

DELEGATED DECISION REPORT

HPK/2025/0154
Valid 08/04/2025

66 , CHUNAL LANE ,
GLOSSOP , DERBYSHIRE ,
SK13 6JX

APPLICATION FOR NEW
VEHICULAR ACCESS AND
SUBTERRANEAN GARAGE

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design – Street Scene and Character
- Highway safety
- Green Belt (part)

DESCRIPTION OF SITE

66 Chunal Lane is an end terraced property located within the built-up area of Charlestown and lies to the south of Glossop. The dwelling is located on an elevated position above the A624.

The 4 bedroom dwelling comprises two terrace properties amalgamated (62 & 64). There is no space to construct a garage to the side or rear of the property.

A pedestrian path leads from Chunal Lane to the front of the cottages; the entrance is overgrown with dense vegetation and this is unused.

There it has a narrow steep driveway leading to the dwellinghouse, with a lawn area to the front and side of the dwelling. The borders to this site are heavily planted by mature vegetation. The garden (to the east of the driveway) lies within the settlement area and a strip of garden to the west lies within the Green Belt.

The existing wide pavement in front of the site is used for off-road parking by the majority of properties along this stretch of Chunal Lane including the application site.



PROPOSAL

The Application seeks to “renew” the planning permission that has lapsed for a new access drive and turning area to the west of the proposed garage.

But also to remove parking from the pavement at the front of the property and provide off-road parking that is secure and provides electric charging. A subterranean garage, set back off the road and cut into the front garden.

This application seeks to address the reason for refusal on a recent application (ref: HPK/2024/0146) for a new driveway (identical to previously approved HPK/2019/0076) and a double garage to be sited in part of the front garden but set back from the front boundary, taking access from Chunal Lane.

1. The proposed garage by virtue of its scale, siting and design would be out of character with the host dwelling and street scene. The garage would not appear subordinate to the host dwelling and would introduce a built form, forward of the established building line and the dwelling itself. As a result of this siting, coupled with the ground levels the single door and high solid to void ratio on the front elevation, the garage will result in a heavily engineered appearance, which would detract from the character and appearance of the site and surrounding area. The design of the garage is therefore contrary to Policy EQ 6 of the High Peak Local Plan 2016, the National Planning Policy Framework, The High Peak Design Guide SPD and The Adopted Residential Design Guide SPD.

The garage would be constructed under part of the front garden, taking access from Chunal Lane. The level of the garden would be raised to cover the top of the garage roof and will be graded into the remainder of the garden associated to the host dwelling. One tree would need to be removed; however additional planting is proposed.

The garage has been reduced in size. This space is required to enable 2 electric vehicles to park within the garage and space be used for storage purposes.

The garage element has been revised following the refusal of planning application ref: HPK/2024/0146. The revisions include the following:

- provision of existing and proposed photomontages demonstrating that there would be no detrimental visual impact between the existing and proposed street scenes.
- The existing stone which currently forms the walls of the central driveway will be reused for all stonework on this project. This ensures that the new works will completely blend in with existing walls.
- The garage door will be finished in the same colour as the slate roof of 66 Chunal Lane.
- The east wall of the garage will not be visible from the public realm. The existing garden will be backfilled and graded to the same level as the garage roof. The entire lawn of 66 Chunal will be changed to sedum so the garage roof will completely blend with the surrounding garden. This will ensure that the garage is invisible when viewed from within the houses and from views looking up/down Chunal Lane.
- Additional landscaping is proposed across the top of the front of the garage façade

overhanging the front of the garage. As the front of the garage is the same stone as the adjacent wall and the existing wall has a hedge to its top, the front of the garage will blend with the existing adjacent façade.

- There is an existing garden path and gate between 66 and 64 Chunal Lane. This entrance is currently not used and is overgrown. The current entrance will be replaced by coursed stonework using the same materials as the existing wall.
- The depth of the garage would measure 8.4m (Increased from 7.6m refused under HPK/2024/0146) but the garage door would be set further back from the existing driveway entrance (by 2.5m).
- The garage would accommodate 2 cars. The garage door will be 2.6m wide rather than a regular double garage door. This requires a vehicle sliding mechanism to be installed inside the garage to permit one of the cars to be relocated sideways once inside allowing the second vehicle to park up.

