development hereby approved shall not be brought into use until the access, parking and turning facilities have been provided as shown on drawing 2407 0A.

### **OFFICER COMMENTS**

#### **Principle of Development**

The application seeks permission for extensions and alterations within the curtilage of a residential property that lies within the built-up area boundary of Buxton. Buxton is identified as one of the larger Market Towns at the top of the settlement hierarchy under Local Plan Policy S2 where there is a focus for new housing and economic growth.

As such, the principle of development is acceptable, subject to a detailed assessed of all relevant planning considerations.

## Design

LP Policy S1 sets out a number of sustainability principles which all new development proposals should incorporate in order to protect, and where possible enhance the environment.

LP Policy EQ6 states that all development should be well designed to respect and contribute positively to the character, identity and context of High Peak's townscapes, having regard to matters of scale, height, density, layout, appearance and materials.

Chapter 9 of the Residential Design Guide SPD contains the following guidance relating to domestic extensions and alterations that are relevant to the assessment and determination of this application:

- 9.0 *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 house, the domestic development is carefully designed.*
- 9.1 *Extensions should be designed so as to be subordinate to the main form of the house. It is important that the extension results in a dwelling that is well designed in itself.*

Chapter 5 of the Design Guide SPD contains further guidance regarding residential extensions and alterations:

- 5.5 *All extension should harmonise with the parent building. An extension should respect the dominance of the original building and be subordinate to it in terms of its size and massing.*

The proposal comprises a side extension which measures 1.6m wide and 7.4m deep, it is marginally setback from the front building line by 0.2m but the existing porch extends beyond the front building line by 1.35m. The extension is set in by 0.75m from the side boundary with no. 180. The extension has a mono pitch roof which is 2.8m high where it adjoins the property and 2m to eaves. The proposed materials are render with pebbledash walls and grey roof tiles to match the existing. A window is proposed to the front and patio doors to the rear. A rooflight and a half glazed UPVC door are proposed on the side elevation.

The proposed extension is modest in scale and subordinate to the main dwelling. The only downside of extending to the side of the property is that the access to the rear garage will be impeded. Although most properties in this stretch of Brown Edge Road have opted for rear or front extensions, there are other examples of side extensions such as 186. Other properties have added garages or carports (170 & 164) to the side of properties which infills the gap to neighbouring properties.

Overall, the design of the extension is considered appropriate and acceptable complying with policies S1 and EQ6, the Residential Design Guide SPD and the NPPF.

## **Amenity**

LP Policy EQ6 requires all new development to have a satisfactory relationship with existing land and buildings and protects the amenity of the area, which includes residential amenity of neighbouring properties. Aspects of residential amenity include impacts such as a loss of sunlight, overshadowing and overbearing impacts, loss of outlook, and loss of privacy.

The High Peak Residential Design Guide SPD requires extensions to preserve the residential amenity of neighbouring properties, having regard amongst other things to the relationship between existing and proposed development, the positioning of windows, and the change in land levels. Paragraph 135 of the NPPF states that planning should create places with a high standard of amenity for existing and future users.

The extension is set in by 0.75m from the side boundary with no. 180 which has a 1.4m fence forming the boundary. No windows only a rooflight are proposed on side elevation and a new door will provide access, there is currently a door on the side elevation in a similar position. As such the proposal is not considered to give rise to any adverse impacts on residential amenity.

The application is considered to be compliant with Local Plan Policy EQ6, the Residential Design Guide SPD, and the NPPF, with regards to potential impacts on neighbouring residential amenity.

## **Highway Safety**

The existing property has 3 bedrooms and the proposals will not alter this. However, access to the existing garage to the rear and the side driveway will be impeded by the proposed side extension. However, a block plan has been submitted that shows the driveway to the front of the property shall be widened to provide a second car parking space. Therefore, the proposals will comply with car parking standards set out in policy CF 6 which require 2 car parking spaces for a 3 bedroom property and a condition will be imposed to secure its implementation and provision in perpetuity.

As the comments from County Highways note in order to implement the second car parking space will require widening the existing dropped kerb and removing a short section of the front boundary wall. This will have a minor impact on the street scene as the stone wall is a traditional feature along this section of road. However, in the interests of highway safety this element of the proposal is accepted.

The application is therefore considered to be acceptable having regard to LP Policy CF6 and paragraph 110 of the NPPF.

## **CONCLUSION / PLANNING BALANCE**

For the reasons set out in this report, it is considered that the proposal is an acceptable design and will not result in any adverse amenity impacts. Accordingly the application is recommended for approval.

**OFFICER RECOMMENDATION :    Approve**

**Case Officer: Rosie Dinnen**

**Recommendation Date: 09.05.24**

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Signed by: Jane Colley Signature

**On behalf of High Peak Borough Council**

