

DELEGATED DECISION REPORT

HPK/2026/0005
Valid 06/01/2026

51 JODRELL MEADOW
WHALEY BRIDGE

SINGLE STOREY REAR
EXTENSION AND GARAGE
CONVERSION AND RAISED
PATIO AREA.

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Design, character and appearance
- Impact upon residential amenity
- Highway Safety and Parking
- High Risk Coal Area

DESCRIPTION OF SITE

The application site refers to a two storey semi-detached property located on Jodrell Meadow within the defined settlement boundary of Whaley Bridge. As existing, the site is afforded an integrated side garage and a large rear dormer loft conversion.

The surrounding area features predominantly two storey semi-detached dwellings which are similar in scale and appearance to the application site.

PROPOSAL

The application seeks full planning consent for a garage conversion and works, a single storey rear extension further to a raised patio area.

The proposed garage conversion, whilst it would occupy the same footprint as the existing arrangement would be altered to have the appearance more akin to a lean-to side extension with a new mono-pitch roof and the garage door removed and replaced with a blank rendered elevation. The proposed new roof would increase the maximum height of the garage from 2.6m to 3.9m in height with the eaves remaining at the same height as the existing garage. The garage conversion would see the introduction of a skylight to the roof and a new patio style doorway to the rear elevation.

The proposed single storey rear extension would also feature a mono-pitch roof and would have a depth of 2.95m and would occupy the entire width of the original rear elevation at 6.8m. The extension would have a height of 2.2m to the eaves with a maximum height of 3.6m to the ridge.

The proposals also seek a raised patio / decked area which is to be raised approximately 0.6m with a depth of 1m extended from the rear of the proposed rear extension element.

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)

Whaley Bridge Neighbourhood Plan 2022-2032

WB-E1 Sustainable design

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: 05/02/2026
Neighbour consultation period ends: 29/01/2026
Press Advert: N/A

Public Comments

One public comment has been received which states "No objection".

Town / Parish Comments

No comments have been received.

Derbyshire County Council Highways (No objection subject to condition)

Further to previous LHA comments and following receipt of a revised plan indicating three parking spaces as requested, please find the following LHA comments in response to this application.

It is considered that the revised parking layout is acceptable to serve the likely parking requirements of the application site; should some additional on street parking be generated by the dwelling, it is considered that this can be accommodated on the highway network without having an unacceptable impact on highway safety which would warrant an objection to the application.

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 seeks full planning permission for an extension and alterations to an existing residential property that lies within the built up area boundary and Neighbourhood Plan area for Whaley Bridge, 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. Policy WB-E1 states that development should be well-designed, locally distinctive to Whaley Bridge and sustainable.

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 garage conversion would see the introduction of a new lean-to style mono-pitch roof the existing side garage. Further to the removal of the garage door and new brickwork and render the existing garage would take on the appearance of

a typical side extension. The proposed conversion works would remain subordinate to the host dwelling and would appear in keeping with the street scene. As a consequence the proposed garage conversion is deemed to comprise an acceptable design and appearance.

The proposed development also seeks to create a single storey rear extension with a mono-pitch roof. The proposed rear extension element would extend 2.85m in depth from the rear elevation and given its maximum height of 3.6 and of 2.2m at the eaves, by virtue of its modest scale the proposed rear extension element would likely be afforded permitted development rights should it be applied for separately. Given this modest scale the extension is deemed to be subservient to the existing dwelling and would retain the character of the existing dwelling.

The proposed rear extension would be wholly to the rear of the dwelling and therefore would not be visible within the public domain. Therefore, the proposed extension would have no detriment to the character of the street scene or wider surrounding area.

The proposals also include a raised deck area, serving both the rear extension and side extension the design of which would take advantage of the sloping land levels to the rear of the property to create an area to access the outdoor amenity space directly to the rear of the proposed extension. This raised patio area is not judged to have any harm with regards to its design and is considered to be appropriate.

The proposed development would be 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. An isolation distance of 21m between window should be achieved to protect the privacy of all parties.

There are no properties to the north of the site, with the site being an end of close property. There is one property located to the rear (east) of the site, however the proposed extension would retain 24.5m separation distance to this dwelling. With regard to the single storey nature of the rear extension and the privacy distances it is not judged that the proposed development would result in any unacceptable overlooking or loss of privacy to the property to the rear.

The proposed garage conversion does not contain any side windows or windows to the front elevation. The garage conversion would retain the same built footprint as the existing garage and therefore is not judged to have any unacceptable impacts upon neighbouring amenity.

The proposed rear extension would result in a minor breach of the 45 degree line (by approximately 0.2m) to the nearest window of the adjoining property of 49 Jodrell Meadow. However, it is unclear whether this window serves a habitable room, and given the internal arrangement of the application site and other properties along Jodrell Meadow from previous planning applications and sales particulars it would appear most likely that this room serves a kitchen, a non habitable room. In addition the proposed rear extension would project just less than 3m from the rear elevation of the property and as such would fall within the permissible extensions under permitted development rights.

With regard to the fact that the proposed rear extension would likely be permitted development, the existence of some screening in the form of vegetation and a fence along the boundary line between the adjoining properties, it is not judged that a refusal is warranted on this basis.

The proposals also include a raised patio area. The raised patio would retain 23.5m to the property of Dalehurst to the rear and given the limited depth (1m) and height of the raised platform at 0.6m this is not judged to result in any loss of amenity to Dalehurst or the rear garden / amenity area of 49 Jodrell Meadow. The raised patio areas, due to their limited depth would not serve an area where the occupants could dwelling, or sit out with chair and a table.

The proposals would not have any unacceptable impacts upon residential amenity and complies with Local Plan Policy EQ6, the Residential Design Guide SPD, and national policy detailed within 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 proposed development would not increase the bedroom provision of the site but do seek to convert an existing garage into a habitable room. The applicant contends that due to the existing nature of the driveway, vehicular access to the garage is currently not possible. From a site visit it would appear that this is indeed the case.

Nonetheless upon request of Derbyshire County Council Highways an updated site plan has been received to identify space for 3 off street vehicle spaces. The proposals would therefore accord with Appendix 1 - Parking Standards of the High Peak Local Plan.

High Risk Coal Area

According to the Councils mapping system the site lies within a high risk coal area. However as this development relates to householder development, a coal mining risk assessment is not necessary. However an informative will be imposed drawing the applicants attention to this matter.

CONCLUSION / PLANNING BALANCE

The proposed development is considered acceptable principle, would be of an acceptable design and will not result in any adverse impacts upon visual or residential amenity. 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: 30/03/2026

X 

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council