

DELEGATED DECISION REPORT

HPK/2024/0426
Valid 23/10/2024

39 SHROPSHIRE DRIVE
GLOSSOP

RETROSPECTIVE
APPLICATION FOR GARAGE
CONVERSION AND
PROPOSED FIRST FLOOR
EXTENSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Amenity

DESCRIPTION OF SITE

The application site relates to a two storey detached dwelling house situated within a wider residential estate within Glossop.

The property has a driveway to the front with parking for up to three cars, and an adjoining former garage, with a domestic garden to the rear, boundaries are marked by 2m fencing.

PROPOSAL

The application proposes a garage conversion to create a utility and study area which has already been undertaken, with a first floor side extension to create an additional bedroom with an en-suite.

The driveway is proposed to be widened to accommodate two extra parking spaces.

Permitted development rights have been removed for the following works:

- extension of the application dwelling;
- the construction of a garage, looseboxes, sheds, greenhouses;
- the erection of any gates, walls, fences or any other means of enclosure; and
- the creation of a new access onto the highway.

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

National Planning Policy Framework

Chapter 2: Achieving Sustainable Development

Chapter 12: Achieving Well Designed Places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/0003/8153 – Rear Conservatory. Approved 06/07/1999

CONSULTATIONS

Publicity

Site Notice expiry date: 18/11/2024

Neighbour consultation period ends: 04/12/2024 (re-consultation on amended description)

Press Advert: N/A

Public Comments

None

Town / Parish Comments

None

Derbyshire County Council Highways

The application proposes to increase the bedrooms from 3 to 4 with the loss of a garage space and the High Peak Borough Council Parking standards being: 3 bedroom dwellings require 2 parking spaces per unit and 4+ bedroom dwellings require 3 spaces per unit.

The submitted drawing 3288/005 shows on-site parking for 3 vehicles which aligns with this requirement, so based on a site inspection carried out on 5 November 2024, the analysis of the information submitted and a review of Local and National policy the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion, so offer no objections and recommended an informative is appended to any consent granted.

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, an area which will

be the main focus for housing, employment and service growth. 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 Design Guide (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 garage conversion occupies the same footprint as the existing garage, with the previous garage door now bricked up and replaced with a ground floor window. This element of the proposal falls within the allowances of Permitted Development Class A. The proposed side extension will sit on top of the converted garage and be of the same width, extending just under 3m from the side elevation of the property.

Shropshire Drive forms part of a large housing estate which contains numerous examples of first floor extensions to existing properties. Each extension shows a front elevation that is flush with the principal elevation aside from No.21 and is thus a sustained and established part of the character of the street.

Having regard to the adopted High Peak Design Guide (2018), the authority are keen to encourage set back distances particularly at first floor level, to ensure that the existing dwelling can be clearly read alongside the new extension. This is more crucial on semi-detached or terraced properties in order to avoid a terracing effect where the gaps between properties are typically smaller.

Throughout the consultation period a small set back was requested in the interests of good design and in accordance with supplementary guidance, however the agent has contended that on the basis that properties along this stretch of Shropshire Drive have already been extended in the line with the host dwelling at first floor level (shown below), given this precedent has already been set it would be unreasonable to expect this extension to be stepped in from the principal elevation.



The scale and height of the application, whilst not set down and set back from the front wall, (a requirement of the Design Guide) is considered to be proportionate and balanced comparable to the main house. Throughout the wider area of Shropshire Drive are detached houses, of differing designs and width. Although the extension would sit flush with the existing front and rear building lines, it would not appear disproportionate when compared to surrounding houses.

As such, it is considered that when having regard to the established characteristics of similar first floor extensions on Shropshire Drive, and the fact that No.39 is a detached property and is much less susceptible to a terracing effect, the proposed extension is, on balance, of an acceptable scale, height, massing and visual appearance.

The proposed materials are coursed brick and concrete tiles to match the existing dwelling house. The proposed alterations to the driveway would increase parking provision at this location which is considered acceptable.

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. Para 8.8.3 states obscure glazing is encouraged in bathrooms and toilets, more reason why bathrooms should be located to the side or rear of the property, avoiding an unsightly collection of glazing finishes.

The property is a detached corner plot, with an adjoining neighbour to the south No.37 Shropshire Drive and No.20 Wiltshire Drive to the west which sits to the rear of the application site.

No. 37 Shropshire Drive is situated some 2.8m south from the host property. The extension does not protrude beyond the rear elevation of the existing dwelling and would thus not breach the 45 degree angle used to assess whether a proposal would adversely affect a neighbour's right to sunlight, this neighbour also has no side facing windows on the north elevation. As such, there would be no adverse impacts upon this neighbouring property in terms of over shadowing or loss of light.

There is approx. 18m between the proposed extension and No.20 Wiltshire Drive to the rear, whilst this is slightly below the Council's privacy standards, due to the orientation of the properties there will not be direct overlooking between habitable windows. Moreover, given the first floor window to the proposed extension is to serve an en-suite, it is recommended a condition is imposed for this window to be obscure glazed as per the Residential Design Guide (SPD). This will ensure that the privacy of number 20 is maintained.

The property on the opposite side of the public highway, No.15 Yorkshire Way stands at just over 21m distant at its nearest point and will thus not be affected by the proposed first floor extension.

The 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 amenity.

Highway Safety

The proposal will lead to an increase in bedrooms at the application site, increasing from three bedrooms to four bedrooms. The Council's parking standards require a 4+ bedroom house to have at least three parking spaces. The submitted plans show sufficient car parking, which has been confirmed by the site visit.

Therefore, the widened parking area will provide sufficient parking to meet the requirements of the property. As such there are no highway safety concerns and the proposal complies with local plan policy CF 6.

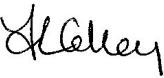
CONCLUSION / PLANNING BALANCE

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 with conditions**

Case Officer: Jennifer Robb

Recommendation Date: 16/12/2024

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council