

DELEGATED DECISION REPORT

HPK/2024/0197
Valid 08/05/2024

1 COMPTON GROVE
BUXTON

TWO STOREY GARAGE AND
BEDROOM SIDE EXTENSION,
SINGLE STOREY REAR
EXTENSION TO FORM
WORKSHOP AND BOOT
ROOM, SINGLE STOREY
LOUNGE EXTENSION TO THE
SIDE, FRONT PORCH
EXTENSION AND NEW
ACCESS DRIVEWAY.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity
- Highway Safety

DESCRIPTION OF SITE

1 Compton Grove is a large detached dwellinghouse located within the Buxton Built-up area boundary. The dwelling occupies a curtilage, large than that of its surrounding properties.

The dwelling is of natural stone, with grey concrete roof tiles. The dwelling has 4 bedrooms, with an L' shaped front print. To the front the dwelling has a gable end detail with dual pitched roof. The dwelling has a large driveway to accommodate off street parking of 2 cars and an integral garage. The dwelling has mature hedgerow boundaries to all sides.



PROPOSAL

Planning permission is sought for a two storey side extension, single storey side extension and single storey rear extension.

Revised plans show the proposed two storey side extension will be set back from the principle elevation, with a gable end detail to match that of the existing front elevation. The extension will incorporate an integral garage. The first floor will create a larger bedroom, while converting the existing forth bedroom into a dressing room. Revision also incorporate a gable end to the rear elevation.

The existing integral garage will be converted into a snug, and a small front extension built to the front to create porch and small shower room.

A single storey rear element will project from the proposed two storey element to form boot room and workshop accessible from the exterior only. This rear element will be finished with a hipped roof and a rendered finish.

A single storey side extension is proposed to provide a lounge space. the rear and side elevation of which will be rendered, the front elevation will be of natural stone. The roof will be hipped.

A second driveway access is proposed to create greater driveway access and provide space for three cars on the driveway with turning space.

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
Section 12

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/0002/2032 entrance porch PERMITTED

CONSULTATIONS

Publicity

Site Notice expiry date: 11/06/2024
Neighbour consultation period ends: 07/06/2024
Press Advert: N/A

Public Comments

None received

Town / Parish Comments

n/a

Environmental Health

n/a

Derbyshire County Council Highways

No objection

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

Section 12 Paragraph 135(c) of the NPPF states that development should be sympathetic to the character and history of the area, while not restricting change.

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 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 proposed two storey side extension will be sufficiently set back from the principle elevation, and set down from the host ridge line as to appear subordinate to the host dwelling. The extension emulates the gable end design of the existing ‘L’ shaped building. The extension is sufficiently less than half the width of the host dwelling, maintaining a subordinate appearance.

Revisions have changed the roof design of the two storey element to a dual pitched roof with gable end on both the front and rear elevations. This creates a neater roof scape with harmonious pitches and eaves lines.

The single storey rear element appears subordinate to the host dwelling, and cannot be seen from the street scene. the rear and side elevation of the proposed rear extension are to be rendered. This render will not be seen in the street scene. Render can be seen elsewhere nearby, particularly on rear elevations of dwellings on Compton rd. Render is further proposed on the rear and side of the single storey side extension. This single storey side extension otherwise appears subordinate and in character with the wider street scene. Natural stone will be used for the front elevation.



Figure 1 - The rear of no. 14 and 16 Compton Rd.

A front porch and shower room extension is proposed with a pitched roof and of natural stone. The fenestrations used match those of the host dwelling and appear in character.

Overall there are no design concerns.

Amenity

Section 12 Paragraph 135(f) of the NPPF states that development should create places with a high standard of amenity for existing and future users.

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.

The proposed two storey element will introduce a window to the front and rear of the dwelling. the front window faces over to no. 5 Compton Gv, approx. 57M away from the proposed bedroom window. To the rear the proposed bedroom window will be approx. 33M away from the rear elevation of no. 6 Mosley Road. As such the proposed two storey element present no privacy concerns.

The two storey element is to be approx.. 40M away from the rear of no.s 16 and 18 Compton Rd. As such there will be no privacy or overshadowing concerns.

The single storey rear element will be approx. 28M from no.6 Mosley Rd and 40M from 18 Compton Rd. As such this will lead to no privacy or overshadowing concerns.

The single storey side element will be approx. 19M from the rear of 21 Compton Gr. This is less than the recommended 21M distance. However, there is mature hedge growth and 1.8M fence along the boundary, protecting privacy. This fence should be maintained for the life of the development to ensure that this privacy is retained. This single storey element will not lead to any overshadowing concerns.

The proposed front porch does not introduce any habitable windows to the front elevation and will not project beyond the existing front most principle element. AS such there will be no privacy or overshadowing concerns.

Overall the proposed is considered acceptable in terms of residential amenity.

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 4+ bedroom dwellings require 3 spaces per unit.

The proposal will introduce a second vehicle access to allow for on sight turning and off street parking for 3 vehicles on the driveway with a 4th in the garage. DCC Highways have not objected to the proposal, which will provide adequate parking for a 4 bedroom dwelling.

Nutrient Neutrality

The site lies within the catchment of the River Wye which forms the Peak District Dales Special Area of Conservation (SAC). The Council has been notified that action must be taken to address exceedances of phosphorus in the River. As such, the Council cannot grant consent for development unless it can rule out "likely significant effects" on the SAC. A Habitats Regulations Assessment (HRA) will be required when the plan or project creates a source of water pollution or has an impact on water quality and when it is within the catchment of the SAC. Initially, a screening assessment will be required to consider if "likely significant effects" (alone or in-combination) on the SAC can be ruled out. If not, this will be followed by an "Appropriate Assessment" where the impact of the plan or project is considered in detail.

Screening Assessment

The proposal is not directly connected with or necessary for the conservation management of a European site. The proposal will not surface water run-off from the site. However, the proposal does involve additional bedroom / bathroom accommodation but the application relates to an existing dwelling. On the basis, of an average occupancy rate of 2.4 persons per dwelling, however, there will be no increase in waste water generated by the proposals. Therefore it will not risk having

a significant negative effect on the SAC either on its own or in combination with other proposals and therefore it is not necessary to carry out an Appropriate Assessment.

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 : Approval

Case Officer: Rachel Robinson

Recommendation Date: 16th July 2024

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Signed by: Ben Haywood

On behalf of High Peak Borough Council