

DELEGATED DECISION REPORT

HPK/2026/0237
Valid 26/06/2026

18 LANSDOWNE ROAD
BUXTON

PROPOSED ERECTION OF
DETACHED
GARAGE/GARDEN ROOM

(FULL - HOUSEHOLDER)

MAIN ISSUES

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

DESCRIPTION OF SITE

The application site is a detached residential property located within the built-up area, within the Buxton sub-area.

The area is residential in character with dwellings being set back from the public highway. A school is located to the rear of the site.

A low level stone wall is present along the front boundary, with soft landscaping behind.

A single storey extension has recently been constructed to the rear of the property. The site falls within the Nutrient Neutrality SSSI Catchment for the Buxton area.

PROPOSAL

The proposal relates to the construction of a single garage to the west of the existing dwelling. A garage structure previously occupied this space, but it is understood that it was removed due to it being in a poor condition.

The garage would have a pitched roof and measure approximately:

- 4.5m in width.
- 6m in length.
- 2.1m to the eaves.
- 4.055m to the ridge.

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 7 Buxton Sub-area Strategy.

Policy EQ 6 Design and Place Making.

Policy EQ 9 Trees, woodland and hedgerows.

National Planning Policy Framework (December 2024):

DM3: Determining development proposals.

S3: Presumption in favour of sustainable development.

S4: Principle of development within settlements.

DP3: Key principles for well-designed places.

Supplementary Planning Documents (SPD):

High Peak Design Guide (2018).

Residential Design (2005).

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HNT/2024/0011 - Single-storey render, stone and timber clad, flat-roof extension.

The extension will extend beyond the rear wall of the original dwellinghouse by 4.20m. The maximum height of the extension will be 3.10m. The height at the eaves of the extension will be 3.10m - Approved 14/01/2025.

CONSULTATIONS**Publicity**

Site Notice expiry date: 11/08/2026.

Neighbour consultation period ends: 17/07/2026.

Press Advert: N/A.

A summary of the points raised in the submitted comment(s) is as follows:

Buxton Civic Association:

- No objection from a design and impact point of view.

Derbyshire County Council Highways:

- No objection. There appears to be no material impact on the public highway.

No other written representations received as part of the consultation process.

OFFICER COMMENTS**Principle of Development:**

The site is located within the built-up area. 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 Buxton, which is identified as a 'Market Town', which is an area which will be the main focus for development and growth.

The Buxton Sub-area Strategy (Policy S 7) seeks to establish Buxton as England's leading spa town and principal service centre for the Peak District. This will be achieved by, amongst other things, protecting and enhancing the unique character of Buxton's spa heritage, townscape and natural environment, meeting housing needs, encouraging growth of employment opportunities and the local economy, and enhancing community services and infrastructure.

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.

There are a mix of house types along Lansdowne Road, consisting of bungalow's and two-storey properties, and detached and semi-detached properties. The dwellings also displays a mix of materials in their external appearance, with stone and various render finishes all visible within the immediate vicinity. Therefore it is considered that there is no established design vernacular in this location.

The street scene is considered to have a verdant open character due to the presence of street trees, on-plot landscaping, and specious set-backs within plots.

The Council's adopted Residential Design (2005) SPD sets out design expectations for building such as garages, detailing at Paragraph 9.7 that:

"Garages and outbuildings should relate to the main dwelling in terms of size, proportion and appearance. They should be subordinate in size and height and match the materials of the existing house."

The adopted High Peak Design Guide (2018) SPD is consistent in its expectations for garages, with Paragraph 5.10 highlighting how they “*need to be designed and built in sympathy with the properties they serve*”.

The proposed single garage would be set-back from the principle elevation of the main house, and it is considered that by virtue of its design, scale and siting, that it would appear subordinate to the existing property in terms of its proportion.

It is proposed that the garage would have a render finish. The existing dwelling is rendered, as are those properties immediately adjacent and opposite the site. A mix of pebble-dash and white/cream render is visible within the immediate vicinity. The application form also details that the roof of the garage would be utilise ‘plain tiles’. It is considered that a suitably worded planning condition would be an appropriate mechanism requiring details of the garages external finishes to be submitted for approval.

Although the garage would be visible within the street scene, detached garages located to the side of dwellings is commonplace along this section of Lansdowne Road.

As such it is considered that the development would not cause any 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.

To the west of the site land levels rise slightly, resulting in the adjacent bungalow (No.16 Lansdowne Road) and its garden being located at a slightly higher elevation. The boundary between the site and No.16 comprises of a timber fence and conifer hedge.

The garage is proposed to have a dual-pitched roof, with an eaves height of approximately 2.1m, and a maximum ridge height of approximately 4.055m. The roof will slope away from the boundary line. The garage itself will be located 1m off the boundary.

It is considered that due to the design, scale and siting of the garage, there will be no detrimental impact on the amenity of any nearby resident by virtue of overbearing, overshadowing or overlooking impacts.

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.

The existing site has a large driveway area to the front and side of the dwelling, capable of accommodating multiple vehicles.

This application proposes an additional garage, over and above the existing off-street parking provision at the site

No objections have been received from the Highway Authority in relation to the proposal.

Overall, it is considered that the proposal would not have a detrimental impact upon the safety and/or capacity of the local highway network.

Arboriculture:

HPBC Policy EQ 9 identifies that the Council will protect existing trees and hedgerows from loss or deterioration. This will be achieved by:

- a) Requiring that existing healthy mature trees and hedgerows are retained unless the need for, and benefits of, the development clearly outweigh their loss.
- b) Requiring new developments where appropriate to provide tree planting and soft landscaping, including where possible the replacement of any trees that are removed at a ratio of 2:1.

There is evidence on site of some tree felling having already taken place. It is unclear when these works took place, however the works would not have required any consent from the Local Planning Authority.

Given the siting of the garage and land level differences relative to the location of the conifer hedge and retained trees, it is considered that the hedgerow and trees would not be unduly affected by the development.

Nutrient Neutrality:

The site lies within the catchment of the River Wye which forms the Peak District Dales Special Area of Conservation (SAC). The Council has been notified that action must be taken to address exceedances of phosphorus in the River. As such, the Council cannot grant consent for development unless it can rule out “likely significant effects” on the SAC. A Habitats Regulations Assessment (HRA) will be required when the plan or project creates a source of water pollution or has an impact on water quality and when it is within the catchment of the SAC. Initially, a screening assessment will be required to consider if “likely significant effects” (alone or in combination) on the SAC can be ruled out. If not, this will be followed by an “Appropriate Assessment” where the impact of the plan or project is considered in detail.

Screening Assessment

The proposal is not directly connected with or necessary for the conservation management of a European site. The proposal will not increase overnight stays or surface water run-off from the site. Therefore it will not risk having a significant

negative effect on the SAC either on its own or in combination with other proposals and therefore it is not necessary to carry out an Appropriate Assessment.

CONCLUSION / PLANNING BALANCE

The principle of the development in the built-up area is considered to be acceptable. Detached garages are commonplace along this section of Lansdowne Road. The street scene has no established design vernacular with a mix of dwelling types and finishes in the vicinity.

It is considered that the amenity of nearby residents would not be detrimentally harmed by virtue of the design, scale and siting of the garage.

Sufficient off-street parking is available at the address, and the proposal is located a sufficient distance to ensure safe tree and hedgerow retention.

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: 27/08/2026

X *B.S. Haywood*

Signed by: Ben Haywood

On behalf of High Peak Borough Council