

DELEGATED DECISION REPORT

HPK/2024/0190
Valid 18/07/2024

HILLSIDE WOOLLEY
BRIDGE
HADFIELD
GLOSSOP

DEMOLITION OF EXISTING
DWELLING AND GARAGE
WITH THE CREATION OF 6
DWELLINGS

(FULL - MINOR)

MAIN ISSUES

- Principle of Development
- Design, Character and Appearance
- Amenity
- Trees
- Ecology
- Parking Provision and Highway
- Flood Risk and Drainage

DESCRIPTION OF SITE

The application relates to a relatively large parcel of land that, prior to being demolished further to a Prior Notification application being submitted and determined under Schedule 2, Part 11 of the GPDO, contained a detached bungalow named 'Hillside', situated east of the A57 Wooley Bridge Road, Glossop.

The land in question sits in an elevated location above the public highway and runs southwards from the location of the former residential property behind an existing row of terraced two storey properties, other residential properties and a shared car park, with a small narrow access existing south of No.4 Wolley Bridge Road.

South of the former dwellinghouse and its associated curtilage, the site is characterised by overgrown scrubland, with a hedgerow and row of trees defining the eastern and southern boundary with a public footpath. The boundary with neighbouring properties to the west is defined by a retaining wall. To the north is a relatively new housing development now under construction.

For the purposes of the Local Development Plan, the site lies within the built-up area boundary of Glossop and within the Riverside Meadow Landscape Character Area.

PROPOSAL

The application in its original form proposed 7no. dwellings, together with associated access and landscaping, following the demolition of the existing dwellinghouse. However, further to changes that have been made to the proposals at the request of Officers, informed in part by comments received by relevant consultees, the

application in its final review form proposes 6no. dwellings in the form of one block of 4no. terraced properties, described on the plans as 'Block A', and a pair of semi-detached bungalows described as 'Block B'. The description of development has therefore been updated to reflect this change.

Block A is shown to have a rectangular form with its principal elevation fronting the main road, characterised by a dual pitched roof. Each unit is shown to be spread over two floors, with the communal areas (Kitchen/Dining Area and Lounge) situated at ground floor level, with 3no. bedroom and a shared bathroom provided at first floor level.

Block B is shown to be located in a location consistent with a pair of semi-detached bungalows that was the subject of Outline planning permission under HPK/2015/0091, which has now expired.

The original plans showed the introduction of a third block, Block C, which together with a secondary access, has been omitted on the revised plans owing to issues surrounding access. As a consequence, the description of development has been amended to reflect the reduction in the number of residential units to six.

Both Blocks A and B are served by a shared access that proceeds to an internal car parking area in the form of a T shape, providing a total of 14 x spaces.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The Local Development Plan for this site comprises the High Peak Local Plan (2016). Adopted Supplementary Planning Guidance documents and the National Planning Policy Framework (NPPF) are also material considerations in determining applications.

High Peak Local Plan 2016

- S1 Sustainable Development Principles
- S1a Presumption in Favour of Sustainable Development
- S2 Settlement Hierarchy
- S3 Strategic Housing Development
- S5 Glossopdale Sub-area Strategy
- EQ2 Landscape Character Assessment
- EQ6 Design and Place Making
- EQ9 Trees, Woodland and Hedgerows
- EQ10 Pollution and Unstable Land
- H1 Location of Housing Development
- H3 New Housing Development
- CF6 Accessibility and Transport

Supplementary Planning Documents

Residential Design Guide SPD (2005)
Landscape Character Assessment SPD (2006)
Design Guide SPD (2018)

National Planning Policy Framework 2024

Achieving Sustainable Development	Chapter 2
Delivering a Sufficient Supply of Homes	Chapter 5
Promoting Sustainable Transport	Chapter 9
Making Effective Use of Land	Chapter 11
Achieving Well Designed Places	Chapter 12
Conserving and Enhancing the Natural Environment	Chapter 15

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/0003/7061	Detached Garage (Approved 08/05/1998)
HPK/2014/0608	Proposed Outline Planning Permission for Four New Open Market Dwellings (Withdrawn 21/01/2015)
HPK/2015/0091	Outline Planning Permission with Some Matters Reserved for Two New Open Market Dwellings (Approved 14/04/2015)
HPK/2023/0232	Demolition of existing buildings and garage with the creation of 7no. new dwellings (Withdrawn 07/11/2023)
DET/2023/0019	Prior Notification application to demolish existing dwellinghouse (Withdrawn 09/01/2024)
DET/2024/0007	Prior Notification application to demolish existing dwellinghouse (Prior Approval Not Required 08/03/2024)

CONSULTATIONS

Publicity

Site Notice expiry date: 6th September 2024
Neighbour consultation period ends: 29th August 2024
Press Advert: N/A

Public Comments

None

Town / Parish Comments

N/A

DCC Flood Risk

No comments to make

DCC Highways Authority

Initial Comments

The submitted plans for this application include a plan titled 'Site Access Strategy' and another titled 'Proposed Site Plan'. These plans do not match in terms of access width (including internal footway), the extent of the internal footway and the extent of the turning head in front of the proposed bungalows at the rear of the site.

