

10. FULL APPLICATION – ALTERATIONS AND EXTENSION TO REAR OF PUB PLUS ALTERATIONS AND EXTENSION TO EXISTING OUTBUILDING, THE MOON INN, STONEY MIDDLETON (NP/DDD/0216/0109, P.7729, 423076/375401, 26/04/2016)

APPLICANT: MR DAVE DUNROE

Site and Surroundings

The Moon Inn is located within the centre of Stoney Middleton and within the Stoney Middleton Conservation Area. The public house is an important gateway building into the village when entering from the east located on the junction of High Street and the A623.

The pub is a prominent two storey vernacular building with white painted rendered walls and blue slate pitched roofs. Windows and doors are timber and of traditional design with sash window frames and solid doors. The pub car park is located to the east of the building, set above the road behind a high stone retaining wall. To the west of the pub is a walled garden set behind a two storey high stone wall which attaches to the main building and is itself a dominant feature at the foot of High Street.

Access to the pub car park is from the junction of High Street and the A623. The nearest neighbouring properties are the residential properties on the far side of High Street and the domestic properties along Denman Crescent to the rear.

Proposal

The application seeks planning permission for an extension to the rear of the pub to provide additional space for covers and re-located toilets on the ground floor and two additional letting rooms at first floor. The application also proposes to extend and convert the existing outbuilding within the car park to provide staff accommodation.

The amended plans show that the pub extension would be two storey and to the rear of the existing rear wing of the building. The extension would be 8m deep, 6m wide, 4m to eaves and 5.6m to ridge (above adjacent ground level). The extension would be set back from the east facing side wall of the existing pub. The east and south facing walls of the extension would be clad with natural limestone and the west facing wall would be clad with render to match the existing pub.

A single storey 'lean-to' extension is proposed to the east side of the outbuilding to facilitate its conversion and use as staff accommodation consisting of a bedroom and living room. The garage door would be glazed and external timber boarded doors retained on the outside of the building.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions or modifications.

- 1. Statutory time limit for implementation.**
- 2. In accordance with specified amended plans.**
- 3. Conditions seeking prior approval of and specification of architectural and design details including stone sample panel, roof slates, windows and doors, rainwater goods and roof verges.**

4. The accommodation hereby approved to be occupied as staff accommodation and short stay letting units ancillary to the Moon Inn only and to be retained within a single planning unit.

Key Issues

1. Whether the proposed development would conserve or enhance the character and appearance of the existing building and the designated Stoney Middleton Conservation Area.
2. Whether the proposed development would have a harmful impact upon highway safety or the amenity of road users.
3. Whether the development would be acceptable in all other respects.

History

None relevant.

Consultations

Highway Authority – No objection to the application provided that the uses are required to remain ancillary to the established operations of the Moon Inn.

District Council – No response to date.

Parish Council – State that although the Parish Council is in support of this application, and appreciates that the applicants are doing all they can to mitigate any parking issues, it does have concerns over the limited parking.

PDNPA Conservation Officer – Makes the following comment.

The position of the extension to the main building as now proposed accords with our suggestion to extend the pub backwards, and in principle the scheme is acceptable. The proposed addition is very plain and the roofline is not materially different from the adjacent part of the building, but bearing in mind its discreet location burrowed into rising ground, and backing onto modern development there is no objection to the overall form.

It is unclear for how long the building has been rendered, or what sort of render it originally was. It seems unlikely that the whole building was originally rendered; the outbuildings (now demolished) were not rendered if the surviving one is anything to go by. The excessive use of render gives a stark appearance, especially when combined with the rather bleak car park. To preserve or enhance the conservation area, I suggest that the east elevation at least of the new building (including the return onto the south gable end) should be of rubblestone to suit the conservation area. This would relieve the bland and blank appearance of the elevation and would also preserve and complement the more natural appearance of the retaining walls that are on the site now.

On the west elevation, the two dormered doors are an awkward feature. I suggest that they be paired and placed under a single gablet which, although larger, would have a more traditional appearance. Maybe stone lintels with simple bracketed stone canopies could be added to make them look more inviting.

In regard to the detached carriage house, it is not suitable, in this particular context, to fully glaze the doorway at the front. Given the small scale of the building and its exposed setting, it would appear very incongruous. Moreover, as the accommodation proposed is small and of private character there would be a strong and understandable desire to gain privacy by either obscuring the glass or using blinds or curtains. In this setting, the effect would be very strange indeed. I suggest that the doors remain as solid, painted timber doors, perhaps with a wicket door in one of them that would give access. The semi-circular space above the transom could be glazed as currently proposed. I accept that other, modest windows would have to be provided, perhaps one square window on each side elevation, each under a stone lintel.

