

Land to the rear of 124-126 Station Road, Hadfield, Glossop

Full planning permission for proposed detached dwelling

DESCRIPTION OF SITE

The site to which the application relates is a rectangular piece of land to the rear of the property 124-126 Station Road, Hadfield; the land forms part of its curtilage comprising the outdoor amenity and car parking areas associated with the property 124-126.

The proposed dwelling is sited to the rear of properties on Station Road; approximately 21m to the north-west is a detached residential property (19 Curtis Grove); immediately to the south-east is the garage serving no. 124 Station Road; beyond the south-western boundary of the site is the access road of Salisbury Street, which has residential properties sited along it. The access road off Salisbury Street is an un-adopted section of road approx. 55m long. The site is located within the built up area boundary, Hadfield Town Centre and 'settled valley pastures' landscape character area, as defined in the Local Plan.

PROPOSAL

The application seeks planning permission for one detached dwelling to the rear of 120-122 Station Road Hadfield.

RELEVANT POLICIES/GUIDANCE AND OTHER MATERIAL CONSIDERATIONS

High Peak Local Plan Adopted April 2016

S1 Sustainable Development Principles
S1a Presumption in Favour of Sustainable Development
S2 Settlement Hierarchy
S3 Strategic Housing Development
S5 Glossopdale Sub-Area Strategy
EQ1 Climate Change
EQ2 Landscape Character
EQ6 Design and Place Making
EQ9 Trees, Woodland and Hedgerows
EQ10 Pollution control and unstable land
EQ11 Flood risk management
H1 Location of Housing Development
H2 Housing Allocations
H3 New Housing Development
H4 Affordable Housing
CF1 Retail and Town Centres
CF6 Accessibility and Transport

Residential Design Guide SPD (2005)

Design Guide SPD (2018)

National Planning Policy Framework

Achieving Sustainable Development Chapter 2

Delivering a Sufficient Supply of Homes Chapter 5

Promoting Sustainable Transport Chapter 9

Achieving Well Designed Places Chapter 12

Conserving and Enhancing the Natural Environment Chapter 15

SITE HISTORY/RELEVANT PREVIOUS APPLICATION

HPK/2018/0353 at '120 122 HADFIELD POST OFFICE STATION ROAD HADFIELD GLOSSOP'

'OUTLINE PLANNING FOR BUNGALOW SET AT LOW LEVEL WITHIN SITE TO REAR OF 120-122 STATION ROAD HADFIELD'

Refused planning permission on 30/11/2018 for the following reasons:

1. The location of the application site is such that a dwelling could not be sited or be of a size and appearance that would in keeping with the pattern of development of the design of the properties in the area. Accordingly, the proposed development would not be in keeping with the character and appearance of the area, contrary to Local Plan Policies S1, S5 and EQ6 and paragraphs 124 and 127 of the NPPF.

2. It is considered that any dwelling erected on the site is would have a detrimental impact on the residential amenities of the occupants of neighbouring properties and would not provide a sufficient level of residential amenity for future occupants. As such the proposal would not accord with Local Plan Policies S1 and EQ6 and paragraph 127 of the NPPF.

3. It is considered that the identified environmental and social harm cannot be overcome via amendments, conditions of legal agreements; consequently the proposed development is therefore an unsustainable form of development that does not accord with Local Plan policies S1 and S1a or the concept of sustainability at the heart of the NPPF.

HPK/2006/0818 at 'Plot Off , Curtis Grove , Hadfield , Glossop , Derbyshire'

'One House'

Was granted conditional planning permission on 18th December 2006. This is the dwelling at no. 19 Curtis Grove.

Principle of development

Policy H1 of the Local Plan seeks to ensure provision is made for housing development (taking account of all other policies in the Plan) by, inter alia, supporting development on allocated

sites, promoting the effective re-use of brownfield land (inc redevelopment, infill, conversion and change of use) and supporting development on unallocated sites in the built up areas of towns and villages.

The site is not an allocated site and the proposal does not relate to redevelopment of a brownfield site. However, as noted above, the site is located within the built up area boundary of Hadfield. As such, the proposed development accords with policy H1 and therefore the principle is acceptable.

Design/impact on the character & appearance of the area

It is noted that number 19 Curtis Grove (which is to the rear of number 116-118 Station Road) was given permission in 2005/2006, so the principle of a dwelling to the rear of properties on Station Road is accepted.