The 'Site Access Strategy' also indicates a new/modified access directly off the A57 which is proposed to serve as "two access points". I am assuming that this is an error as all of the parking for 'block A' is to the rear with no space to the front to accommodate parked vehicles.

It is also noted that the existing site has a significant gradient; however, the proposed gradient of the internal access road is not indicated; a gradient of 1 in 20 would be preferred; however, the gradient should not exceed 1 in 12. It would be useful to understand the proposed site gradient, in particular the gradient of the access road and footway.

Clarification is also requested of the existing use of the access proposed to serve the single dwelling immediately adjacent no. 4 Woolley Bridge; the proposed layout for this area of the site appears to be tight to allow a vehicle to turn within the site.

Considering that this access is immediately adjacent to a controlled pedestrian crossing, additional movements through the access and/or vehicles reversing to or from the access would not be welcomed.

Could the applicant please clarify which plans are to be considered and preferably submit one plan which shows overall access width, including footway and swept path details of the turning area and the other matters mentioned above.

Further Comments

Derbyshire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 has no objection subject to conditions.

Background

Following the initial LHA comments and then further interim comments on the proposed access layout, revised plans have been submitted which were received in correspondence dated 18th February 2025 from yourself.

You will also be aware that concerns were initially raised by National Highways relating to the potential conflict between the proposed development, in particular the creation of the new access and the increase in vehicle movements from the access on to the A57 Woolley Moor, and the consented major scheme to implement the Mottram Bypass which includes a major junction on to the A57 Woolley Moor further north of this application site.

You will be aware of the correspondence between the LHA and National Highways which resulted in National Highways accepting that any potential impact on the new operation of the major junction caused by the proposed development in this application would not be severe or which would warrant an objection to the application.

Site Access

The revised plans now indicate a 4.8m wide access road with a 1m wide footway/margin at a gradient of 1 in 20 for approximately the first 25m into the site.

The remainder of the access road then increases in gradient to 1 in 12.

The proposed access widths and gradients meet with recommended guidance and are considered acceptable.

The proposed access is to be formed as a splayed footway crossing, as requested by the LHA, which will allow pedestrian priority for footway users on the adjacent highway.

It is considered that appropriate emerging visibility from the proposed access can be achieved in both directions within the existing public highway extents.

The proposed parking provision accords with LHA guidance for the number of bedrooms proposed per dwelling.

The internal access layout provides appropriate on site turning space to accommodate a large refuse vehicle. As the internal access roads are to remain private, the likelihood of a refuse vehicle entering the site is doubted. However, the turning space indicated on the submitted plans would be sufficient to allow all other vehicles to turn within the site, including a fire tender.

It is noted that there is no bin storage facility indicated on the revised plans. As it is unlikely that refuse collection vehicles will enter the site, it is recommended that the provision of a bin storage area is conditioned accordingly.

Conclusion

Based on 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. There are no justifiable grounds on which an objection could be maintained.

Conditions

1. The development hereby approved shall not be occupied until the access, parking and turning facilities have been provided as shown on drawing number P438 – 15 – 003 Rev A.
2. Prior to commencement of the development hereby permitted, details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:
 - Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
 - Advisory routes for construction traffic;
 - Any temporary access to the site;
 - Locations for loading/unloading and storage of plant, waste and construction materials;
 - Method of preventing mud and dust being carried onto the highway;
 - Arrangements for turning vehicles;
 - Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.
3. The proposed access drive to the A57 Woolley Moor shall be no steeper than 1 in 20 for the first 25m from the nearside highway boundary and measures shall be implemented to prevent the flow of surface water onto the adjacent highway. Once provided any such facilities shall be maintained in perpetuity free from any impediment to their designated use.
4. The development hereby approved shall not be occupied until the existing vehicular access to the A57 Woolley Moor has been permanently closed with a physical barrier and the existing vehicle crossover reinstated as footway in a manner to be agreed in writing with the Local Planning Authority in consultation with the County Highway Authority.
5. The development hereby approved shall not be occupied until details of arrangements for storage of bins on collection days have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and the facilities retained for the designated purposes at all times thereafter.

Informatives

- i. The Local Highway Authority has no objection to the above subject to the applicant obtaining a section 184 license. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Derbyshire Highways details can be found at www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-dropped-kerbs.aspx or email highways.hub@derbyshire.gov.uk before commencing any works on the highway.
- ii. Pursuant to Section 127 of the Highways Act 1980, no work may commence within the limits of the public highway to close any redundant accesses and to reinstate the footway without the formal written agreement of the County Council as Highway Authority. It must be ensured that public transport services in the vicinity of the site are not adversely affected by the development works. Advice regarding the technical, legal, administrative and financial processes involved in Section 127 Agreements may be obtained by contacting this Authority via email – highways.hub@derbyshire.gov.uk. The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 127 Agreement.

National Highways

Initial Comments

We have been made aware of this development very close to the traffic signalised junction relating to the A57 Link Road Bypass through Mottram and need to be convinced that this does not impede the operation of the junction. I do not support or object to the application at this moment in time, but that the impacts of this access need to be assessed in conjunction with the proposed junction.

