

DELEGATED DECISION REPORT

HPK/2023/0534
Valid 04/12/2023

14 LONGMEADE DRIVE
CHAPEL-EN-LE-FRITH

DETACHED GARAGE
(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design Character and Appearance
- Amenity

DESCRIPTION OF SITE

The application relates to No.14 Longmeade Drive, Chapel-en-le-Frith, a two storey semi-detached property that sits within a large residential estate that dates from the mid-1980s. The property is finished in a yellow brick, and benefits from a small private driveway with a garden to the rear beyond.

The neighbouring bungalow benefits from a single storey ancillary garage set back behind the rear building line of that property, accessed via a small private driveway.

PROPOSAL

The application seeks full planning permission for a detached ancillary single storey garage that would be located in line with the existing private driveway, adjacent to the existing garage that serves the neighbouring property No.12.

The garage is shown to have a dual pitched roof spanning a width of 3.25m and a depth of some 5.8m. The application form states that the garage will be finished in a brown brick with grey tiles.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The Local Development Plan for this site comprises the High Peak Local Plan (2016). Adopted Supplementary Planning Guidance documents and the National Planning Policy Framework (NPPF) are also material considerations in determining applications.

Chapel-en-le-Frith Neighbourhood Plan 2015

No relevant policies

High Peak Local Plan 2016

- S1 Sustainable Development Principles
- S1a Presumption in Favour of Sustainable Development
- S2 Settlement hierarchy
- EQ6 Design and Place Making
- CF6 Accessibility and Transport

National Planning Policy Framework 2023

- | | |
|-----------------------------------|------------|
| Achieving Sustainable Development | Chapter 2 |
| Promoting Sustainable Transport | Chapter 9 |
| Achieving Well Designed Places | Chapter 12 |

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

- | | |
|---------------|--|
| HPK/0001/9139 | Proposed erection of 106 houses and bungalows
(Approved 20/06/1983) |
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CONSULTATIONS

Publicity

Site Notice expiry date: 16th May 2024
Neighbour consultation period ends: 2nd January 2024
Press Advert: N/A

Public Comments

None received.

Chapel Town Council Comments

None received.

Derbyshire County Council Highways

No comments received.

OFFICER COMMENTS

Principle of Development

The application seeks full planning permission for an ancillary domestic outbuilding that is contained within the existing residential curtilage on a site that lies within the built-up area boundary of Chapel-en-le-Frith. The site is not constrained by any statutory designation. As such the principle of development is acceptable subject to an assessment of all relevant planning considerations.

Design Character and Appearance

LP Policy S1 sets out a number of sustainability principles which all new development proposals should incorporate in order to make a positive contribution towards the sustainability of communities and 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 (2005) contains useful guidance for domestic development. With regards to garages, it is stated that garages should relate to the main dwelling in terms of size, proportion and appearance, and should be subordinate in size and height and match the materials of the existing house.

The more recently adopted Design Guide SPD states that garages need to be designed and built in sympathy with the properties they serve, with materials and roof pitches matching those of the parent building. It is stated that detached garages are often a better solution than integral or attached garages.

Paragraph 135 of the NPPF states amongst other things that decisions should ensure that developments will add to the overall quality of the area; are visually attractive as a result of good architecture and are sympathetic to the surrounding built environment.

The site lies within a large residential estate that dates from the 1980's and bears no particular architectural merit. As such, the overall sensitivity of the site and surrounding street scene to development is low.

In any event, the proposed garage is detached and appropriately sited to the rear of the dwellinghouse, and mirrors the siting, scale and height of the neighbouring garage serving No.12, thus resulting in a degree of symmetry when viewed from the public highway. The dual pitched roof is welcome as opposed to a flat roof and given that the garage will be constructed and finished in materials commensurate with the main house, amounts to a high quality and acceptable design.

As such, the proposed development is considered to be in accordance with LP Policies S1 and EQ6, the Residential Design Guide SPD, Design Guide SPD, and relevant paragraphs contained under Chapter 12 of 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 neighbouring property that has the potential to be adversely affected by the proposed development is the neighbouring bungalow No.12 Longmeade Drive. This neighbour is served by a detached garage of a similar siting scale and height to that proposed at No.14. The introduction of this modest single storey garage would not give rise to any overbearing impacts, or any other impact associated with amenity. To the rear is number 8 Sycamore Road, the boundary to this property is formed by a close boarded fence with a mature hedge behind. As such this neighbour would not have any views of the new garage. A close boarded fence aligns the common boundary with the adjoining neighbour number 16. The would be positioned 3m from the rear conservatory at this neighbour. However the presence of the fence along with the distance between the garage and conservatory and with the overall dimensions of the garage would ensure that there would not be no adverse impact on the amenities of this neighbour.

Overall the garage complies with LP Policy EQ6, the Residential Design Guide SPD, and relevant paragraphs under Chapter 12 of the NPPF.

Highway Safety

LP Policy CF6 seeks to ensure that development can be safely accessed in a sustainable manner and that all new development is located where it can be satisfactorily accommodated within the existing highway network and provides suitable off-street parking provision in accordance with guidelines set out under Appendix 1 of the Local Plan.

Paragraph 114 of the NPPF states that in assessing applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users.

Paragraph 115 of the NPPF goes on to state that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The site benefits from an existing private driveway that will be used to access the proposed garage. Whilst no Highways Authority comments have been received at the time of writing this report, it is clear that the proposed development would, due to its siting, and ancillary function, not lead to any highway safety impacts, in accordance with LP Policy CF6 and paragraph 114 of the NPPF.

CONCLUSION / PLANNING BALANCE

LP Policy S1a reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework. It states that planning applications that accord with relevant policies in the Local Plan will be approved without delay.

Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development. For decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission, unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The application seeks permission for a single storey detached garage that lies within the domestic curtilage of a residential property on a site that is not constrained by any sensitive statutory designation. The principle of development is thus acceptable.

An assessment of the proposal has concluded that the garage is of an appropriate scale, height, mass and visual appearance that respects the character and appearance of the main dwellinghouse and the wider street scene and will not result in any adverse harm to residential amenity or highway safety.

As such, the application has demonstrated compliance with all relevant Local Development Plan policies and other material considerations including relevant paragraphs contained within the NPPF. The application is therefore considered to constitute a sustainable form of development and in line with LP Policy S1a and paragraph 11 of the NPPF is recommended for approval subject to appropriate conditions.

OFFICER RECOMMENDATION : Approve with Conditions

Case Officer: James Stannard

Recommendation Date: 16th May 2024

X *J. Colley*

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council