Mitigation will be provided in the form of new soft landscaping, a green sedum roof to the garage and new tree planting to the south. All retained hedges and shrubs will be protected during the development.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan (Adopted 2016)

S1 Sustainable Development Principles
S1a Presumption in Favour of Sustainable Development
S2 Settlement Hierarchy
EQ 4 Green Belt Development
EQ 6 Design and Place Making
CF 6 Accessibility and Transport

Supplementary Planning Document

1. High Peak Design Guide Adopted 2018
2. Residential Design SPD2 Adopted 2005

National Planning Policy Framework (2024)

Section 12 – Achieving well-designed and beautiful places
Section 13 – Protecting Green Belt land

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2009/0069 Extend Outbuilding Wall, Re-roof and Incorporate shed into the two adjoining outbuildings Approved
HPK/2019/0076 New vehicular access Approved
HPK/2024/0146 New Vehicular Access and Garage Refused

CONSULTATIONS

Publicity

Site Notice expiry date: 22/06/2025

Neighbour consultation period ends: 07/05/2025

Public Comments

No comments received

Town / Parish Comments

N/A

Highways Authority

No objection subject to conditions. 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. A condition will be imposed relating to the development not to be brought into use until the access, parking and turning facilities have been provided as shown on the submitted drawing(s).

OFFICER COMMENTS

Principle of Development

Local Plan policy S2 identifies Glossop within the Glossopdale sub area where there is support in principle for a range of developments including housing and employment related proposals. Whilst there are no 'in principle' objections to the application, all other material planning considerations must be satisfied for the scheme to be supported. In this instance the considerations include design, visual impact, neighbour amenity, drainage, and parking provision.

Part of the application site is located within the Green Belt. Paragraph 154 of the National Planning Policy Framework (NPPF) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. LP Policy EQ 4 states that within the Green Belt, planning permission will not be granted for development unless it is in accordance with national planning policy. As such must be determined if the proposal is considered appropriate development for within the Green Belt.

NPPF policy identifies engineering operations as a form of development which is not inappropriate in the Green Belt providing it does not adversely affect openness or conflict with the purposes of Green Belt. The proposed new driveway and pedestrian steps would be located within the Green Belt portion of the application site. The driveway and steps are not considered to be development which result in a loss of openness. As such this is considered appropriate and acceptable in principle, subject to compliance with the relevant policies. The proposed new garage lies outside of the Green Belt and is therefore also acceptable.

Design & Visual Impact

Policy EQ6 refers to design and states that all development should be well designed and be of a high quality that responds positively to both its environment and the challenge of climate change, whilst contributing to local distinctiveness and sense of

place. New development should be well designed to respect the character, identity and context of the High Peak's townscapes and landscapes. Development is expected to contribute positively to an area's character, history, and identity in terms of scale, height, density, layout, appearance, materials and the relationship to adjacent buildings and landscape features.

The NPPF requires the design of a development to add to the overall quality of an area, by being sympathetic to local character and by being visually attractive as a result of good architecture.

The Council's Design Guide SPD outlines the Council's expectations in respect of design and the design guide recognises the importance of good design that is a key aspect of sustainable development.

Paragraph 1.2 of the document states that:

".....there is an emphasis on respecting traditional built forms. This should not rule out high quality contemporary design and innovative solutions that respond to the context."

Paragraph 2.2 states the importance of any new development being capable of achieving a high standard of design that meets the demands of today's lifestyles and new development should be designed to complement the area.

The Adopted Residential (SPD) (2005) paragraph 5.12.2 (a) states that 'Garages are most successful in reducing the impact of parked vehicles but their scale and location need to be treated with care. House types where the garage dominates the building's frontage are to be avoided and as matter of principle double length garages are preferable to double width garages to minimize visual intrusion within the plot'

Para 5.12.2 (b) continues that 'a source for inspiration in garage design may be to make reference to the Borough's traditional outbuildings and lean to extensions built for the storage of horses. These buildings are often designed as subservient by stepping back from the façade of the main house'

Paragraph 9.7 of the Residential Design SPD also states that: "Garages and outbuildings should relate to the main dwelling in terms of size, proportion and appearance. They should be subordinate in size and height and match the materials of the existing house. Double garages should have two openings wherever possible, to maintain proportion, and with the roof ridge parallel to the doors. Flat roofs should be avoided. Doors with vertical emphasis are usually preferred and timber side hung door may be required in sensitive locations."

