

DELEGATED DECISION REPORT

HPK/2026/0042
Valid 30/01/2026

171 WESTON SHEFFIELD
ROAD
GLOSSOP

PROPOSED DRIVEWAY FOR
1NO VEHICLE AND DROPPED
KERB

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design, character and appearance
- Impact upon residential amenity
- Highway Safety and Parking

DESCRIPTION OF SITE

The application site refers to a traditional stone two storey semi-detached dwelling located off Sheffield Road within the defined settlement boundary of Glossop.

The surrounding area is characterised by traditional two storey dwellings similar in scale and appearance to the application site and small rows of terraced dwellings. The properties to the north of Sheffield Road follow a semi-regular building line and are all set back marginally from the highway.

PROPOSAL

The application seeks full planning consent for a new driveway and dropped kerb. Full consent is required for the dropped kerb as it relates to a classified road (A57-Sheffield Rd).

The proposals would remove an existing stretch of fencing and place a new block paving permeable driveway with a width of 2.8m and a depth of 7m.

The proposals would also see an alteration to the front boundary treatment with the exiting 1m tall railing replaced with an arch gate measuring 1m – 1.3m in height and an iron railing topping along the existing front boundary wall. From a site visit it appears that the existing surface has been removed, but the proposed permeable block paving has not been installed nor the dropped kerb.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Local Plan 2016

S 1 Sustainable Development Principles

S 1a Presumption in Favour of Sustainable Development

S2 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

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: 17/03/2026
Neighbour consultation period ends: 20/02/2026
Press Advert: N/A

Public Comments

No comments received.

Town / Parish Comments

No comments received.

Derbyshire County Council Highways (No Objection subject to Condition)

Initial comments 19.02.2026

It is considered that the proposed access to serve the parking space can achieve acceptable emerging visibility splays in both directions; the frontage boundary treatment will be required to remain below 1m in height which should be conditioned accordingly.

It is noted that there is an existing lighting column located at the central point of the proposed access which will require relocating to allow the access to be useable. The applicant is advised to contact DCC's Street Lighting team regarding the relocation of the column and all costs associated with required works will be borne by the applicant.

The submitted plans indicate the parking space to be 4.8m x 2.4m in size, which does accord with DCC's parking guidance; however, the parking guidance also requires residential spaces to be widened to allow accessibility. Considering that the proposed space is tight up to the side of the property and the boundary fence on the other side, the space will need to be widened by 0.9m. A revised plan is required to be submitted which clearly identifies the widened parking space.

The red line boundary plan appears to extend outside of the control of the applicant. The red line plan extends into an area of verge between the property curtilage and a footpath which links Sheffield Road and Queens Drive. The ownership of this area of land is unknown; however, according to DCC records the land is not part of the publicly maintainable highway. This issue raises concerns about the ability of the applicant to fully construct the access and parking space wholly within land which they control. The LHA would not wish to see consent be granted for the access and parking space, as well as having the lighting column relocated, if the applicant only controls half of the space required to undertake the required works.

Following additional information providing by the applicant an updated highways response was received 20.03.2026

Further to the receipt of additional information, it is considered that the proposed access and parking space will not have an unacceptable impact on highway safety.

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

Conditions

The access shall be formed all in accordance with the submitted plan(s).
Reason: To ensure conformity with submitted details.

The proposed access gates shall be made to open inwards only.
Reason: In the interests of highway safety

OFFICER COMMENTS

Principle of Development

The application seeks full planning permission for an alterations to an existing residential property that lies within the built up area boundary for Glossop, which is identified as a Market Town under Policy S2 of the High Peak Local Plan (2016). The site is not constrained by any sensitive statutory designations and given the nature of the proposed development is deemed to be acceptable in principle subject to an assessment of material considerations such as design and residential amenity which are discussed in greater detail below.

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 addition and respecting the character and appearance of the building through an appropriate choice of materials.

The proposed works would create a new driveway area, dropped kerb and boundary treatments to an existing area of side garden. Along the western boundary of the site there is an access route although not a formal Public Right of Way which is used by pedestrians to gain access to Queens Drive and the recreation ground to the north. The proposed driveway is not deemed to have any adverse impact upon the character of the dwelling and is a typical feature of domestic dwellings.

Whilst driveways are not typical within the immediate context of the site along the north side of Sheffield Road, although it is noted that number 131 to the west has a very similar driveway, they do form part of the character of the south side of Sheffield Road and further to the east to the North of Sheffield Road (properties 199 - 213), where later semi-detached dwellings are afforded driveways to the side and small detached garages. Therefore, given that driveways are not an alien feature to the character of Sheffield Road as a whole, the proposed driveway is not deemed to have any adverse impacts upon the character of the street scene or the wider surrounding area.

Therefore with regard to the above the proposed works are deemed to not have any unacceptable impacts with regard to their design, character and appearance in accordance with Local plan Policy EQ6, The Design Guide SPD and national policy contained within the 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 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.

The proposals do not seek any extension to the building itself with the majority of the works, barring the altered front boundary treatments, being at ground level. Therefore the proposed development would not breach the 45 degree rule and therefore the proposals would not lead to any overshadowing or appear overbearing in their nature.

The proposed driveway and boundary treatments are not judged to lead to any loss of privacy or lead to overlooking. Consequently, the proposed works are not judged to have any unacceptable impacts upon residential amenity in accordance with Local Plan Policy EQ6, 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 and provides suitable off-street parking provision in accordance with guidelines set out under Appendix 1 of the Local Plan.

The existing onsite arrangement does not afford any off-street parking provision. The proposed works would allow for one off-street vehicle parking space which would reduce somewhat the amount of existing on-street parking on Sheffield Road.

DCC Highways requested additional information and a revised site plan for clarity. Additionally the works had appeared to extend outside of the owners control, however additional information in the form of a land registry title shows the area of the works to be within the applicants ownership.

Therefore in light of the above the proposed development is not deemed to have any highway safety impacts in accordance with local Plan Policy CF6 and Appendix 1 Parking Standards of the High Peak Local Plan.

CONCLUSION / PLANNING BALANCE

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

Therefore the application is recommended for approval subject to conditions.

OFFICER RECOMMENDATION : Approve

Case Officer: Stuart Talbot

Recommendation Date: 26/03/2026

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council