

Planning Statement

For Mr D Morris | 24-355

Alterations and extensions to existing house - 19 The Shaw, Glossop, SK13 6DE

Project: 24-355
Site Address: 19 The Shaw, Glossop, SK13 6DE
Client: Mr D Morris
Date: September 2024
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1. Introduction

- 1.1 This Statement is submitted in support of a planning application for an extension and associated works at 19 The Shaw, Glossop, SK13 6DE.
- 1.2 Planning permission was refused by the Council earlier this year for a similar proposal and the decision notice set out 3 no. reasons for refusal relating highways safety, the use of external materials and the impact on a neighbouring property in terms of outlook. HNA Architects have subsequently revised the scheme to directly respond to and address all 3 no. issues raised through the previous scheme by the local planning authority.
- 1.3 We set out the following propositions through this Statement for the revised scheme:
- Proposition 1: There is no evidence or justification to support the refusal of planning permission in relation to highways safety impacts and off-street parking spaces are provided for the amended scheme in any event.
 - Proposition 2: The first floor extension would now be finished in external render to match the existing property, and this would integrate well with the character and appearance of the host building and wider area.
 - Proposition 3: The proposed scheme would not result in unacceptable impacts in relation to the outlook from the neighbouring property at no. 136 Dinting Road.
- 1.4 All other matters were agreed by the Council for the previous scheme, and there would be no justification for coming to a different view now for this new planning application.
- 1.5 The proposed development is compliant with the provisions of the development plan and planning permission should thereby be granted in accordance with paragraph 11 of the Framework. There are no material consideration to indicate otherwise.



2. Site area and surroundings

- 2.1 The site is located within Hadfield, which is a town in the administrative boundaries of High Peak Council. It is located within the existing built-up area of Hadfield as shown on the Proposals Map for the adopted development plan.
- 2.2 The site comprises a two-storey house that is finished partly in stone to the external walls and partly in external render. It is a corner plot at Dinting Road and The Shaw, and it is understood that it was constructed in the 1990s. There is a single storey render outrigger to the existing property and this accommodates a garage, hallway, utility and playroom.
- 2.3 Vehicular access is via The Shaw, which is a cobbled road between Dinting Road and Park Road to the north. The Shaw is often used as a 'cut through' between Dinting Road and Park Road and a short-cut for accessing services such as Glossopdale School & Sixth Form and Hadfield Train Station. There is presently 1 no. parking space clear of the highway in the form of the existing garage at no. 19 The Shaw. The paved area to the side of the property and fronting onto The Shaw is not quite large enough to accommodate a parked vehicle without some overspill on to the highway.
- 2.4 The site is bounded by 136 no. Dinting Road to the eastern boundary, The Shaw and residential properties beyond to the western and northern boundaries and Dinting Road to the southern boundary. The built form in the area varies widely in terms of house types, layouts and styles although it is an established residential area and largely comprises modern properties. The properties along Shawfield Road to the north-west were likely built in the 1960s/70s and are finished in a variety of materials to the exterior e.g. vertically hung tile, UPVC boarding and render.
- 2.5 The rear garden at no. 136 Dinting Road to the eastern boundary is at a raised level in relation to the ground levels of nos. 136 Dinting Road or 19 The Shaw. The level of the external amenity space for the neighbouring property, where the occupants sit out and relax, is at a level roughly the same as for the ridge height to the existing single storey rear outrigger at no. 19 The Shaw.



3. Background and proposed development

- 3.1 Our client lodged a householder planning application with the local planning authority (LPA) in October 2023 for the construction of a first floor extension above the existing single storey rear outrigger and associated works (LPA ref: HPK/2023/0464). This scheme included the removal of the existing garage to the ground floor of the outrigger such that all off-street car parking provision was to be removed, and the cladding of the first floor extension with dark timber boarded cladding. The plans also showed that the paved area to the side garden, used to access the property, would be soft landscaped.
- 3.2 The Council refused planning permission in January 2024. We summarise the officer report below:
- The principle of development is acceptable.
 - The local highways authority raised no objections and noted that on-street parking at no. 19 The Shaw assists in slowing vehicle speeds along The Shaw and encourages driver to show caution.
 - The impact of the development on the residential amenity of nearby occupiers, including no. 136 Dinting Road, in terms of both light and privacy is acceptable.
 - Concern was raised about the impact of the development in relation to the character of the area, the impact on the adjoining neighbour's amenity at no. 136 Dinting Road in terms of outlook only and a loss of off-street parking.
- 3.3 Planning permission was refused based on the following:
- Loss of car parking spaces to the detriment of highways safety in relation to Policies CF6 and EQ6 of the High Peak Local Plan and the Framework.
 - Overbearing impact on the property and external amenity space of the adjoining property at no. 136 Dinting Road in relation to Policies S1 and EQ6 of the High Peak Local Plan and the High Peak Residential Design Guide 2005.
 - Uncharacteristic external materials (i.e. dark timber cladding) resulting in incongruous appearance with due regard for Policies S1 and EQ6 of the High Peak Local Plan, the High Peak Design Guide (2018) and the High Peak Residential Design Guide 2005 and the Framework.
- 3.4 Our client subsequently lodged a pre-application enquiry with the LPA with an amended scheme that included additional justification and a different type of external cladding, although the LPA issued negative comments in March 2024.
- 3.5 This new planning application directly addresses the reasons for refusal for HPK/2023/0464, and the matters referenced by the LPA through the pre-application advice issued, and includes the following additional significant changes:



