

DELEGATED DECISION REPORT

HPK/2026/0196 Valid 18/05/2026	27 MARLBOROUGH ROAD BUXTON	ERECTION OF A DETACHED SINGLE GARAGE (REPLACING AN EXISTING TIMBER SUMMER HOUSE). WIDENING OF THE EXISTING GATE POSTS FOR VEHICULAR ACCESS, THE REINSTATEMENT OF LOWER GROUND FLOOR WINDOWS AND 2NO. STAINED GLASS WINDOWS TO THE FRONT ELEVATION AT GROUND LEVEL. TIMBER TRELLIS PROPOSED ABOVE THE EXISTING STONE BOUNDARY WALL TO THE REAR (FULL - HOUSEHOLDER)
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MAIN ISSUES

- Design
- Character and Appearance
- Neighbour amenity
- Nutrient Neutrality
- Parking and Access

DESCRIPTION OF SITE

The application site comprises 27 Marlborough Road, a substantial detached dwelling occupying a prominent corner plot at the junction of Marlborough Road and Corbar Road. The property benefits from an existing off-street parking area to the front and a timber summerhouse positioned within the side/rear curtilage of the site. Marlborough Road forms part of the historic Devonshire Park residential area. The application site lies within The Park Conservation Area and is subject to an Article 4 Direction, which restricts certain permitted development rights and requires planning permission for forms of development that would otherwise not require consent.

PROPOSAL

Planning permission is sought for the erection of a detached single garage (replacing an existing timber summer house). Widening of the existing gate posts for vehicular

access, the reinstatement of lower ground floor windows and 2no. stained glass windows to the front elevation at ground level. Timber trellis proposed above the existing stone boundary wall to the rear.

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
EQ7 Built and Historic Environment
CF 6 Accessibility and Transport

National Planning Policy Framework

Chapter 2: Achieving sustainable development
Chapter 12: Achieving well designed places
Chapter 15: Conserving and enhancing the natural environment

Supplementary Planning Guidance

High Peak Residential Design Guide SPD (2005)
High Peak Design Guide (2018)

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

HPK/2004//1036 - Single storey detached double garage in rear garden to replace existing – Approved 2004.

CONSULTATIONS

Publicity

Site Notice expiry date: 16/06/2026
Neighbour consultation period ends: 11/06/2026
Press Advert: 25/06/2026

Public Comments

By the end of the consultation period, two neighbouring responses were received

Comment of support:

We would like to confirm our support for this application, the provision for additional off street parking will improve the safety of turning into Marlborough Road. The proposed addition to number 27 will have no detrimental impact to us.

Objection summary:

An objection was received raising concerns regarding the accuracy and completeness of the submitted plans, the height, scale and siting of the proposed garage, its impact on neighbouring residential amenity, and its effect on the character and appearance of the Conservation Area. Additional concerns were raised regarding impacts on boundary hedging, driveway alterations, drainage and surface water runoff.

Conservation Officer

In summary, there are no heritage objections to the principle of the proposed scheme. However, the proposed garage may benefit from being set back from the principal elevation of the host dwelling to ensure a subordinate appearance.

Derbyshire County Council Highways

The application proposes the erection of a new garage and alterations to the site access. Whilst DCC's parking guidance does not recognise garages as parking spaces, there will be no loss of parking within the site curtilage if the garage is not utilised as a parking space. There are no objections to the proposed alterations to the site access; the applicant will require authorisation to carry out the works under S184 of the Highways Act 1980.

Conclusion

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. Recommend a condition that the development shall not be brought into use until the access and parking facilities have been provided.

OFFICER COMMENTS

Principle of Development

The property lies within the built-up area boundary of Buxton, which is identified as a Market Town in the settlement hierarchy under Local Plan Policy S2 in recognition of it being a sustainable location with access to services and facilities. However, the site also lies within the Park Conservation area and therefore, the principle of development will only be considered acceptable provided that the development sustains and enhances the character of the conservation area. Other material considerations include residential amenity, the impact on the highway and nutrient neutrality.

Design and impact on the conservation area

Policy EQ6 of the Local Plan states all development should be well designed and of a high quality that respects local distinctiveness and sense of place.

Policy EQ7 of the Local Plan states that the council will conserve heritage assets in a manner appropriate to their significance.

The council's Residential Design SPD, chapter 9 states that 'Extensions and alterations to existing houses can have a significant impact on the appearance of a house, neighbouring property and the street scene. It is important, on all types of houses, that domestic development is carefully designed'.

Planning permission is sought for the erection of a detached single garage following the demolition of the existing timber summerhouse. Widening of the existing gate posts for vehicular access, the reinstatement of lower ground floor windows and 2no. stained glass windows to the front elevation at ground level. Timber trellis proposed above the existing stone boundary wall to the rear.