Can you confirm that a red line boundary via a TR111 exists along the A57 Woolley Bridge as this was submitted in 2017 and updated in 2018 ahead of the application for the NSIP project.

Further Comment (to DCC Highways Authority)

We have had time to review the supporting documents and following observation that we will be sharing with the planning officer.

Further to our recent correspondence please see the observations below which capture comments from the A57 Link Road design team who have also engaged Transport for Greater Manchester.

Post construction of the A57 Link Road it is the intention that the highway will be maintained by DCC, consequently, I was keen that you were sighted on these matters given that they may inform any planning response to the LPA:

- The access to the proposed development is located on the southbound exit from the proposed Woolley Bridge Junction to be constructed as part of the

A57 Link Roads Scheme (see screenshot below – note that the access location is approximate). The highway at this location will be maintained by Derbyshire CC when construction of the A57 Link Road is complete. There are no modifications to the existing kerb line in the vicinity of the proposed development access from the A57 Link Road Design.

- There are proposed utilities diversions associated with the A57 Link Road Scheme in the footway in the vicinity of the proposed access and the utilities companies may require that these are installed with additional cover across the new access location.
- The access is towards the end of a section of ghost island on the approach to the Woolley Bridge traffic signal controlled junction. Right turning vehicles from the development would need to turn across traffic travelling through the traffic signals and across the ghost island. There is nothing in TSRGD that precludes this. The description for the 1040 road marking diagram (hatching) states that 'vehicles should not enter unless safe to do so'.
- There is a risk that vehicles turning right out of the development could temporarily obstruct southbound traffic leaving the A57 Woolley Bridge junction if they move across the southbound lanes whilst waiting for a gap in northbound traffic.
- The volume of traffic turning right onto A57 at the Woolley Bridge junction, is relatively high and two right turn lanes are provided to accommodate this. The right turn lanes merge into a single lane in the vicinity of the proposed development access.
- There is an existing access onto Woolley Bridge from the single dwelling, which would be demolished as part of this development. This is currently located on the opposite side of Woolley Bridge to the new A57 Link Road and is approximately 40m south of the link road centreline. The centreline of the new access would be approximately 55m from the centreline of the A57 Link Road and is further away from the junction. The new access would however be serving 6 dwellings rather than one.
- The new access falls at a gradient of 5% towards Woolley Bridge and includes a significant increase in impermeable area compared to the previous single dwelling and access. The new access will drain towards Woolley Bridge and suitable drainage arrangements will need to be agreed with Derbyshire CC. We are aware that there was a flooding issue in this area previously and the additional run off from the new junction is collected and discharged to a separate storage pond and outfall to the south west of the Woolley Bridge junction.
- There is a lighting column in the A57 Link Road design which would be in close proximity to the proposed development access. The designed location of the lighting column may need to be adjusted to accommodate the proposed access.

- Although it is within the extents of the A57 Link Road scheme, the link road design does not preclude the construction of the new access. We have consulted with TfGM as designers of the traffic signal installation and they have no particular concerns, however the suitability of the proposed development access and its safe operation in proximity to the A57 Link Roads Scheme should be considered by Derbyshire CC as both the new junction associated with the A57 Link Roads Scheme and the direct access from the development site will be under Derbyshire's remit when they have been constructed.

United Utilities

No objections subject to standard drainage conditions

Derbyshire Wildlife Trust

Initial Comments

We write to inform you that we are unable to review the application as insufficient information has currently been provided.

Biodiversity Net Gain

The following applies to applications submitted after 12th February 2024 (2nd April 2024 for small sites):

- Unless exempt, all applications must include an Excel copy of the Statutory Metric or Statutory Small Sites Metric, including baseline habitat data as a minimum, along with a habitat plan in line with government guidance:<https://www.gov.uk/guidance/biodiversity-net-gain-what-local-planning-authorities-should-do> Note: We cannot accept any other versions of the metric, or other methods of displaying the metric (e.g. screen capture images)
- If post- development data is included within the metric, trading rules must be met except in exceptional circumstances (see section 3 of User Guide) https://assets.publishing.service.gov.uk/media/65c60e0514b83c000ca715f3/The_Statutory_Biodiversity_Metric_-_User_Guide_.pdf In such cases, specific justification is required as to why Rule 4 has been applied. If the metric calculations predict less than 10% gain or unsatisfied trading rules, measures to address this should be explored by the applicant to provide the LPA with confidence that the required gains are achievable.
- The BNG hierarchy must be followed, with impacts to medium, high and very high distinctiveness habitats avoided in the first instance, then compensated for onsite where this is not possible. Offsite compensation should be

considered once all onsite options have been explored, with statutory credits proposed as a last resort <https://www.gov.uk/guidance/biodiversity-net-gain>

Protected species information required

If a Preliminary Ecological Appraisal (PEA) or Ecological Impact Assessment (EclA) report has been submitted as part of the application, further survey recommendations must be adhered to.

All necessary protected species surveys must be completed to determine presence / absence and likely impacts, in line with Paragraph 99 of Circular 06/2005.
Missing information for this application

See below to find which item/s are missing from the application:

- Excel copy of the Statutory Biodiversity Metric. We note that trading rules are currently not met (as in the BNG Assessment Report).