- The first floor rear extension would be finished in render to the external walls to match the existing house and reflect many of the existing properties in the immediate surrounding area. The fenestration and window styles would again match the existing property.
- The existing ground floor garage space in the outrigger would be retained for off-street parking and the paved area to the side of the property would also be retained for a parked vehicle. There would be 2 no. off-street parking spaces (the paved area to the side of the driveway is not quite large enough to accommodate a standard vehicle as per the existing situation) in addition to the on-street spaces directly adjacent to the property on The Shaw. The property as a 4-bedroom house and there is no change in the number of bedrooms compared to the existing arrangement.
- Additional information is provided in relation to potential impacts on the outlook of the occupier at no. 136 Dinting Road.

3.6 The following drawings by HNA Architects are submitted for this new planning application:

- 1440-SLP - Site Location Plan.
- 1440-EX-001 Rev A - Existing Site and Roof Plan.
- 1440-EX-101 - Existing Floor Plans.
- 1440-P-001 Rev B - Proposed Site and Roof Plan.
- 1440-P-011 Rev A - Existing and Proposed Site Sections through 136 Dinting Road.
- 1440-P-101 Rev B - Proposed Floor Plans.
- 1440-P-201 Rev C - Existing and Proposed Front Elevations.
- 1440-P-202 Rev B - Existing and Proposed Rear Elevations.
- 1440-P-203 Rev A - Existing and Proposed North East Gable Elevations.
- 1440-P-204 Rev A - Existing and Proposed South West Gable Elevations.



4. Planning policy context

4.1 The development plan for High Peak comprises the High Peak Local Plan, adopted in 2016. The adopted Proposals Map shows that the site is within the built-up area of Hadfield.

4.2 Planning policies referenced in the decision notice for HPK/2023/0464 are as follows:

- Policy S1 – Sustainable Development Principles.
- Policy EQ6 – Design and Place Making.
- Policy CF6 – Accessibility and Transport.

Other material considerations

4.3 The following are also material considerations in the determination of this planning application:

- High Peak Design Guide 2018.
- High Peak Residential SPD 2005.
- National Planning Policy Framework.



5. Planning considerations

5.1 As set out in Section 1 of this statement we set out 3 no. propositions in direct response to the previous reasons for refusal (HPK/2023/0464):

- Proposition 1: There is no evidence or justification to support the refusal of planning permission in relation to highways safety impacts and off-street parking spaces are provided for the amended scheme in any event.
- Proposition 2: The first floor extension would now be finished in external render to match the existing property, and this would integrate well with the character and appearance of the host building and wider area.
- Proposition 3: The proposed scheme would not result in unacceptable impacts in relation to the outlook from the neighbouring property at no. 136 Dinting Road.

Proposition 1: There is no evidence or justification to support the refusal of planning permission in relation to highways safety impacts and off-street parking spaces are provided for the amended scheme in any event

5.2 The local highways authority, Derbyshire County Council, made the following comments for the previous planning application:

“The application proposes alterations and extensions to the property which includes the conversion of the garage to living accommodation and the removal of the parking provision to the front of the dwelling by walling off the site access. In effect, the existing on-site parking provision will be removed entirely with the consequence that all parking associated with the dwelling will be on street.

It is noted that the application site is located on a bend opposite the junction with Shawfield Road where roadside parking narrows the effective carriageway width and reduces forward visibility. However, there is evidence that roadside parking has taken place outside the application site in the past and although this scenario is not ideal it is considered to be more of an inconvenience to users of The Shaw rather than a significant highway safety issue. Roadside parking does assist in slower vehicle speeds and the need for drivers to apply more caution. In addition, the elimination of the vehicular access does remove the need for vehicles to enter and exit The Shaw where visibility is poor, especially when vehicles reverse from the access.”

