

DELEGATED DECISION REPORT

HPK/2025/0432
Valid 12/11/2025

12 ELVISTA , JONES
STREET , HADFIELD ,
GLOSSOP , DERBYSHIRE ,
SK13 1BZ

A DROPPED KERB TO BE
INSTALLED AT THE MAIN
FRONT OF OUR PROPERTY
TO MATCH OUR
NEIGHBOURS DRIVEWAY,
CREATE NEW PARKING AREA
AND RE-BUILD BOUNDARY
WALL REDUCED IN LENGTH

(FULL - HOUSEHOLDER)

MAIN ISSUES

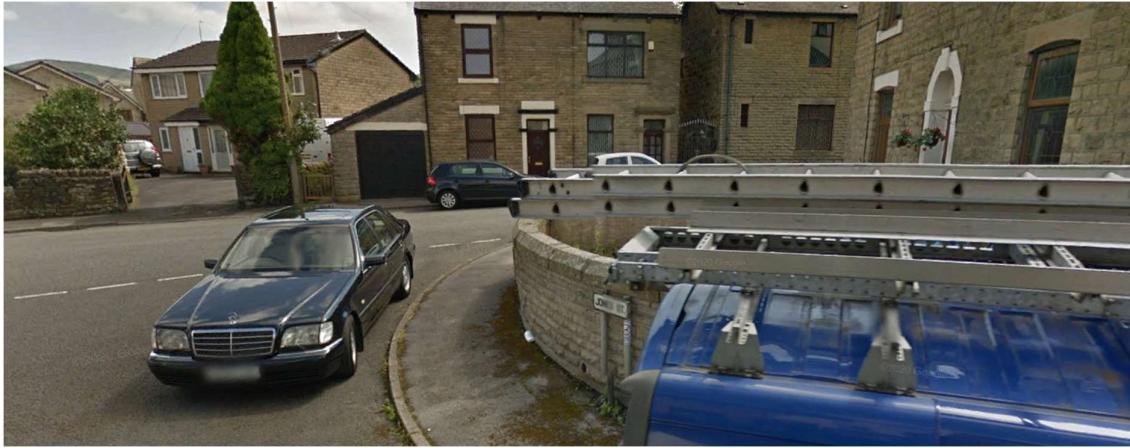
- Impact on the character and appearance of the existing building and surrounding area
- Highway safety

DESCRIPTION OF SITE

The site relates to a two storey semi detached property which is located within a residential area, at the junction of Jones Street and Albert Street. The site has one off parking space to the rear and is enclosed on all sides by a low wall and benefits from private amenity space to the rear.

The application site lies within the settlement boundary for Hadfield as defined by the Local Plan policies map. For the purposes of planning policy consideration, the application site is located within the Hadfield North Ward, and it is not in a Conservation Area, there are no Listed buildings/structures or protected trees which need to be considered.





PROPOSAL

Full planning permission is sought to remove a section of boundary wall (approx. 6 metres) to open up the frontage and create an off street parking space within the paved front garden area. The street sign will be repositioned and a dropped kerb installed.

The proposed palette of material finishes for the driveway will be 100mm MOT base with reinforcement grids, filled with a minimum 10mm stone..

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
S5 Glossopdale Sub-area Strategy
EQ6 Design and Place Making
CF6 – Accessibility and transport

Supplementary Planning Document

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

National Planning Policy Framework (2024)

Including sections –
9: Promoting sustainable transport
12: Achieving well-designed places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2004/0854 – Retrospective application for garage – Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 14/12/2025

Neighbour consultation period ends: 04/12/2025

Public Comments

None received

Town / Parish Comments

N/A.

Highways Authority

Objection - The Highway Authority has considered the above mentioned planning application for a new vehicular access at 12 Jones Street. It is noted that the property currently has an existing access onto Jones Street away from the junction.

The proposal seeks to introduce an additional access directly onto the junction of Jones Street and Albert Street. The siting of a vehicular access within the functional area of a junction is not acceptable. Such a location introduces conflicting turning movements at a point where drivers are already required to assess vehicle priorities associated with the junction itself. This increases the potential for driver confusion and conflict between vehicles entering or exiting the access and those negotiating the junction movements.

Based on the 30mph speed limit of both Jones Street and Albert Street visibility sightlines of 2.4m x 43m would be required in both directions to the nearside carriageway edge, within controlled land.