The habitat loss must be addressed prior to determination.

Further Comments

We previously commented on application HPK/2023/0232 at this site in 2023. A Preliminary Ecological Appraisal and Potential Roost Assessment Report (Arbtech, July 2023) was submitted with this earlier application and is still considered valid.

This recommended a nocturnal bat survey on Buildings 1 and 2. We request confirmation if this survey has been undertaken, as it is required prior to determination, as per guidance in the ecology report and our previous response. Other species constraints are limited to breeding birds and foraging mammals and can be addressed through a Construction Environmental Management Plan (CEMP: Biodiversity).

The current application is subject to a mandatory minimum of 10% net gain. A Biodiversity Net Gain Assessment has been produced by Arbtech (July 2024) but a copy of the metric should also be provided. This predicts a large net loss of -90.37% due to most of the onsite habitats being replaced with houses, gardens and road. Numerous recommendations are provided to reduce the onsite losses but it is evident that an offsite solution will likely be required.

No further information is provided as to the approach the applicant wishes to take to achieve at least 10 % net gain. Further information is therefore required. If a habitat bank is to be used, we advise that a bank is identified and confirmation sought that they could provide the required units. Full details can then be submitted in a post-development Gain Plan. Guidance for LPAs regarding Gain Plans can be found here: <https://www.gov.uk/guidance/biodiversity-net-gain#para25> and the Gain Plan template is here: <https://www.gov.uk/government/publications/biodiversity-gain-plan>

Once the above matters have been addressed, suitable condition wording can be recommended. These are likely to include a CEMP: Biodiversity, a Species

Enhancement Plan and a detailed Landscape Plan. A Habitat Management and Monitoring Plan (HMMP) may be required depending on whether onsite gains are considered significant.

Latest Comments

Further to our letter dated 18th September 2024, a copy of the metric has been submitted, along with a revised BNG Report (V2, November 2024).

We also understand that the onsite dwelling has been demolished under a separate Prior Approval Notice. We have had separate correspondence with the LPA regarding this element of the works and this letter will therefore focus on the BNG element of the scheme.

The BNG assessment has been revised to predict a loss of -2.09 habitat units (52.68%) and a gain of +0.11 hedgerow units. However, we wish to make the following comments on the metric and proposals:

- the proposed hedges will form garden boundaries and therefore cannot be secured in the long-term and will be managed by the homeowner. The metric User Guide states that no additional habitat should be recorded within vegetated gardens. This should be revised in the metric.
- we also note that the entire length of existing hedgerow along the eastern boundary of the site (as surveyed in the initial ecological survey in 2023) has been removed from the habitat baseline. It should be clarified whether this lies within the red line boundary. If this hedgerow will form the eastern boundary of the site, it should remain in the metric.
- as the public open space is proposed to comprise 'other neutral grassland' in good condition, it should be managed with biodiversity in mind, retaining a tall, flowering sward through May to August. This may require a boundary treatment such as railings to prevent unauthorised car parking, children playing etc. Signage would also help to inform residents of its purpose for biodiversity. If the area is required for amenity space, then a flowering lawn mix would be more appropriate and a classification of 'modified grassland' in good condition may be more appropriate.
- the Proposed Site Plan on Page 18 of the BNG Report does not match the most recent Plan on the planning portal.
- There is still no confirmed approach as to how the applicant plans to deliver the 10% gains. Based on the current layout and habitat proposals, at least 2.49 habitat units will be required, although additional units may be required when the above amendments are made. These could be delivered on additional land owned by the applicant. This would need to be secured via legal agreement. Alternatively, the units could be purchased from a local habitat bank.

- If additional land needs to be secured via legal agreement, this needs to be confirmed at this stage in the process. If a habitat bank will be used, final details including an updated metric can be provided as part of the mandatory Gain Plan.

The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved by the planning authority to discharge the mandatory biodiversity gain condition, prior to the commencement of development.

We advise that the following conditions should be attached to any approval:

HMMP – (if onsite gains are considered significant)

1. A Habitat Management and Monitoring Plan (HMMP) shall be submitted to, and be approved in writing by, the LPA prior to the commencement of the development. This shall identify the habitats to be retained, created and / or enhanced on the site and specify the appropriate management prescriptions to secure the predicted condition targets, as per the approved biodiversity metric for the application. The HMMP shall also set out a monitoring schedule to ensure targets are met and remedial actions to take if not.

Construction Environmental Management Plan (CEMP: Biodiversity)

2. No development shall take place (including demolition, ground works, vegetation clearance and movement of plant, machinery and materials) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall be produced by an ecologist and shall include the following:
 - Risk assessment of potentially damaging construction activities.
 - Identification of “biodiversity protection zones”.
 - Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction to nesting birds, hedgehogs and badgers.
 - The location and timing of sensitive works to avoid harm to biodiversity features.
 - The times during construction when specialist ecologists need to be present on site to oversee works.
 - Responsible persons and lines of communication.
 - The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Species Enhancement Plan

3. Prior to building works commencing above foundation level, a Species Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. Approved measures shall be implemented in full and maintained thereafter. The Plan shall clearly show positions, specifications and numbers of features, which will include (but are not limited to) the following:

- universal nest boxes at ratio of 1:1, in line with British Standard 42021:2022.
- integrated bat boxes in 3No. of dwellings.
- insect bricks in 3No. dwellings and / or towers in public open space.
- fencing gaps 130 mm x 130 mm to maintain connectivity for hedgehogs in all gardens.