Following the demolition of the existing summer house, it is proposed to erect a garage within the site measuring 4.2m in height. The garage would be constructed in stone with a slate roof with a vertically boarded timber double door. The materials would reflect those of the host dwelling and are considered sympathetic to the character and appearance of the host property and the wider Conservation Area. The proposed garage would be positioned broadly in line with the front bay window of the dwelling, projecting slightly forward of the building line. The councils Conservation Officer advised that setting the garage further back would result in a more subordinate appearance within the street scene. The applicant's preference is to keep the garage in the proposed position. Despite this, the proposed garage is considered to be of an appropriate scale and design that would not compete with the proportions of the host dwelling which has an imposing impact on the street scene. Overall, it is considered that the proposed garage would not result in unacceptable harm to the character or appearance of the Conservation Area.

The proposal includes the removal of a small section of the existing stone boundary wall to widen the vehicular access. Given the limited extent of these works, the alteration is considered minor in nature and would not materially affect the appearance of the street scene or the significance of the Conservation Area. No objections to this aspect of the proposal have been raised by the Council's Conservation Officer.

It is also proposed to reinstate two lower ground floor windows which have previously been blocked up. As these windows are located at the lower ground floor they are not visible from the public domain. The application form confirms that the frames will be timber to match the host dwelling. There are no heritage objections to reinstatement of these details.

It is proposed to add additional timber trellising to the existing rear boundary wall. The timber trellis will have limited visibility from the public domain. The use of a trellis will allow the retention of the traditional rear boundary treatment, while maintaining a visually softer extension to the height of the rear boundary treatment than alternative options. As such there are no heritage objections to the additional timber trellis proposed.

In conclusion, whilst heritage concerns from the neighbour are noted, the proposed garage and the alterations to the dwelling are considered to sustain the importance of the heritage asset and complies with Policies EQ6 and EQ7

Amenity

Policy EQ 6 'Design and Place Making' requires 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 Residential Design SPD, paragraph 9.2 states that 'Domestic extensions should be of a scale and be designed and positioned to avoid undue harm to the amenity of neighbouring properties. They must have regard to the orientation of adjacent homes, the number and position of windows and land levels'.

The proposed window amendments are not considered to give rise to any adverse residential amenity impacts, as the new opening would not directly overlook or face neighbouring properties.

No. 25 Marlborough Road is the neighbouring property located immediately to the east of the application site, which is sited on lower ground levels, when compared to the application site as shown in the photo below:



The proposed garage would be positioned adjacent to the shared boundary with No. 25 Marlborough Road. The submitted plans indicate that the proposed garage would have a ridge height of 4.2m, representing an increase of 1.1m when compared to the existing summerhouse on the site.

Concerns have been raised regarding the impact of the new garage upon outlook, overshadowing, and the height difference between the application site and No. 25 Marlborough Road. During a site visit, the Case Officer observed and accounted for these differing land levels. Although the proposed garage would be higher than the existing summerhouse and project 1.1m above the hedge, it would be set against the backdrop of the existing dwelling at a distance of 9m. Given this separation, alongside its position to the west of No. 25, the increased scale is not considered to result in a material loss of daylight, unacceptable overshadowing, or an overbearing impact on neighbouring outlook and private amenity areas, particularly given its siting slightly to the north west.

Objections have also been raised regarding the proximity of the garage to the shared boundary, potential impacts upon maintenance access, and the effect of the development on adjacent hedging. The submitted plans demonstrate the location of the new building would be very similar to the existing. Matters relating access for maintenance, boundary responsibilities, and the requirement for any separate consents are private civil matters and do not form part of the planning assessment. It is noted that the application does not propose the removal of the boundary hedging. While concerns regarding surface water runoff are noted, the impact is not expected to differ from that of the existing summerhouse. The proposal represents a relatively small-scale domestic development and there is no evidence to suggest that it would give rise to significant drainage issues.

Consideration has also been given to the impact of the proposed trellis. However, given it's lightweight construction, it is not considered that any amenity impact would be sufficient to justify a refusal.

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 development is proposed to improve vehicle parking and access arrangements within the site. The Highway Authority, has assessed the application and raises no objection to the proposal. The Highway Authority concludes that the development would not result in an unacceptable impact on highway safety or a severe impact on congestion and therefore no highway objection is warranted.

Should planning permission be granted, a condition will be attached requiring the access and parking facilities to be provided in accordance with the approved plans.

An informative will also be included advising the applicant that a Section 184 licence under the Highways Act 1980 must be obtained from Derbyshire County Council prior to undertaking works associated with the alteration of the vehicular access within the public highway.

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. However, the proposal does involve additional roof area and will therefore increase surface water run-off. However, given the very limited extent of the additional roof it will not significantly increase run-off from the site and in turn 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 proposed development is considered to be of an acceptable design overall, and would not result in adverse impacts on the original dwelling, the overall street scene, the wider conservation area or upon neighbouring amenity. Whilst neighbour concerns have been noted, it is considered that the proposal complies with the relevant policies and guidance. Accordingly, the application is recommended for approval.

OFFICER RECOMMENDATION : APPROVE

Case Officer: Agatha Dutton

Recommendation Date: 28/08/2026

X *B.S. Haywood*

Signed by: Ben Haywood

On behalf of High Peak Borough Council