It is proposed to use York stone slabs for the first section of the driveway with sedum laid within grass grids for the main section. York stone slabs would be used for the top of the driveway near the property and on the turning area. The ground level of the new drive would be the same as the level of the existing garden; the drive would be some 2.8m wide and is considered subordinate, replacing an existing field entrance. As such the driveway is considered to have a minimal design impact upon the street scene and dwelling. The principle of the driveway has been accepted

when determined under previous planning applications, satisfying policy EQ4. The driveway is supported in principle and considered to comply with local and national planning policy.

The Local Highway Authority have no objections to the proposed driveway. The proposed garage, on the other hand, will sit forward of the host dwelling, and will require substantial engineering works. The garage will be set forward of the established building line of no.66 – 50. Development forward of both the principal elevation and established building line is considered inappropriate as it will create a heavily engineered frontage, dominated by the built form of the garage.



The most recent application refused the garage stating that:

- Its scale, siting and design would be out of character with the host dwelling and street scene.
- The garage would not appear subordinate to the host dwelling and would introduce a built form, forward of the established building line
- the single door and high solid to void ratio on the front elevation, the garage will result in a heavily engineered appearance, which would detract from the character and appearance of the site and surrounding area.
- The design of the garage is therefore contrary to Policy

The design of the proposed garage is effectively a cut in parking space similar to the existing neighbouring off street parking (see photo below), but instead of remaining open it will have a setback front elevation that encloses and secures the floor area. A sedum roof with additional landscaping will cover the garage, the garage will be covered with soil and grading it into the hillside.



The established row of terraces, by contrast, are visually recessed from the street scene, hidden by mature vegetation. A very limited number of driveway openings are inserted into the vegetation and retaining wall. However, no built forms are located forward of the built line. The introduction of such a structure and resultant loss of the mature vegetation site will have a negative and harmful impact upon both the character of host dwelling and the street scene.

Discussion with the applicant sought to enhance planting with a view to mitigate the engineered nature of the proposal, and amended plans received for consideration. The planting along the bank (see side 1 proposed) to screen the artificial bank, is however considered not to produce sufficient screening (or certainly not for some time) to overcome concerns over the visually engineered form of the land.

The subterranean garage falls within the settlement boundary, a garage door that is set in off the highway, may be considered to present a high solid to void ratio on the front elevation. The guidance provided within the HPBC SPDs states that garages should be subordinate in scale to the host dwelling. They further state that double garages are disfavoured, but where they are required they should have 2 access doors to maintain proportion. The footprint of the proposed double garage would appear abnormally large in comparison to the host dwelling. This is exaggerated by the single door design, which is not central to the garage, it presents a disproportionate appearance which goes against the guidance of the Adopted Residential (SPD).

The garage is considered to dominate the building's frontage, and compared to the earlier refusal, there is not sufficient change with the exception of the land that will be built up either side and over the garage, producing an overly engineered and uncharacteristic land form (proposed section 2).

Overall the proposed garage is considered of a poor design, which contradicts the guidance of The High Peak Design Guide (SPD) (2018) and The Adopted Residential (SPD) (2005). The garage is inappropriately cited forward of the established building line, leading to a dominating appearance and harm to the character of the street scene. The proposal is therefore contradictory to LP policy EQ6.

Amenity

High Peak Local Plan Policy EQ6 seeks to secure development that does not result in unacceptable effects on the amenity of the area by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and 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 proposed garage would not lead to any overshadowing of neighbouring dwellings, due to its proposed location on a lower ground level than the row of terraces.

It is considered that the proposal would have no adverse impact on the amenity of neighbours, thereby according with policy EQ6.

CONCLUSION

The proposed garage is considered to be of a scale and location which is inappropriate. This would create a garage which dominates the host structure, breaks the established building line, resulting in an overly engineered appearance to the front of the dwelling.

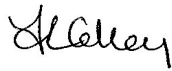
The design is also found to be poor and contradictory to LP Policy EQ 6, and the guidance of the High Peak Design Guide (SPD) (2018) and the Adopted Residential (SPD) (2005). This would result in significant harm to the character of the host dwelling, and the street scene.

As such the application is recommended for refusal.

OFFICER RECOMMENDATION: REFUSE

Case Officer: P. Twigg

Recommendation Date: 28.6.2025

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Signed by: Jane Colley Signature

On behalf of High Peak Borough Council

