

DELEGATED DECISION REPORT

HPK/2024/0405
Valid 04/11/2024

21 PARKWAY
NEW MILLS

PROPOSED L-SHAPED
SINGLE STORY EXTENSION
TO THE REAR/RIGHT HAND
CORNER OF THE HOUSE.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design
- Neighbouring amenity

DESCRIPTION OF SITE

The application site relates to a detached dwelling house, the site is bounded to the north by no.19 Parkway and no.23 to the south. The ground level falls dramatically to the east where the rear garden backs on to the canal.

PROPOSAL

The application proposes a single storey set back side extension which wraps around to the rear elevation, to form a downstairs bathroom.

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/0002/3119 – 6 detached houses. Approved 21/05/1985

CONSULTATIONS

Publicity

Site Notice expiry date: 31/12/2024
Neighbour consultation period ends: 03/12/2024
Press Advert: N/A

Public Comments

None

Town / Parish Comments

New Mills Town Council: Neither support nor object.

Derbyshire County Council Highways

There would appear to be no material impact on the public highway and therefore the Local Highway Authority has no comments to make.

OFFICER COMMENTS

Principle of Development

The property lies within the built up area boundary of New Mills, 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 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 is single storey and modest in size, extending 1.5m from the side elevation of the dwelling, and 1.5m from the rear elevation, adjoining to create an L shape. The side extension element is significantly stepped back from the front elevation, sitting behind the existing car port, it is considered the extension represents a modest addition which remains subordinate to the main dwelling.

Due to the rear location of the extension and stepped back nature of the side extension element, sitting behind the existing car port, the proposal will have very limited visibility from the public highway and will not cause harm to the street scene.

The proposed materials are brick and tiles to match the host dwelling and obscure glass to the downstairs bathroom window, in line with the Residential Design Guide. Accordingly, the siting, scale and proposed materials are considered appropriate and accord with the requirements of policies S1 and EQ6, 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 not 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.

No.23 Parkway sits to the south of the application site, the 45 degree rule has been assessed, from the central point of no.23's closest ground floor window in their rear elevation, there is a distance of approx. 2.8m between the proposed rear extension and this neighbour and the 45 degree line would not be breached. Moreover, the application site sits to the north of this neighbour. As such there are no concerns regarding overshadowing or loss of light.

There is a generous distance of over 7.5m between the proposed extension and No.19 parkway, this neighbour also extends beyond the rear of the subject property, as such no overshadowing will be caused to No.19.

A window is proposed to serve the shower room, the plans show this to be obscure glazed, as per the Residential Design Guide. The existing lounge window is to be relocated to the rear elevation of the extension, this will look on to the existing garden and impacts on neighbouring privacy are considered to be no greater than existing. There are no neighbours to the rear, ground level drops at the rear of the garden to the canal.

The application is considered to not cause any adverse impact to neighbouring amenity and is therefore 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 lead to an increase in bedrooms at the application site, therefore it will not increase demand for off-street parking. Furthermore, the existing provision for off-street parking will not be impacted by the proposal, the existing car port is to remain. As such there are no highway safety concerns and the proposal complies with local plan policy CF6.

CONCLUSION / PLANNING BALANCE

The proposal is considered acceptable in terms of design and residential amenity and would not harm highway safety. It 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: 31/12/2024

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council