

DELEGATED DECISION REPORT

HPK/2025/0121
Valid 05/08/2025

BROOK COTTAGE LONG
LANE
CHAPEL-EN-LE-FRITH

PROPOSAL TO REMOVE A
SECTION OF THE WALL ON
LONG LANE TO CREATE AN
OPENING FOR THE
DRIVEWAY AND PARKING
AREA FOR THE PROPERTY.
(REPLACING THE CURRENT
DRIVEWAY AND PARKING)

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design, character and appearance
- Impact upon residential amenity
- Impact upon highway safety

DESCRIPTION OF SITE

The application site refers to a two storey stone detached cottage dwelling located on Long Lane. The application site is located outside of any defined settlement boundary areas within the countryside.

The surrounding area comprises a mix of residential development to the north and isolated country dwellings and farmsteads with views over open countryside to the east and south.

PROPOSAL

The application seeks full planning consent for the removal of a wall section to create a larger vehicle access further to a new parking area. The proposals would create an opening 5m in width with a new gravel driveway.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan 2016

S 1 Sustainable Development Principles
S 1a Presumption in Favour of Sustainable Development
EQ3 Rural Development
EQ 6 Design and Place Making

CF 6 Accessibility and Transport

Chapel-en-le-Frith Neighbourhood Plan

No relevant neighbourhood plan policies

Supplementary Planning Documents

Residential Design Guide SPD (2005)

Design Guide SPD (2018)

National Planning Policy Framework

Chapter 2 - Achieving Sustainable Development

Chapter 12 - Achieving Well Designed and Beautiful Places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS – N/A

CONSULTATIONS

Publicity

Site Notice expiry date: 11/09/2025

Neighbour consultation period ends: 08/09/2025

Press Advert: N/A

Public Comments

No comments received.

Town / Parish Comments

The Parish Council do not object to the proposals but do have concerns after reading the highway report from DCC.

Derbyshire County Council Highways (No Objection Subject to Condition)

Further to previous correspondence and following receipt of revised plans, it is considered that improved visibility splays over those available at the existing access can be achieved in both directions along Long Lane.

The applicant will be required to permanently close the existing access to Long Lane with a permanent barrier and this should be conditioned accordingly.

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.

OFFICER COMMENTS

Principle of Development

The application site lies within open countryside. The proposed works are deemed to fall wholly within the curtilage associated with the application site. Alterations are permitted under Policy EQ3 provided that they are subsidiary to the host dwelling and do not have an adverse impact on the landscape. Given the nature of the development proposals these are not judged to have any adverse harm upon the character of the landscape or the host dwelling. Accordingly, the general principle is acceptable, subject to other considerations including the impact upon the heritage asset and residential amenity.

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 altering domestic properties. Alterations should respect the scale and height of the parent building reading as a subordinate and secondary addition and respecting the character and appearance of the building through an appropriate choice of materials.

The application in this instance proposes minor alterations which are modest in their nature and would not increase the prominence of the site within the existing street scene. The proposed increase in hardstanding is not judged to be excessive and would have a typical access / driveway appearance in keeping with the residential nature of the site.

The proposed alterations are considered to retain the existing character of the property and that of the surrounding area and would not have any unacceptable impacts upon visual amenity.

Therefore, the proposed development is judged to accord with Local Plan policy EQ6, Supplementary Planning Documents and the National Planning Policy Framework (NPPF).

Amenity

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.

The application site is located in a semi-rural location with the nearest residential properties approximately 125m to the north and 62m to the south. Therefore, the new vehicular access is not judged to have any detrimental impacts.

The proposals would not have any unacceptable impacts upon residential amenity in accordance with High Peak Local Plan policy EQ 6, Supplementary Planning Documents and the NPPF.

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. Suitable off-street parking provision should be in accordance with guidelines set out under Appendix 1 of the Local Plan.

Following a request for additional information Derbyshire County Council Highways have raised no objections to the proposal subject to conditions to secure highway safety interests.

The proposals seek to remove a wall section to create a new driveway and access into the site. The site as existing comprises a substandard access arrangement and the proposed development would in all likelihood create a more suitable and safer access than the existing arrangement and therefore would constitute highway betterment. The highway officer has requested that the existing vehicular access be closed with a permanent physical barrier, this can be secured by an appropriate planning condition.

Given that the highways authority has no objections to the proposals and that the development has been assessed to not reduce the onsite parking provision the proposed development is deemed to comply with local plan policy CF6 and Appendix 1 of the High Peak Local Plan in that it would not lead to on street parking or have any unacceptable highway safety impacts subject to condition.

Consequently it has been assessed that the proposed development would accord with local plan policy CF6 and the NPPF.

CONCLUSION / PLANNING BALANCE

The proposed development is considered acceptable in principle, would be of an acceptable design, will not result in any adverse impacts upon visual or residential amenity and would not lead to any adverse highway safety impacts. The proposals are in accordance with the relevant policies of the High Peak Local Plan, Supplementary Planning Documents and the National Planning Policy Framework.

OFFICER RECOMMENDATION : Approve

Case Officer: Stuart Talbot

Recommendation Date: 23/01/2026

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Signed by: Jane Colley Signature

On behalf of High Peak Borough Council