

DELEGATED DECISION REPORT

HPK/2024/0347

Valid 20/08/2024

48 HAWTHORN DRIVE

GLOSSOP

PROPOSED SINGLE STOREY

REAR AND SIDE EXTENSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Neighbouring amenity

DESCRIPTION OF SITE

The application site is a two-storey semi detached property, on a recently built residential estate to the north of Glossop. The house is semi-detached with No.46 and is bound by houses to the north, west and south, fronting on to the public highway to the east separated by a small front garden and parking provision down the side of the property to the south.

PROPOSAL

The application is for a single storey wrap around side and rear extension, with two roof lights to the rear element, to create a utility room and enlarge the living 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
EQ 6 Design and Place Making
CF 6 Accessibility and Transport

Residential Design Guide SPD 2005 Design Guide 2018

National Planning Policy Framework

Chapter 2: Achieving Sustainable Development
Chapter 12: Achieving Well Designed Places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2013/0648 - Proposed Residential Development of up to 150 dwellings, including 'affordable housing', highway works, associated works and infrastructure. Refused 10/09/2013. Appeal APP/H1033/A/13/2205644 – allowed on 12/06/2014

CONSULTATIONS

Publicity

Site Notice expiry date: 14/10/2024
Neighbour consultation period ends: 13/09/2024
Press Advert: N/A

Public Comments

None

Town / Parish Comments

N/A

Environmental Health

No comments

Derbyshire County Council Highways

No detrimental highway impact and on that basis, there are no highway authority objections to the application.

OFFICER COMMENTS

Principle of Development

The property lies within the built up area boundary of Glossop, which is identified as a Market Town in the settlement hierarchy under Local Plan Policy S2 in recognition of it being a sustainable location with access to services and facilities. Therefore, the principle of development is acceptable subject to a detailed assessment of relevant planning considerations.

Design

Policy S1 of the Local Plan 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.

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.

Policy EQ6 of the Local Plan states all development should be well designed and of a high quality that respects local distinctiveness and sense of place.

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 proposed extension extends 3m from the rear elevation of the host dwelling, and wraps around the side of the house, extending up to 2.25m from the south side elevation of the main house.

It is noted the plans show the side extension to follow the diagonal line of the existing boundary to utilise the garden space. Ordinarily this would not be acceptable due to the awkward roof line and elevations and the resultant impact on the character of the dwelling and wider street scene. Given that the side element of the extension is significantly set back from the principal elevation, this will not be readily visible from the street scene. Additionally, due to the slightly forward positioning of No.50 Hawthorn Drive in comparison to the application site, this provides screening for the side element of the extension, with limited visibility unless directly in front of the property, as such this design is not considered to cause harm to the dwelling house or the street scene.

Whilst the design of the proposed roof looks somewhat contrived and does not complement the existing dwelling it is required to be hipped to allow the side element of the extension to join the rear. Furthermore, it is noted other properties in the surrounding area have previously been extended, therefore, in principle, a precedent has already been set for rear extensions on this housing estate. Due to the rear location, in this instance the roof design is considered acceptable owing to the lack of visibility from the street scene.

Overall, the proposal represents a modest extension which would have a subordinate appearance to the main dwelling house. The proposed materials are red brick to match the existing and grey concrete tiles to mimic the existing roof.

Accordingly, the siting, scale and proposed materials are considered appropriate and accord with the requirements of policies S1 and EQ6 and the Residential Design Guide SPD and the NPPF.

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 application site shares a rear boundary with No.36 Hawthorn Drive to the west. The sliding doors which are proposed to the rear elevation of the extension, sit approximately 7.2m from this shared boundary and approximately 13.5m from the neighbour and its rear extension. Therefore, there is potential for some overlooking to occur to this property. Despite this relationship falling below the Councils adopted privacy standards, a high timber fence provides sufficient screening and it is noted that No.36 has been extended to the rear, as such overlooking is considered to be mutual between the two properties, and would not cause unacceptable impacts on privacy.

Turning now to the matter of overshadowing, the proposal is single storey, and all plots sustain high boundary fencing, the rear element of the extension will be little more than 1m higher than the existing timber fence, as such there are no concerns regarding over shadowing or loss of light to neighbouring properties. Although there would be a slight intrusion into the 45 degree line when measured from the adjoining neighbours rear patio doors, it is noted that the depth of the extension is 3m, which if not connected to the side element would comprise permitted development. As such the effect on the neighbour is not considered to be significantly beyond that which would ordinarily be permitted development. It is therefore considered that the relationship to his neighbour is acceptable.

Regarding the neighbouring property to the south of No.50 Hawthorn Drive, it has been noted there is a drop in ground level between the application site and this neighbour. However, there are no windows proposed on this elevation, and therefore, no privacy concerns. The 45 degree rule has been assessed, and there would be no breach of the 45 degree angle. Furthermore, the application site sits to the north of this property, and due to the east to west sunlight trajectory there would be no over shadowing or loss of daylight on to No. 50. As such this relationship is acceptable.

Given the above, 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 proposal will not affect the existing parking arrangements or lead to an increase in bedrooms at the application site, therefore will not increase demand for off-street parking. Furthermore, the existing provision for off-street parking will not be impacted by the proposal. As such there are no highway safety concerns and the proposal complies with local plan policy CF 6.

CONCLUSION / PLANNING BALANCE

The proposal is considered acceptable in terms of design and amenity and will not result in any adverse amenity impacts and is of acceptable design and is considered to be in accordance with the relevant policies put forward in the Local Plan and NPPF. Therefore, the application is recommended for approval.

OFFICER RECOMMENDATION : **Approve**

Case Officer: Jennifer Robb

Recommendation Date: 11/10/2024

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council