5.3 The highways authority raised no objection to the scheme and noted that on-street parking in this location has the potential to result in betterment through slowing vehicle speeds and encouraging drivers to use caution when driving along The Shaw, which is often used as a ‘cut through’ to Park Road in Hadfield.



5.4 However, the Council refused planning permission notwithstanding the above comments based on alleged harm in terms of highways safety. There was no evidential basis to support the Council's position with the highways authority making it clear that an objection could not be sustained. It is not understood why planning permission was refused on this basis given the local highway authority comments. Indeed, Section 5.12.1 of the High Peak Residential Design Guide SPD, which is a document that the LPA refers to in its case for the previous planning application, advises as follows:

"In many established areas on street parking, where vehicles are parked up against or alongside the vehicular highway is the only form of car parking. Allowing for sufficient car parking spaces there is no reason why new developments cannot continue this practice in certain situations (our emphasis). This arrangement can also benefit pedestrian safety since it can be used as a mechanism for slowing vehicle speeds."

5.5 Notwithstanding the above, the proposed scheme now before the LPA includes the following changes:

- There would remain 4 no. bedrooms with no change in the number of bedrooms at the property as a result of the proposed development.
- The existing ground floor garage would be retained for off-street parking as per the existing arrangements.
- The existing paved area to the side of the house would be available for the parking of a vehicle off the highway.

5.6 The proposed scheme would now provide opportunity for off-street parking and there would be no change in relation to the current arrangements. There would be no justification for the refusal of planning permission based on highways safety and Policy CF6 of the High Peak Local Plan or the Framework.

Proposition 2: The first-floor extension would now be finished in external render to match the existing property, and this would integrate well with the character and appearance of the host building and wider area

5.7 The Council's previous decision notice referred to the High Peak Residential Guide SPD (2005). This document is not directly relevant to the consideration of our client's modest householder application for an extension. This SPD is aimed at new residential development schemes across the Borough and identifies the following typologies of built form:

- Mill Workers Cottages.
- Mill workers Terraces.
- Small Villas.
- Larger Villas



5.8 The application site does not relate to any of the typologies in the Residential Guide SPD. It is located in an established residential area that incorporates a wide range of building types and layouts, although the built form largely stems from the around the 1960s onwards and there is no overriding character or uniformity. The character of the area does not conform to any of the typologies in the Residential Guide SPD.

5.9 Turning to the High Peak Design Guide SPD 2018, this document sets out general advice for securing good design. Paragraph 3.7 states the following:

“The architectural style of new development should be guided through an assessment and understanding of the character and context of the area.”

5.10 As noted above, there is no uniformity in the character in the surrounding built form and it is largely modern. There is no ‘cue’ or special character against which to inform the proposed new extension. The following image shows the built form along Shawfield Road, which is opposite our client’s site, and this highlights the variety in the built form and external materials, including UPVC cladding, hung tiles and white render:



5.11 Paragraph 3.9 of the SPD states the following:

“New buildings should use facing materials that either match or complement those of the surroundings.”



5.12 The proposed scheme incorporates matching render to the external walls of the extension, and this will match the existing house. It also reflects the range of materials used on other properties in the area that includes white rendered front elevations.

5.13 Paragraph 5.5 of the SPD states the following:

“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.”

5.14 Firstly, the building line of the proposed new extension would be set a significant distance back from the building line of the host dwelling fronting onto The Shaw. It would be set back by approximately 5m. This will reduce the visual prominence of the extension and ensure that it appears as a secondary and subservient addition. Secondly, the eaves and ridge levels of the proposed new extension would be set at a markedly lower level than the existing property.

5.15 In terms of the design of the new extension, it would incorporate matching window styles and fenestration to the host building.

5.16 The proposed extension would be of an appropriate scale and massing in relation to the host building such that it appears as a subservient addition, and it would not appear visually prominent within the street scene. The design and use of external materials matching the existing property. There is no conflict with Policies S1 or EQ6 of the High Peak Local Plan or the High Peak Design Guide SPD 2018.

