

## DELEGATED DECISION REPORT

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HPK/2024/0087  
Valid 07/03/2024

68, JODRELL ROAD,  
WHALEY BRIDGE,  
DERBYSHIRE, SK23 7AR

DEMOLITION OF GARAGE/  
STORAGE ROOM.  
CONSTRUCTION OF DOUBLE  
STOREY SIDE / SINGLE  
STOREY REAR EXTENSION  
AND ASSOCIATED INTERNAL  
ALTERATIONS

(FULL - HOUSEHOLDER)

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### MAIN ISSUES

- Design and visual impact
- Neighbour amenity

### DESCRIPTION OF SITE

The application relates to 68 Jodrell Road, a two storey brick and tile, semi-detached dwelling located in the Whalley Bridge area of Derbyshire.

Land levels within the site rise from the highway with the dwelling occupying a corner plot elevated position on the streetscape. The property is sited on the corner of Jodrell Road and Williamson Road, a residential suburb consisting of similarly designed residential dwellings.



The application property is sited adjacent to no. 70 to the west and no. 1 Williamson Road to the south. The host property faces onto the public play space, with a terrace of 4 dwellings across the road to the east. All neighbouring properties are two storey, either semi-detached or terraced.

The property has benefitted from a single storey modest rear porch and attached storage building. In addition there is a detached garage in the rear garden served by a vehicular access taken from Williamson Road.



The rear garden area where the single storey extension is to be built is flat, whilst the land falls away to the side and front of the site.

For the purposes of planning policy consideration, the application site is located within the Whalley Bridge Development Boundary. The site is not within any Conservation Area and there are no Listed buildings/structures or protected trees which need to be considered.

## **PROPOSAL**

Planning permission is sought for a single storey rear extension varying in depth from 3m on the shared boundary to 4.98m, and; a two storey side extension. The existing garage is to be demolished.

The proposed single storey rear extension will feature a flat roof with roof lantern. The rear extension will remove the existing parking area and the vehicular access onto Williamson Road will become redundant.

A two storey side extension will be built, to the side of the dwelling facing Williamson Road. It will be necessary to build up foundations to account for the sloping topography. The roof of the side extension will step down slightly from the main roof and will accommodate a playroom with skylights to front and rear. The side extension will be 4 m wide, run the length of the host dwelling and have the single storey extension span across the rear elevation.

The proposal will be white rendered and roof tiles to match the existing property.

The site plan shows parking for two vehicles, a bike store and the access plan details the works to the highway necessary to create a new vehicular access.

## **RELEVANT LOCAL AND NATIONAL PLANNING POLICIES**

### **High Peak Local Plan 2016**

S 1 Sustainable Development Principles

S 1a Presumption in Favour of Sustainable Development  
EQ 6 Design and Place Making  
S6 Central Sub Area Strategy  
CF 6 Accessibility and Transport

### **Supplementary Planning Documents and Guidance**

Residential Design SPD (2005)  
High Peak Borough Council Design Guide SPD (2018)

### **National Planning Policy Framework**

Including sections -  
2: Achieving sustainable development  
12: Achieving well-designed places

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

HPK/2023/0391      Demolition of Garage/ storage room. Construction of double storey side extension and dormers/ single storey rear extension and associated internal alterations - Refused

### **CONSULTATIONS**

#### **Publicity**

Site Notice expiry date: 16/04/2024  
Neighbour consultation period ends: 01/04/2024

#### **Public Comments**

Neighbour questions whether 1. Are any of these extensions going over manhole covers that need access by water companies in an event of piping issues?  
2. The demolition of the garage, is it going to be demolished professionally as it seems to appear to have an old asbestos roof? So for health and safety this needs to be inspected properly.

To address these points of concern - a condition relating to unexpected contamination, if found on site, is proposed. In addition the applicant is informed to liaise with United Utilities with regards to drainage infrastructure matters.

#### **Town / Parish Comments**

No comments received

## **Derbyshire County Council Highways**

Reiterates comments made on previous application HPK/2023/0391 and initially requested further information to clarify:

1. Why does drawing number 0024 Rev B not contain cycle storage as per Appendix 1 of the High Peak Local Plan?
2. Can you identify the exact location of the dropped crossing proposed on Williamson Road and is it 15m from its junction with Jodrell Road?
3. What do the dotted lines on the footway indicate?