Whilst no details have been submitted in the application on the achievable visibility from the proposed site access, an assessment of the achievable visibility is anticipated to be less than 12m in both directions due to the proximity of the adjacent third party controlled land and boundary wall and the applicants boundary wall which it is not proposed to alter and is over 1m in height.

Given the location of the junction, it is considered that vehicle speeds may be lower than 30mph, however, no details have been submitted to demonstrate the actual vehicle speeds and given the achievable visibility it is considered unlikely that appropriate sightlines can be achieved within controlled land. However, this does not overcome the fundamental issue of the access being positioned directly within the junction.

As submitted, the proposal would result in a new access with severely restricted emerging visibility in the immediate vicinity of a junction, leading to an unacceptable impact on highway safety. The development therefore fails to comply with the requirements of paragraphs 115 and 116 of the National Planning Policy Framework, which require development to provide safe and suitable access for all users and to avoid unacceptable impacts on highway safety.

OFFICER COMMENTS

Principle of Development

Local Plan policy S2 identifies Hadfield 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, highway safety and parking provision.

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 SPD outlines the Council's expectations in respect of design and states that extensions should harmonise with the parent building. An extension should respect the dominance of the original building and be subordinate to it in terms of its size and massing.

The remaining wall will be repaired using materials match. There are no design objections to the proposal.

The opening up of the frontage would not cause adverse harm to the character and appearance of the streetscene. There are other driveway openings in the vicinity.

This proposal is probably at the threshold of what the site can accommodate while retaining an appropriate level of amenity space to not result in an overdevelopment of the plot. On balance, the parking area is therefore unlikely to cause such adverse harm to the character and appearance of the host property.

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.

The application site is a semi detached two storey dwelling which is located at the junction of two roads meeting.

The proposed development does not exacerbate any loss of amenity to occupants of neighbouring properties.

Highway Safety

Policy CF6 of the adopted Local Plan states that development should be safely accessed in a sustainable manner.

The Highway Authority has considered the planning application for the formation of a new vehicular access at 12 Jones Street. The site currently benefits from an existing vehicular access onto Jones Street, located away from the junction with Albert Street.

The proposal seeks to create an additional vehicular access directly onto the junction of Jones Street and Albert Street. The Highway Authority considers that the provision of a vehicular access within the functional area of a junction is unacceptable, as it introduces conflicting turning movements at a location where drivers are already required to assess junction priorities. This would increase the likelihood of driver confusion and conflict between vehicles using the access and those negotiating the junction.

In accordance with highway design standards, for roads subject to a 30mph speed limit, visibility splays of 2.4 metres by 43 metres are required in both directions to the nearside carriageway edge, within land under the applicant's control. No visibility drawings or supporting technical information have been submitted with the application to demonstrate that these standards can be achieved. Based on the site layout, the proximity of third-party land, and the presence of boundary walls exceeding 1 metre in height that are not proposed to be altered, it is anticipated that achievable visibility would be significantly below the required standard, likely less than 12 metres in either direction.

While it is acknowledged that vehicle speeds at the junction may be lower than the posted 30mph speed limit, no speed survey or other evidence has been submitted to demonstrate actual vehicle speeds. In any event, given the restricted visibility and the position of the access within the junction, it is unlikely that appropriate sightlines could be achieved within land under the applicant's control. However this does not overcome the fundamental objection to the access being sited directly within the junction area.

The proposed development would therefore result in a new vehicular access with severely restricted emerging visibility in close proximity to a junction, leading to an unacceptable impact on highway safety. The proposal is considered contrary to Policy CF6 of the adopted Local Plan and paragraphs 115 and 116 of the National Planning Policy Framework, which require development to provide safe and suitable access for all users and to avoid unacceptable impacts on highway safety.

CONCLUSION

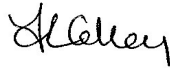
The proposal would result in a new access with severely restricted emerging visibility in the immediate vicinity of a junction, leading to an unacceptable impact on highway safety. The development therefore fails to comply with the requirements of paragraphs 115 and 116 of the National Planning Policy Framework, which require development to provide safe and suitable access for all users and to avoid unacceptable impacts on highway safety. Any benefit to the occupants of the dwelling are outweighed by the highway safety harm created.

For the reasons outlined above, the principle of development at this location is considered not to accord with the relevant policies contained in the High Peak Local Plan (2016) and the NPPF (2024). As such the application is recommended for refusal.

OFFICER RECOMMENDATION: REFUSE

Case Officer: P. Twigg

Recommendation Date: 1.1.2026

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council