A statement of good practice including photographs should be submitted to the local planning authority prior to the discharge of this condition, demonstrating that the enhancements have been selected and installed in accordance with the above.

Lighting Plan

4. Prior to the installation of lighting fixtures, a detailed lighting strategy shall be submitted to and approved in writing by the LPA to avoid lightspill to the eastern boundary and safeguard bats and other nocturnal wildlife. This should provide details of the chosen luminaires, their locations and any mitigating features such as dimmers, PIR sensors and timers. Dependent on the scale of proposed lighting, a lux contour plan may be required to demonstrate acceptable levels of lightspill to any sensitive ecological zones/features. Guidelines can be found in Guidance Note 08/23 - Bats and Artificial Lighting at Night (BCT and ILP, 2023). Such approved measures will be implemented in full.

HPBC Tree Officer

No comments received at time of writing – (confirmed verbally no objection)

OFFICER COMMENTS

Principle of Development

The site lies within the built-up area boundary of Glossop, one of the larger Market Towns within the Borough that contains the majority of housing, services, facilities, job opportunities, educational institutions and public transport links, which sit at the top of the settlement hierarchy under Local Plan (LP) Policy S2. The policy identifies that these settlements are the focus for new housing and economic growth.

LP Policy H1 supports housing development on unallocated sites within the defined built-up area boundaries of the towns and larger villages.

Chapter 5 of the NPPF contains relevant national policies relating to the delivery of homes, and makes clear that small and medium sized sites can make an important

contribution to meeting the housing requirement of an area, and that windfall sites should be supported, with local planning authorities giving great weight to the benefits of using suitable sites within existing settlements.

The application seeks full planning permission for a total of 6no. dwellinghouses in the form of a block of 4no. terraced houses and 1no. block of semi-detached bungalows, together with all associated development.

Given the sites location within the built-up area boundary of a Market Town, which is not constrained by any sensitive statutory designation, and having regard to its context, the principle of housing development in this location is fully supported by strategic development policies contained within the Local Development Plan and the NPPF.

Design Character and Appearance

LP Policy S1 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.

LP Policy EQ2 seeks to protect, enhance and restore the landscape character of the Plan Area by requiring development to have particular regard to maintaining the aesthetic and biodiversity qualities of natural and man-made features within the landscape, and that are sympathetic to and are informed by the distinctive landscape character areas as identified in the Landscape Character Supplementary Planning Document.

LP Policy EQ6 states that all development should be well designed to respect and contribute positively to the character, identity and context of High Peak's townscapes, having regard to matters of scale, height, density, layout, appearance and materials.

Whilst the site lies within the built-up area boundary of Glossop, it is also situated within the 'Riverside Meadows' Landscape Character Area (LCA), which provides the following useful design guidance for new buildings, with regards to their form and detail:

Building Form

- Properties should have broad front elevation with narrow sides
- Plain elevations with no porches
- Doors and windows recessed into walls
- Simple and robust buildings with minimal detailing

Building Detail

- Drains and guttering should be black, discreet and located close to eaves
- Plain verges to roof with no fascia or barge boarding and flush to walls
- Chimneys should be substantial and tall on gable ends

- Care must be given to design and proportions of windows, lintels and sills
- Materials, colours and textures should reflect local traditional buildings
- Windows should be set below roofline and not break eaves
- Dormer windows not appropriate in most cases

The Design Guide SPD (2018) provides further useful guidance to ensure that all proposals are of a high quality and respond positively to its immediate and wider context. Relevant guidance pertinent to this application is set out as follows:

- 3.5 New development, be it a single building or group, must respect the 'grain' of the settlement. By this is meant the relationship buildings have to the street and to each other.
- 3.7 The architectural style of new development should be guided through an assessment and understanding of the character and context of the area..
- 3.8 A new building should respect the scale of those surrounding it. Jumps in scale can sometimes be acceptable and can be justified if the development occurs at key locations such as on corners or at the end of vistas.
- 3.9 New building should use facing materials that either match or complement those of the surroundings.
- 3.10 Where possible new buildings should pick up on the proportions of neighbouring buildings in some way...

Paragraph 135 of the NPPF states amongst other things that decisions should ensure that developments will add to the overall quality of the area; are visually attractive as a result of good architecture; and are sympathetic to the surrounding built environment.

This application follows detailed pre-application discussions with the applicant and agent which confirmed that the principle of development would be supported subject to quite extensive changes to what was original proposed with regards to its siting, scale, height, massing and visual appearance.

The scheme as submitted was made up of three blocks of housing, comprising a row of four two storey terraced properties (Block A), a pair of semi-detached bungalows (Block B) and a further property at the southern end of the site (Block C).

As stated above, Block C was omitted early in the consultation process owing to significant concerns relating to highway safety as well as its relationship with neighbouring development and the quality of outlook and amenity for future occupiers.