It is also noted that an outline application was refused planning permission on the site at no. 120-122 Station Road, which lies between the application site and 19 Curtis Grove. The specific site circumstances of each application have to be borne in mind and each application has to be determined on its own merits.

The approved dwelling at no. 19 Curtis Grove, as built out appears as a two storey dwelling, with attached garage, though in fact it has rooms in the roof and a lower ground floor also.

When considering the proposed design of the dwelling, a dwelling which appears as single storey from the front has been proposed. The streetscene is mixed in terms of both design and scale, with a variety of differing house types visible from the application site. As such, although it is acknowledged that two storey dwellings are most prevalent within the streetscene, it is not considered that the proposal would be so harmful to the streetscene that a refusal is warranted for this reason alone.

The proposed dwelling will be externally faced with natural stone and tiled roof to tie in with the character of the streetscene.

Two car parking spaces are proposed as well as a front garden area, adding a verdant element to an otherwise hard surfaced wider site.

The proposed development is considered to uphold the design principle set out under LP Policies S1 and EQ6, relevant Supplementary Design Guidance, and relevant paragraphs contained under Chapter 12 of the NPPF.

Residential amenity

LP Policy H3 relates to all new housing development and requires that proposals provide a high standard of amenity for all future occupiers by demonstrating compliance with Nationally Described Space Standards (NDSS), which provide minimum internal floor areas for residential units based on the number of storeys, bedrooms and occupants, and also minimum standards for bedroom dimensions, again based on occupancy.

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.

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 policies and decisions should ensure that new development is appropriate for its location taking into account the likely 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 and in doing so should (amongst other things) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development.

The proposed dwelling would be in excess of 11m from the rear of no. 24 Salisbury St to the side of the proposed dwelling, in excess of 21m from the rear of the dwellings on Station Road, and in excess of 17m to the side of the dwelling from no. 19 Curtis Grove.

Whilst some of these distances fall short of the 21m stated within the Residential Design Guide SPD, this distance applies to where this is a direct line of sight between habitable room windows, and where there is indirect line at an angle between windows, there is scope of this distance to be reduced. Given that the side gable of the proposed property can be conditioned to restrict habitable windows, there is not considered to be any adverse harm arising from the proposed development in relation to the amenity of these neighbouring properties.

As such, it is considered that the site could accommodate a single dwelling within it that would ensure a) the amenities of occupants of existing properties are not harmed and b) that the amenity levels for future occupants would be adequate.

In light of the above analysis, it is considered that the proposed development would provide a high standard of amenity for future occupiers and would preserve the residential amenity of all neighbouring properties, in accordance with LP Policy EQ6, the Residential Design Guide SPD, and relevant paragraphs contained under Chapter 12 of the NPPF.

Highway safety

The site is accessed (for pedestrians and vehicles) off Salisbury Street via an unadopted road approx. 55m long. In looking at relevant application history, it is noted that in consideration of application no. HPK/2018/0353 The Highway Authority had not raised any objections re access to the site, impact on surrounding highway network, parking and/or turning areas.

The site is located within a highly sustainable location, close to public transport (trains and buses) and all local services and facilities. Given the location, it is considered two car parking spaces is acceptable for a three bedroom dwelling.

As such, the proposal would not have any detrimental on the surrounding highway network. Access, parking and turning could be provided. Therefore it is considered that the proposed development accords with Local Plan policy CF6 and section 9 of the NPPF.

Ecology

The Environment Act (2021) places a legal requirement on all development to provide a 10% uplift in Biodiversity Net Gain on site, or, if this can't be achieved, via off site contributions, unless falling within one of the few exemptions.

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 nett gain in biodiversity by securing appropriate mitigation and ecological enhancements where appropriate.

Paragraph 187 of the NPPF states that policies and decisions should contribute to and enhance the natural and local environment by (amongst other things):

d) 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 goes on to state that where determining applications, 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;

The application is for a 'Self Build' dwellinghouse, the application therefore meets one of a small list of exemptions contained under the Environment Act and as such is not required to deliver a 10% uplift in Biodiversity Net Gain onsite. It also meets the exception that the site is currently hard-surfaced.

Subject to appropriate conditions, the application is considered to comply with LP Policy EQ5, relevant paragraphs contained under Chapter 15 of the NPPF and the Environment Act (2021).

Conclusion

Given the above, it is concluded that the site can accommodate a single dwelling and comply with relevant local and national planning policy. As such, it is respectfully requested that the application is approved conditional planning permission.