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Architectural Drawing



Design and Access Statement

9 Netherfield Road, Chapel en le Frith

Householder Planning Application

Detached Garage

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The Site

9 Netherfield Road is a detached property located within the built up area boundary of the town Chapel en le Frith.

Netherfield Road is made up from a variety of house types providing change in form, mass and materials. Number 9's overall height sits below that of its neighbours, incorporating first floor dormers and a catslide ridge set to the rear. The property is finished in pebbled dash render with red brick detailing, stone lintels and cills around white uPVC windows and a natural slate roof covering.

Ground levels rise from the front to rear of the site providing two sloped access drives from Netherfield Road, both with dropped kerb access. The property benefits from a sizable plot with land to both sides and a large garden to the rear. The development will provide additional off street car parking in addition to the existing drive parking.

Planning History

HPK/0003/3976 - Alterations to Roof For Additional Bedrooms And Two New Porches

Approved 04/11/1994

The Proposal

The proposal is to provide a single storey detached garage for secure covered car parking for 2 cars. Additionally, the detached building will house a home office space, WC and storage.

Initial proposals explored permitted development rights applicable to the property for a detached building under Class E, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015.

Class E – buildings etc incidental to the enjoyment of a dwellinghouse

Permitted development

E. *The provision within the curtilage of the dwellinghouse of—*

(a) any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such, or the maintenance, improvement or other alteration of such a building or enclosure; or

(b) a container used for domestic heating purposes for the storage of oil or liquid petroleum gas.

Development not permitted

E.1 Development is not permitted by Class E if—

(a) permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class G, M, M N, P, PA or Q of Part 3 of this Schedule (changes of use);

(b) the total area of ground covered by buildings, enclosures and containers within the curtilage (other than the original dwellinghouse) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwellinghouse);

(c) any part of the building, enclosure, pool or container would be situated on land forward of a wall forming the principal elevation of the original dwellinghouse;

(d) the building would have more than a single storey;

(e) the height of the building, enclosure or container would exceed—

(i) 4 metres in the case of a building with a dual-pitched roof,

(ii) 2.5 metres in the case of a building, enclosure or container within 2 metres of the boundary of the curtilage of the dwellinghouse, or

(iii) 3 metres in any other case;

(f) the height of the eaves of the building would exceed 2.5 metres;

(g) the building, enclosure, pool or container would be situated within the curtilage of a listed building;

(h) it would include the construction or provision of a verandah, balcony or raised platform;

(i) it relates to a dwelling or a microwave antenna;

(j) the capacity of the container would exceed 3,500 litres; or

k) the dwellinghouse is built under Part 20 of this Schedule (construction of new dwellinghouses).



To construct the garage following the conditions set out above would result a poor relationship between the host building and the development.

The proposal requests planning permission for the same structure set away from the existing house gable. This reduces the distance between the garage and the shared boundary to 1050mm which improves the impact on the wider street scene.



Materials and detailing honour the host building.

The sloped site allows the garage to be set down into the ground to the rear which minimised the impact on the adjacent property.

To limit impact on the neighbouring property there are no side windows facing the boundary to protect privacy. The ridge runs the long axis of the garage, ensuring the lowest point of the roof is closest to the shared boundary. The adjacent property is set higher than No 9 and is set away from the shared boundary, limiting impact of the development in terms of overbearing.

Conclusion

The fall-back position available under the properties permitted development rights would have a detrimental impact on the street scene and result in a built-up frontage.

The proposal is set away from the shared boundary and consideration given to its design ensures there is no significant impact on the amenity of neighbouring properties.