Block A reflects the advice provided at the pre-application advice stage, whereby Officers requested that the block takes on a simple form with minimal architectural detailing and has a height that does not exceed two storeys in line with the existing nearby block of terraces to the south. The scale and height of this block is thus considered to be acceptable.

Subject to an appropriate condition that secure the exact details of the materials to be used in this block, the plans show that this structure would reflect the character and appearance of the street scene being finished in materials that are consistent with nearby housing development, in the form of stone walls and slate tiled roof and is considered to be acceptable in this regard. Fenestration is considered to be proportionate, symmetrical and of an appropriate scale and appearance.

Turning to Block B, the siting of this semi-detached pair of Bungalows is consistent the same form of development that benefited from outline planning permission under HPK/2015/0091 which includes matters of Access, Layout, Scale and Appearance. Similarly, Block B has a broadly consistent scale, height, massing with the bungalows approved in 2015.

As such subject to appropriate conditions that require finished floor levels to be secured, the siting and design of this block is considered to be acceptable in design terms and responds well to the characteristics of the site and wider street scene.

The siting of the car parking area would be located away from the boundary with the public highway and as such would not create a car dominated frontage which would be highly undesirable.

In light of the above, subject to appropriate conditions, it is considered that the scheme in its final revised form amounts to a high quality design that contributes positively to its immediate context and reflects the design principles set out under LP Policies S1 and EQ6, relevant Supplementary Design Guidance, and relevant paragraphs contained under Chapter 12 of the NPPF.

Amenity

LP Policy H3 relates to all new housing development and requires proposals to provide a high standard of amenity for all future occupiers by ensuring that each dwellinghouse meets Nationally Described Space Standards (NDSS) published by DCLG (2015).

LP Policy EQ6 requires all new development to have a satisfactory relationship with existing land and buildings and protects the amenity of the area, which includes residential amenity of neighbouring properties. Aspects of residential amenity include impacts such as a loss of sunlight, overshadowing and overbearing impacts, loss of outlook, and loss of privacy.

LP Policy EQ10 seeks to ensure that people and the environment are protected from adverse impacts relating to issues including air pollution, noise, light pollution or any other nuisance or harm to amenity, by securing appropriate mitigation by way of planning conditions and obligations.

The High Peak Residential Design Guide SPD requires extensions to preserve the residential amenity of neighbouring properties, having regard amongst other things to the relationship between existing and proposed development, the positioning of windows, and the change in land levels. A minimum of 21m should be achieved between existing and proposed habitable windows.

Paragraph 135 of the NPPF states that planning should create places with a high standard of amenity for existing and future users.

Paragraph 198 of the NPPF states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development, which include potential impacts from noise and light pollution.

Firstly with regards to the amenity of future occupiers, Block A contains 4no dwellinghouses, each of which has a total internal floor area of 93m² across two floors, each containing 3no. bedrooms, which is acceptable with regards to NDSS providing the number of permanent occupants is limited to five.

Having regard to the size of each bedroom in each dwellinghouse within Block A, Bedroom 1 has an internal floor area of 13.6m², with Bedrooms 2 and 3 both having an internal floor area of 10.56m². This equates to Bedroom 1 meeting the minimum requirements for a Double Bedroom, whilst the other two bedrooms fail to meet this same requirement, but do exceed the minimum requirements for a Single Bedroom.

On this basis, each dwellinghouse within Block A will be compliant with NDSS provided a condition is applied to the Decision Notice that restricts the permanent number of occupants to five for the lifetime of the development.

Turning to Block B, each dwellinghouse has an approximate floor area of 80m² and contains 3no. Bedrooms which is acceptable with regards to NDSS providing the number of permanent occupants is limited to four.

Having regard to the size of each bedroom, Bedrooms 1 and 2 has an internal floor area of 10.2m², whilst Bedroom 3 has a slightly larger footprint of 10.3m². All bedrooms fall short of the minimum requirement of 11.5sqm required for a Double Bedroom, and thus a condition will be required in connection with Block B that restricts the permanent occupancy of both dwellings to a maximum of three for the lifetime of development.

Turning to potential impacts on neighbouring residential amenity, Block A is suitably sited in relation to neighbouring properties to not give rise to any harm with regards to overlooking, overbearing impacts, loss of sunlight or overlooking. It is located to the north of no.18 with no side windows. Whilst it stands forward of no.46 to the other side, sufficient distance will be maintained to avoid overshadowing of principal windows. Again no side windows are proposed facing this dwelling and the off-set angle means that there will be no overlooking between windows in the rear elevation of Block A and the front elevation of no.46

The most challenging constraint of the site is the central part of the site where Block B is to be located and its relationship with the existing row of two storey properties that are situated east of the public highway.

Owing to its siting beyond the most southern elevation of the existing block and modest scale and height, the pair of bungalows would not give rise to any overbearing impacts to the amenity areas and habitable windows to the rear of these properties.

The single window in the side (western) elevation of the block serves a Bathroom and requires a condition to be obscure glazed in the interests of preserving privacy for both occupier and neighbour.