Additional plans and information received and the reconsultation comments from highways state that revised drawing (0023 Rev C) has been provided, so from a highways aspect the drawings are now considered acceptable in principle although it should be noted that in order to implement the scheme a separate construction approval process with the Highway Authority will need to be progressed – this scrutinises the extended access construction details and will be necessary in order for the Highway Authority to enter into a Section 184 agreement for any works. Conditions suggested.

## **OFFICER COMMENTS**

### **Principle of Development**

Within the development boundary there is support in principle for a range of developments including housing and employment related proposals. Whilst there are no 'in principle' objections to the application, all other material planning considerations must be satisfied for the scheme to be supported. In this instance the considerations include design, visual impact, neighbour amenity, and parking provision.

### **Design & Visual Impact**

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.

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 NPPF goes on to state that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

The adopted High Peak Design Guide 2018 sets out the parameters which new development should respond to. In respect to new development, it states at paragraph 5.2 that:

Alterations need to be undertaken with care. Insensitive changes can easily spoil a building. The key to a sensitive approach is to take note of what is there already before preparing the design and to work with and not against the buildings character. The aim should be to revitalise the building without altering its fundamental character.

Paragraph 5.5 continues:

All extensions 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. Setting back the new section from the building line and keeping the eaves and ridge lower than the parent building will normally help.

The Adopted Residential (SPD) (2005) paragraph 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.”



opposite



Jodrell Road

There are no design objections to the proposal. The corner semi-detached properties on the corner of this junction have the character/appearance of being elongated. The design of this side extension steps the roofline down and utilises the vertical focus of the frontage and centralises it to effectively create an extension that mirrors the mass of the existing dwelling.

In addition, the proposal is to open up the front garden and creating a new vehicular access with associated works to the highway. The highways authority are satisfied with the principle of the access and parking arrangements, with conditions

suggested. The existing vehicular access will be closed and the area subsumed within a landscaped rear garden area.

For the reasons highlighted above, it is concluded that the cumulative impact of the massing and design of the extensions respects the character of the original dwelling and would result in a continuation of build, sympathetic to the existing character and appearance of the street scene, and thereby in accordance with local plan Policies S1 and EQ6, the adopted Design Guide and relevant paragraphs under Chapter 12 of the NPPF.

### **Highway Access and Parking**

The single storey extension is at the expense of retaining the existing vehicular access and parking provision for the site.

The construction of the works will inevitably lead to disruption in the area which will affect a number of existing dwellings, so a construction management plan will therefore be an essential element, to be secured by condition.

### **Amenity**

Local Plan Policy EQ6 requires that all development achieves a satisfactory relationship with adjacent properties. It must not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity. Part 9 of the High Peak Residential Design SPD sets out the parameters against which residential extensions will be assessed.

The single storey rear extension is designed to respect the shared boundary with the neighbouring property, the extension reflects a 3m permitted development extension closest to the neighbour and it increases to 4.98m. The extension has been stepped in from the boundary with the neighbour to follow the 45 degree line from the nearest principal window in the rear elevation. It is noted that the neighbour has their own protrusion at ground floor closest to the shared boundary, this acts as a separation buffer, and therefore the proposed rear extension should have no adverse impact on amenity or privacy of the occupants of the neighbouring dwelling.

Considering the single storey nature of the proposed rear extension as well as what could be built along the shared boundary under permitted development, this element of the proposal would not have a significant or harmful impact on the amenity of the neighbouring properties.

No other neighbouring occupants are considered to be adversely affected by the proposed development due to separation distances and orientation of dwellings. The development is therefore considered to be in accordance with Policies S1, and EQ6, the guidance contained within the Residential Design SPD, High Peak Design Guide, and Section 12 of the National Planning Policy Framework.

## **CONCLUSION / PLANNING BALANCE**

For reasons listed above the proposed development is considered to accord with local plan Policies S1 and EQ6, the adopted Design Guide 2018 and 2005 and relevant paragraphs under Chapter 12 of the NPPF.

### **OFFICER RECOMMENDATION: APPROVE**

**Case Officer: P. Twigg**

**Recommendation Date: 16.5.2024**

X *B.J. Haywood*  
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Signed by: Ben Haywood

**On behalf of High Peak Borough Council**