

DELEGATED DECISION REPORT

HPK/2025/0066
Valid 28/02/2025

26 PRINCES ROAD
CHINLEY

ERECTION OF A SINGLE-
STOREY SIDE AND REAR
WRAPAROUND EXTENSION
AND RAISED REAR PATIO.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of the development
- Character and Appearance
- Impact upon residential amenity

DESCRIPTION OF SITE

The application site comprises a two-storey semi-detached dwelling located on the eastern side of the designated neighbourhood area of Chinley. The property benefits from a rear garden and an attached side garage, which currently provides off-street parking for one vehicle. The surrounding area is predominantly residential, characterised by two-storey terraced and semi-detached homes. There are no heritage constraints affecting the site.

PROPOSAL

Planning permission is sought for the construction of a single-storey 'L'-shaped rear and side extension, following the demolition of the existing side garage. The proposed extension would be set back from the front elevation, measuring approximately 1.8 metres in width and extending 2.7 metres at the rear. The side element would feature a slopped roof with a maximum height of 4.1 metres and an eaves height of 3.2 metres. The extension would serve as a utility room and primary living area. The raised patio to the rear would replace the existing rear steps leading into the rear garden.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan 2016

S 1 Sustainable Development Principles
S 1a Presumption in Favour of Sustainable Development
S 2 Settlement Hierarchy
EQ 6 Design and Place Making
CF 6 Accessibility and Transport

Supplementary Planning Documents

Residential Design Guide SPD (2005)
Design Guide SPD (2018)

National Planning Policy Framework (2024)

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

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

No planning history on this site.

CONSULTATIONS

Publicity

Site Notice expiry date: 21-03-2025

Neighbour consultation period ends: 11-04-2025

Public Comments

No objections received

Derbyshire County Council Highways

Although the proposal only leaves one on-site parking space if approved, due this section of Princes Road being the end of a Cul-De-Sac, any vehicle overspill is unlikely to be a highway safety issue as no justifiable grounds on which an objection could be maintained.

So 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 and recommend the following Informative Note is appended to any consent granted:

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to “respecting the community” this says: Constructors should give utmost consideration to their impact on neighbours and the public a. Informing, respecting and showing courtesy to those affected by the work; b. Minimising the impact of deliveries, parking and work on the public highway; c. Contributing to and supporting the local community and economy; and d. Working to create a positive and enduring impression, and promoting the Code. Any Construction Management Plan (CMP) should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues. Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

OFFICER COMMENTS

Principle of Development

LP Policy S1 states, the Borough Council will expect that all new development makes a positive contribution towards the sustainability of communities and to protecting, and where possible enhancing, the environment; and mitigating the process of climate change, within the Plan Area.

LP Policy S1a states, when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

LP Policy S2 states that development will be directed towards the most sustainable locations in accordance with the following settlement hierarchy: Charlesworth, Chinley, Dove Holes, Furness Vale, Hadfield, Hayfield, Peak Dale and Tintwistle are defined as 'Larger Villages' where a moderate scale of development may be acceptable, consistent with meeting local rural needs and maintaining or enhancing their role, distinctive character or appearance whilst also maintaining existing facilities and services.

Although Local Plan Policy S2 primarily addresses new residential developments, its principles are also applicable to alterations and extensions to existing dwellings. Chinley is identified as a larger village in the settlement hierarchy where moderate development that positively contributes to local character is supported.

Rear and side extensions are a common feature within the local area and form part of the established development pattern. Notably, the neighbouring property at No. 24 Princes Road includes a single-storey rear extension approved under application HPK/2019/0085, establishing a precedent for similar development.

The proposed development comprises a single-storey wraparound extension. If the side and rear elements were constructed as two separate additions rather than as a combined structure, the scheme would fall within the scope of permitted development. However, the wraparound design is considered a more coherent and appropriate architectural solution for the site. The proposal is, in principle, consistent with Policies S1, S1a, and S2 of the High Peak Local Plan, which support sustainable development that is sympathetic to local character.

Design

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.