There is no direct relationship between any remaining habitable windows and in line with conclusions reached by the Council under HPK/2015/0091, this block is not considered to give rise to any harm to the amenity of neighbouring properties to the west and indeed to the south west.

Lastly with regards to matter of public amenity, there are no issues associated with the site in relation to matters of land contamination or pollution. Conditions are required in order to protect public and indeed residential amenity, which includes the need to restrict the hours of construction.

Subject to appropriate conditions, it is considered that the proposed development will provide a high standard of amenity for all future occupiers and will preserve the amenity of neighbouring properties and the general public, in accordance with LP Policies EQ6 and EQ10 and relevant paragraphs contained under Chapters 12 and 15 of the NPPF.

Trees

LP Policy EQ9 relates specifically to trees, woodland and hedgerows, and requires that existing woodlands, healthy mature trees and hedgerows are retained and integrated within a proposed development unless the need for, and benefits of, the development clearly outweigh their loss.

The application is accompanied by a Tree Survey Report prepared by North West Tree Consultancy Ltd dated October 2023. The Survey maps a total of 20 individual trees and 1 group of trees, all of which with the exception 2 x Grey Poplar trees (T17 and T19) are classified as 'Category C' trees, which are of low quality with either an estimated life expectancy of 10 years or more, or young trees.

These two higher quality trees are situated in the most southern area of the site which was originally subject to an additional pair of dwellings and a second access, however owing to changes to the Site Layout further to Officer comments, trees in this area of the site would remain unaffected.

In its latest revised form, the proposed development would result in the loss of 15 x Category C trees (T1 – T15) and the small group of Cat C trees (G1).

Whilst no written comments have been received, informal discussions with the Council's Tree Officer has confirmed that the loss of these trees are of a sufficient low value to not result in a degree of harm and conflict with LP Policy EQ9 that would generate a credible or sustainable reason for refusal. As such, it is considered that

whilst there would be some conflict with LP Policy EQ9 owing to the loss of multiple trees within the site, the application is acceptable in this regard on this occasion.

Ecology

The Environment Act (2021) came into force in the spring of 2024 and places a legal requirement on all developments to provide a 10% uplift in Biodiversity Net Gain (BNG) either on site, or if this cannot be achieved off-site, secured by way of a planning condition or S106 Agreement as appropriate, unless otherwise exempt.

LP Policy EQ5 requires all new development proposals to demonstrate that any protected species and habitats within the site will not be adversely affected and seeks to promote a net gain in biodiversity by securing appropriate mitigation and ecological enhancements where appropriate.

Paragraph 187 of the NPPF states that decisions should contribute to and enhance the natural environment by (amongst other things) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs.

Paragraph 193 of the NPPF states that local planning authorities should apply a number of principles, which includes the following:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

Protected Species

The application has been accompanied by a Preliminary Ecology Appraisal prepared by Arbtech which was originally prepared in July 2023 and subsequently updated for a third time in September 2024.

This appraisal recommends that further Bat Surveys are carried out having regard to the dwellinghouse (Hillside), and the original comments from Derbyshire Wildlife Trust makes clear that such surveys are required to be carried out prior to determination, in line with Circular 99/2005.

However, owing to the fact that a subsequent Prior Notification application under Schedule 2, Part 11 of the General Permitted Development Order was submitted and determined relating to the demolition of this existing building, and that this has now been carried out, Officers recognise that such surveys are no longer required. Derbyshire Wildlife Trust have expressed their grave concern regarding this action. Officers have however advised the Trust that no breach of planning control has occurred. Any injury to bats would be a criminal matter under the Wildlife and Countryside Act.

In light of the above, it is the case that the other matters relating to habitat and species can be satisfactorily addressed by way of planning conditions that include the requirement to agree a Construction Environmental Management Plan and Species Enhancement Plan.

BNG

The application as submitted was found to be lacking in detail and accuracy with regards to an assessment of the baseline habitat metric. Queries were also raised from Derbyshire Wildlife Trust with regards to whether the BNG is to be provided on site or off site.

The applicant submitted a BNG Assessment and associated Metric which further to initial comments from DWT has been updated in November 2024. The revised assessment predicts a loss of 2.09 habitat units (52.58%) and a gain of +0.11 hedgerow units. DWT have made the following points with regards to this latest assessment and metric:

- Hedges will form garden boundaries and thus cannot be secured long term
- Hedgerow on eastern boundary has been removed from habitat baseline. If the hedgerow is set to form the eastern boundary, then it should remain in the metric
- Public open space comprising 'other neutral grassland' is in good condition, and should be managed with biodiversity in mind, retaining a tall flowering sward from May through to August. This may require boundary treatment such as railings to prevent unauthorised parking, children playing etc.
- Proposed Site Plan of the BNG Report does not match the most recent plan (PL-013 Rev A)
- No confirmed approach as to how the applicant plans to deliver the 10% gains. At least 2.49 habitat units will be required, although additional units may be required when the required amendments are made, although these could be delivered on other land, including a habitat bank
- If additional land is needed to secure BNG off-site, this needs to be confirmed at this stage in the process. If a habitat bank will be used, final details including an updated metric can be provided as part of the mandatory Gain Plan.

