

DELEGATED DECISION REPORT

HPK/2026/0059
Valid 09/02/2026

7 GODWARD ROAD
NEW MILLS

FIRST FLOOR SIDE
EXTENSION AND GARAGE
CONVERSION

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development.
- Character & Design.
- Residential amenity.
- Highway safety.

DESCRIPTION OF SITE

The application site is a 3-bedroom detached property located within the built-up area of New Mills.

There are significant levels changes at the site. At such the dwelling is raised above road level with a steep driveway. Steps lead from the driveway to the front door of the property.

The property currently has an integral garage with one hard-surfaced parking space to the front of the dwelling. A patch of grass is also located to the front of the property.

Aside from the integral garage, the ground floor of the property currently consists of a kitchen, dining area, and lounge.

Public Right of Way Footpath 202 runs along the rear boundary of the property.

PROPOSAL

There are two aspects proposed under this application,

1. A first-floor side extension over the existing garage to create a study, and
2. The conversion of the integral garage to create a fourth bedroom.

A Lawful development Certificate for the proposed conversion of the garage to a habitable room was submitted and granted under application HPK/2026/0149.

Therefore weight is attributed to this fall-back position within the assessment of this application.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

High Peak Borough Council Local Plan (2016):

Policy S 1 Sustainable Development Principles.

Policy S 1a Presumption in Favour of Sustainable Development.

Policy S 2 Settlement Hierarchy.

Policy S 6 Central Sub-area Strategy.

Policy EQ 6 Design and Place Making.

Policy CF 6 Accessibility and Transport.

National Planning Policy Framework (December 2024):

Part 2 – Achieving Sustainable Development.

Part 4 – Decision-making.

Part 12 – Achieving Well Designed Places.

Supplementary Planning Documents (SPD):

High Peak Design Guide (2018).

Residential Design (2005).

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

The following applications are considered to be the most relevant to this application:

HPK/0001/0037 - Proposed 4 No Detached Houses With Single Garages - Approved.

HPK/0001/4717 - Proposed Erection Of Four Detached Dwelling Houses And Garages - Approved.

HPK/2026/0149 - Certificate of Lawfulness for a proposed garage conversion and installation of rooflights - Certificate Approved 12/06/2026.

CONSULTATIONS**Publicity**

Site Notice expiry date: 24/03/2026.

Neighbour consultation period ends: 03/03/2026.

Press Advert: N/A.

No written representations received as part of the consultation process.

OFFICER COMMENTS

Principle of Development:

The application site is located within the built-up area boundary.

HPBC Local Plan Policy S 1 seeks to ensure the delivery of sustainable development, by ensuring, amongst other things, the effective use of land, protecting and enhancing the boroughs natural and historic environments, and securing high quality design and amenity standards. Policy S 1 seeks to locate new development in line with the boroughs Settlement Hierarchy.

HPBC Local Plan Policy S 2 sets out the settlement hierarchy for the borough. The application site falls within New Mills, which is identified as a 'Market Town', which is an area which will be the main focus for development and growth.

The Central Sub-area Strategy (Policy S 6) seeks to promote the sustainable growth of the central sub-area boundary, including meeting the housing needs of the local community.

Therefore the principle of development is considered to be acceptable, subject to all other material planning considerations being found to be acceptable.

Character & Design:

Policy EQ 6 of HPBC's local plan identifies that all development should be well designed and of a high quality that responds positively to its environment, whilst also contributing to local distinctiveness and sense of place. It seeks to achieve this by, amongst other things:

1. Requiring developments to be of high quality design that protects, enhances and / or restores landscape character.
2. Requiring that development contributes 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.
3. Requiring that development achieves a satisfactory relationship to adjacent development and does not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity.

The Council's adopted Design Guide, and Residential Design Guide Supplementary Planning Documents, seek to build upon Policy EQ 6 and provide more detailed and practical advice for aspects such as design (size, siting, scale, materials, roof style etc) and impacts on neighbours in relation to possible overshadowing, massing, and overlooking etc.

The existing garage is single storey with a large pitched roof above, providing storage within the roof space. The existing pitched roof above the garage reaches approximately 5.84m high when measured from the ground floor level of the garage to the top of its ridge.

The proposed first floor side extension over the existing garage would result in the ridge height increasing by approximately 1.491m to provide sufficient headroom

within the roof space to facilitate the creation of a study area. 3x roof lights are proposed accordingly, 2 of the front roof slope, and 1 on the rear.

The new roof will retain its gable end and will link in with the main house roof.

The aforementioned Supplementary Planning Documents identify that windows are among the most important features of an elevation as they are a buildings 'eyes', and the design of replacement/new windows needs to relate to the age and style of the property as well as to the local context.