The High Peak Residential Design Guide SPD (2005) and more recently adopted Design Guide SPD (2018) contains further design guidance for extending and altering domestic properties. Extensions and alterations should respect the scale and height of the parent building reading as a subordinate and secondary additions whilst respecting the character and appearance of the building through an appropriate choice of materials.

Planning permission is sought for the erection of a single-storey 'L'-shaped rear and side extension following the demolition of the existing side garage. The side element of the extension would be set back from the principal elevation, measuring 1.8 metres in width and extending 2.7 metres to the rear. The extension would feature a maximum height of 4.1 metres and incorporate a sloping roof, serving as a utility room and an expanded living area..

The proposed extension would be subservient in scale to the host dwelling and would be constructed using materials that match the existing building, secured by condition to maintain visual continuity.

In accordance with the High Peak Design Guide, which discourages flat roofs, the original flat-roofed proposal has been revised. The updated design now features a sloping roof, aligning more closely with local design guidance. Although the revised scheme increases the overall height to 4.1 metres, this is considered acceptable in light of the modest width (1.8 metres) of the extension. Furthermore, the proposed extension would be narrower than the existing garage it replaces, thereby reducing its overall visual impact on the street scene.

The raised rear patio would replace the existing stairs into the garden. It would not project beyond the rear wall of the proposed rear extension, measuring 0.5 - 1 metre in height, evening out the ground level. The raised patio is considered acceptable.

On balance, the development is considered to respect the scale, form, and character of the existing dwelling and complies with the aims of Policy EQ6 of the High Peak Local Plan (2016).

Amenity

LP Policy EQ6 requires all new development to have a satisfactory relationship with existing land and buildings to protect 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. The High Peak Residential Design Guide SPD requires extensions to preserve the residential amenity of neighbouring properties, having regard amongst other things the relationship between existing and proposed development, the positioning of windows, and the change in land levels.

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24 Princes Rd is the neighbouring property located to the west of the application site. This property benefits from a rear extension of approximately 3 metres and an outbuilding along the shared boundary. A side-facing door and window on this property would face the proposed extension. Given that the new structure would be smaller than the existing garage, no significant adverse impact on residential amenity is anticipated. No new windows are proposed facing this dwelling

28 Princes Rd forms the adjoining neighbour located to the east. This property benefits from a conservatory at the rear, measuring approximately 3 metres deep. The rear element of the proposed development does not cover the full length of the property and would be set approximately 3.8 meters away from the shared boundary. This coupled with the limited projection ensures that the neighbours at No.28 are unlikely to be negatively impacted by the proposed extension. Whilst there are windows in the side elevation facing this property they would look on to the solid side wall of the conservatory. The proposed patio decking would not extend beyond the rear of this neighbour's standing rear extension and therefore no significant overlooking of the neighbouring garden from the decking is anticipated. .

It is considered that the proposal is unlikely to cause a loss of sunlight or outlook, nor would it cause overshadowing or have an overbearing impact of the neighbouring properties, nor would it lead to loss of privacy. Therefore, the proposal is in compliance with High Peak Local Plan Policy EQ6 and The High Peak Residential Design Guide SPD.

Highway Safety

Highways Development Control were consulted and noted that the property would lose one parking space due to the demolition of the attached garage. According to the High Peak Borough Council Parking Standards, three-bedroom dwellings should have two parking spaces. Although the proposal only leaves one on-site parking space if approved, due to this section of Princes Road

being the end of a Cul-De-Sac, any vehicle overspill is unlikely to be a highway safety issue as no justifiable grounds on which an objection could be maintained. Therefore no objection has been offered from the highway's authority.

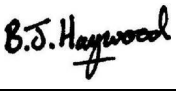
CONCLUSION / PLANNING BALANCE

Overall, the proposal is considered to be acceptable in principle, as well as in terms of design, impact on residential amenity and highway safety. The proposal complies with all the relevant local plan policies in this regard and is recommended for approval.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Agatha Dutton

Recommendation Date: 19/05/2025

X 

Signed by: Ben Haywood

On behalf of High Peak Borough Council