At the request of Officers, the applicant has submitted a quote which would see the applicant purchase off-site BNG credits from Wild Capital, a national supplier of BNG units, and aligns with the number of habitat units set out in the latest revision of the BNG Assessment. On this basis, it is the case that this off-site BNG provision (done through a registered Habitat Bank) can be secured via conditions and does not require a S106 Agreement to be signed.

Subject to these conditions and other conditions required to preserve protected species it is considered that all matters relating to Ecology and BNG have been satisfactorily addressed in accordance with LP Policy EQ5, relevant paragraphs contained under Chapter 5 of the NPPF and the Environment Act (2021).

Highway Safety

LP Policy CF6 seeks to ensure that development can be safely accessed in a sustainable manner and that all new development is located where it can be satisfactorily accommodated within the existing highway network and provides suitable off-street parking provision in accordance with guidelines set out under Appendix 1 of the Local Plan.

Paragraph 115 of the NPPF states that in assessing sites for specific applications, it should be ensured that safe and suitable access to the site can be achieved for all users.

Paragraph 116 of the NPPF goes on to state that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact impacts on the road network would be severe.

Access

The site lies within close proximity to Woolley Bridge Road, a busy classified A road (A57). Since it's the original application was submitted, the primary access to the development has been via a newly created access north of No.18 Woolley Bridge Road and south of the proposed block of terraced properties.

A second access was originally proposed to serve the site south of No.4 Woolley Bridge Road however during the consultation process revised plans have been submitted which show the omission of this access (together with a pair of dwellinghouses labelled 'Block C').

Therefore the sole access is now to be taken from the A57 which would in turn lead head eastwards into the site at a gradient of 1:20 to an internal car parking and turning area. The two wings of the car park that together with the access form a 'T' shape, are at a lesser gradient of 1:12, with the car park containing 14no parking spaces, bounded by a retaining wall on all sides.

Initial concerns were raised by National Highways in relation to the potential impact of the proposed siting of the access in relation to a major highway infrastructure project concerning the introduction of the Mottram bypass. During the consultation process, National Highways have liaised directly with DCC Highways, which in turn have informed the latest comments from the Highways Authority, based on latest plans and supporting technical information received in March 2025 (Ref: Site Plan PL013-A; Site Access Strategy P438/15/002 Rev A; Swept Path Analysis P438/15/0003).

The latest comments from DCC Highways confirms that subject to conditions which includes securing provision for bin storage, the proposed development in its latest revised form is acceptable with regards to providing a safe and suitable access which include internal turning and manoeuvring.

Parking Provision

Block A contains 4no dwellinghouses each with 3no. bedrooms, which in line with the Council's parking guidelines, triggers the need for 8 x parking spaces. Similarly, the pair of semi-detached bungalows both contain 3no. bedrooms which triggers the need for a further 4 x parking spaces, which equates to 12 x spaces in total.

The latest Site Plan shows a total of 14 x parking spaces to be provided which in fact exceeds the minimum requirements required by the Council's parking guidelines, and together with suitable turning space to allow each vehicle to exit the site in a forward gear, has been confirmed as being acceptable to the Highways Authority.

As such, the proposed development in its final revised form is considered to be acceptable with regards to potential impacts to highway safety in accordance with LP Policy CF6 and relevant paragraphs under Chapter 9 of the NPPF.

Flood Risk and Drainage

LP Policy EQ11 refers to Flood Risk Management and requires all applications to demonstrate that the proposed development will not give rise to any unacceptable increase in flood risk either onsite or elsewhere in the Borough. Chapter 14 of the NPPF contains the relevant national planning policies that aim to meet the challenges of climate change including flood risk.

The site lies in Flood Zone 1 and is not at risk of flooding from any river or other watercourse. The Lead Local Flooding Authority have declined to comment on the application. United Utilities have however confirmed that pre-commencement conditions are required in order to secure a suitable surface water and foul water drainage scheme.

Subject to these conditions being applied to the decision notice and complied with, it is considered that matters relating to flooding and drainage have been satisfactorily addressed, in accordance with LP Policy EQ11 and relevant paragraphs contained under Chapter 14 of the NPPF.

CONCLUSION / PLANNING BALANCE

LP Policy S1a reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework. It states that planning applications that accord with relevant policies in the Local Plan will be approved without delay.

Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development. For decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

The application seeks full planning permission for 6no. dwellings with associated car parking and landscaping on an unallocated site that lies within the built-up area boundary of Glossop that is not constrained by any sensitive statutory designation. As such the principle is fully supported subject to an assessment of all relevant planning considerations.

Further to extensive dialogue with the applicant and upon receipt of revised plans, updated technical reports and information, it has been possible to overcome what were originally quite considerable hurdles with regards to matters relating to Ecology and BNG, and Highway Safety.

In its final revised form, the application has been found to amount to a sustainable form of development and in line with LP Policy S1a and paragraph 11 of the NPPF, is recommended for approval subject to appropriate conditions.

OFFICER RECOMMENDATION : Approve with Conditions

Case Officer: James Stannard

Recommendation Date: 14th April 2025

X 

Signed by: Ben Haywood

On behalf of High Peak Borough Council