Proposition 3: The proposed scheme would not result in unacceptable impacts in relation to the outlook from the neighbouring property at no. 136 Dinting Road

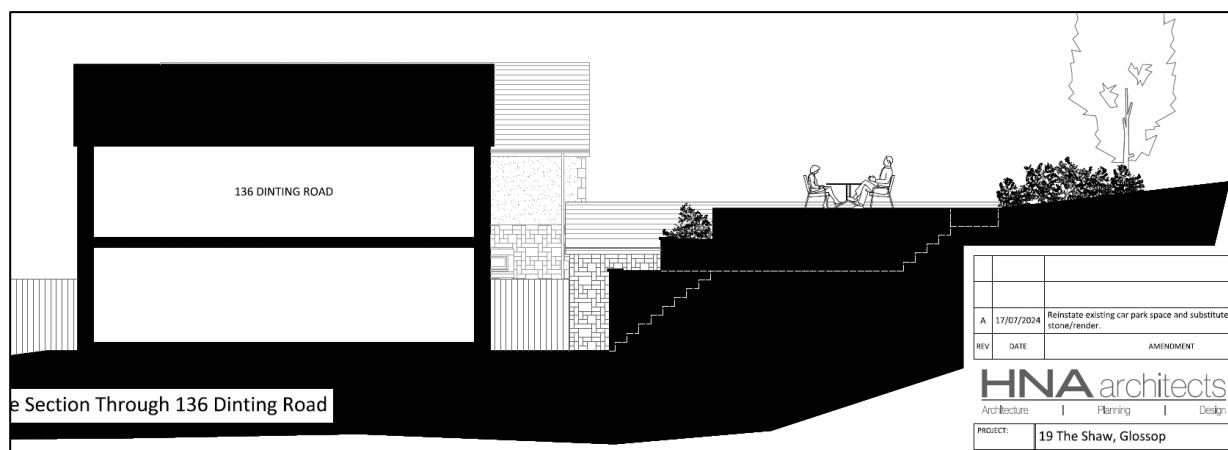
5.17 The Council established for the previous planning application that the following matters were acceptable:

- Impact on the light to no. 136 Dinting Road i.e. no unacceptable overshadowing.
- Impact on the private to no. 136 Dinting Road.

5.18 The reason for refusal referred to outlook only and there would be no justification for coming to a different conclusion for our client's new planning application. There is no straight-forward way to assessing impact on outlook and there is no specific guidance on how this should be approached through the development plan or any SPD. However, the fact that the Council finds overshadowing/light impacts acceptable is significant in itself as the LPA accepts that current levels of daylight and sunlight to the windows and garden to no. 136 Dinting Road would be maintained as a result of the scheme. There is clearly some degree of overlap in the assessment of light and outlook.



- 5.19 The LPA in the officer report for the previous planning application raised concerns about the use of dark cladding material to the extension and how this may appear oppressive to the neighbouring property. That cladding has now been replaced with a matching render and it would be finished in a light colour that would not be as readily visible/prominent from the neighbouring occupier's perspective. This is a significant change in circumstances for the new planning application.
- 5.20 In terms of the layout of the adjacent property, the ground floor rear elevation windows are not the principal habitable openings to the property. The main living room window to the ground floor is to the front elevation, and there are other side elevation window openings to no. 136 Dinting Road to what is assumed to be their dining room. The other rear elevation is a non-habitable and/or principal kitchen opening. The first-floor rear bedroom openings are at such an elevated level that they would be unaffected by the proposed new extension.
- 5.21 In terms of the garden to no. 136 Dinting Road, the external amenity area for this occupier (i.e. the grassed area and the area for sitting out and eating/entertaining) is at a significantly raised level. The level of the garden is at a level much higher than the eaves level for the existing outrigger to the rear of our client's property and is roughly level with the ridge level. This is shown on the section plans prepared by HNA Architects:



- 5.22 The eaves level of the proposed new extension would be roughly level with the ground level of the neighbour's garden and so there would be no material impact on the outlook to the neighbour's outlook from their garden as a result of the scheme; the bulk of the proposed extension is below eaves level. The roof of the proposed extension slopes away from the neighbouring property given the 'catslide design' such that the outlook from the neighboring property would be maintained.
- 5.23 It is also noted that the neighbouring occupier did not object or raise any objections to the previous planning application.



6. Conclusion

- 6.1 It has been demonstrated that this amended scheme has fully addressed the 3 no. reasons for refusal for the previous scheme i.e. highways safety, materials and impact on the neighbouring occupier's outlook. The Council accepted that the previous scheme was acceptable in all other regards and there would be no justification for coming to a different conclusion for this new planning application.
- 6.2 The proposed development complies with the provisions of the development plan and planning permission should therefore be granted without delay in accordance with paragraph 11 of the Framework. There are no material considerations to indicate otherwise.