The proposal would involve the removal of the existing garage door, partially bricking up the opening, and installing a new window. Due to the significant level differences across the site, the existing garage has a lower floor level than the main house. This, in conjunction with the proposed roof alterations to facilitate the creation of the first floor study, would result in the new window proposed as part of the garage conversion sitting somewhat centrally within the elevation as opposed to being tucked up to the eaves.

Although the scale of the new window is slightly larger than the existing windows on the property façade, it would not be too dissimilar in character and appearance when viewed holistically within the street scene. Whilst it would be preferable to have the window match the size of the existing windows to ensure design consistency, it is considered in this instance given the site level differences (and how this has influenced the design/appearance of the dwelling), that the absence of the vertical and horizontal emphasis on this occasion would not warrant a refusal of the scheme alone on this basis.

Matching materials are proposed for the development in terms of external facing brickwork and concrete tiles, and it is considered that a suitably worded planning condition would be a suitable mechanism to secure this.

Visually the proposed changes are considered not to cause harm to the character of the street scene or wider visual amenity of the locality.

Residential Amenity:

The requirements of Policy EQ 6 have been set out above, in relation to securing a satisfactory relationship with adjacent development and avoiding harm to amenity etc.

The neighbouring property has 2 doors at ground floor level in its side elevation, including a number of side windows at ground and first floor level.

It is understood that these doors serve the garage and a porch area, with the windows serving a utility and porch at ground floor level and serving a bathroom at first floor level. These windows and doors would not therefore serve habitable rooms in planning terms.

On this basis, and in conjunction with the siting and scale of the proposed development, the windows on the side (east) elevation of the neighbouring property (No.5a) would still receive some direct sun light, and as such it is considered that the amenity of the neighbour would not be detrimentally harmed by virtue of massing or overshadowing as a result of the development.

Given existing access arrangements between the dwellings relative to land level differences, the proposed increase in ridge height at first floor level is considered not to be unduly overbearing.

Existing separation distances would be retained between all neighbouring properties, and on this basis it is considered that the property (No.9) to rear (north) would not be unduly harmed by virtue of overlooking, overshadowing or massing.

Overall it is considered that the proposed first floor side extension, siting of the new windows, or the use of the internal spaces, would not cause any detrimental harm to the amenity of any nearby neighbour from aspects such as overlooking, overshadowing or overbearing impacts etc.

Highway Safety:

HPBC Policy CF 6 requires details to be submitted in relation to a developments proposed level of parking provision, with further parking guidance provided at Appendix 1 of the Local Plan.

Appendix 1 details that for a 4+ bedroomed property, 3 off-street car parking spaces should be provided.

As part of the proposal involves the loss of the garage for parking, this would require the provision of the off-street parking to be delivered on the remainder of the plot.

The existing driveway is to remain unaffected by the development and will continue to provide 1 off-street parking space. However this results in a shortfall of approximately 2 off-street parking spaces.

Officers are mindful of the available fall-back position at the site, whereby the applicant could exercise their Permitted Development Rights to convert the garage into a bedroom (as proposed under this application), which would be subject to an assessment of off-street parking capacity at the property. A Proposed Lawful Development Certificate has been granted by the Council for these works at the property. This fall-back position is therefore a material consideration in the assessment of this application.

In addition, it is considered that the site is located in an accessible location, being located approximately 220m to the designated town centre boundary. The town centre offers an array of amenities and services.

'Manual for Streets' sets out that a walkable neighbourhood is typically characterised by having a range of facilities within a 10 minute (up to about 800m) walking distance, which residents may access comfortably on foot.

Active Travel England also advocates that a site should have safe, direct, convenient and accessible access to a bus stop within 400m (a 5 minute walk) from a site. Bus stops are located approximately 230m to the south-east of the site on Spring Bank.

Additionally the New Mills train station is located approximately 570m to the south of the site.

Overall it is considered that in this instance, given the specific accessible circumstances of the site and the available fall-back position, that the absence of full off-street parking in this location would not be detrimental to the safety or capacity of the local highway network.

CONCLUSION / PLANNING BALANCE

The principle of development is considered to be acceptable.

The proposed changes are considered not to cause harm to the character of the street scene or wider visual amenity of the locality.

It is considered that the development would not cause any detrimental harm to the amenity of any nearby neighbour from aspects such as overlooking, overshadowing or overbearing impacts etc.

A Proposed Lawful Development Certificate has been granted by the Council for a garage conversion to a bedroom at the property. This fall-back position is therefore a material consideration in the assessment of this application.

It is considered that the site is located in an accessible location, within a reasonable walking distance to the town centre, bus stops, and rail station.

It is considered that there shall be no detrimental impact on the safety or capacity of the local highway network due to the site specific circumstances applicable in this instance/location.

Having reviewed all the submitted information, and assessing this against all relevant policies and material planning considerations, within the planning balance, conditional approval is recommended for this application.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Alex Bonser

Recommendation Date: 10/08/2026

X *J. Colley*

Signed by: Jane Colley Signature

On behalf of High Peak Borough Council