Regarding the extension, the side lean-to creates an undesirable dead space next to the adjacent footpath. I suggest that it would be better to extend the building directly backwards; given the small scale and location, it would not be necessary in this instance to reduce the gable width or roof height. A catslide lean-to filling the space between the added part and the boundary wall to the east might work at this point, even though it would be tapered in plan and have a sloping gutter. For this to work, the boundary wall would be replaced with the wall of the new build, to avoid awkward detailing between wall and extension.

Representations

- Five letters have been received to date. All the letters make general comments about the application. The points raised in the letters are summarised below. The letters are available to read in full on the website.
- The proposed increase in covers and reduction of parking placed in the car park will cause visitors to park on the surrounding streets which will harm highway safety and the amenity of the area.
- It is understood that the pub operates a bus (which will need a large space in the car park or on the road) which will bring in some customers. But even if it does one complete lift, parking will be required for 60 covers, B & B guests and staff. If the bus is to drop customers home then there is the issue of cars being left in the village which will take parking spaces for customers of the two butchers and the hairdressers.
- The hairdressers has allegedly lost some customer appointments recently as they couldn't park with all the current workmen's vehicles parked in the village working on the pub.
- Spaces on The High Street and Denman Crescent are usually taken up by residents from the High Street, and those who live in flats and other homes on the A623. These places are also taken by the early evening drinkers returning from work.
- Visitors and staff unfortunate enough not to get a space in the pub car park or on the High Street will therefore be forced to park on the A623 or else they will attempt to park on The Nook, The Bank, or by the Roman Baths where residents park.
- Before Christmas a villager was knocked over, and this danger will only exacerbated if additional cars park on the A623 near the junction with the High Street and The Nook.
- The application shows completely new toilet facilities for the public but there is no detail given as to the numbers of toilets and washbasins etc. However the Moon currently has no facilities for people with disabilities and there is an opportunity to incorporate facilities in the current proposals for people with disabilities.

Main Policies

Relevant Core Strategy policies: GSP3, DS1, L3 and HC4

Relevant Local Plan policies: LC4, LC5, LT10 and LT18

National Planning Policy Framework

The National Planning Policy Framework (the Framework) was published on 27 March 2012 and replaced a significant proportion of central government planning policy with immediate effect. The Government's intention is that the document should be considered to be a material consideration and carry particular weight where a development plan is absent, silent or relevant policies are out of date. In the National Park the development plan comprises the Authority's Core Strategy 2011 and saved policies in the Peak District National Park Local Plan 2001.

Policies in the Framework and within the Development Plan both seek to promote extensions and improvements to existing community facilities which conserve and enhance the valued characteristics of the National Park. Therefore it is considered that there is no conflict between the Framework and Development Plan policies.

Development Plan

DS1 and HC4 A together say that the provision or improvement of community facilities and services will be encouraged within settlements listed in core policy DS1.

L3 and LC5 seek to ensure that all development conserves and wherever possible enhances the significance of the National Park's heritage assets including Conservation Areas. Together with GSP3 and LC4 these policies seek a high standard of design which reflects and respects the local distinctiveness within the Conservation Area and in accordance with the adopted Design Guide.

GSP3 and LC4 also require all development to conserve the amenity of neighbouring properties, paying particular attention to impact on living conditions and impact upon access and traffic levels.

LT10 says that where planning permission is required for an expansion of a business, parking must be of a very limited nature especially in areas served by good public transport. The supporting text to LT10 says that parking standards will be regarded as the maximum permissible and that the Authority would generally expect there to be less provision than implied by the parking standards. LT18 says that safe access is a pre-requisite of any development within the National Park.

Assessment

This application proposes extensions to the existing pub to provide space for an additional 36 covers, two additional guest letting rooms and to convert an existing outbuilding to provide staff accommodation. The proposal is therefore considered to be acceptable in principle as an extension to an existing community facility within a settlement in accordance with DS1 and HC4.

The applicant has sought pre-application advice from Officers in regard to the potential for extensions to the pub. This application has followed the advice given by proposing an extension to the rear of the pub following the form and massing of the rear wing which projects from the original pub building.

Officers were concerned in regard to whether the two storey height of the extension would appear as a subordinate addition to the main building and therefore have sought amendments to the scheme including setting back the extension further from the side wall of the existing building and changing the proposed render to natural gritstone to ensure that the extension is visually different to the existing building and contributes to the established character and appearance of the main building.

Officers have also sought amendments to the fenestration of the extension proposed converted outbuilding to better reflect local distinctiveness and the character of the building in accordance with advice from the Authority's Conservation Officer. Therefore subject to the imposition of planning conditions to secure the amended plans it is considered that the proposed extensions would conserve the character and appearance of the pub and its setting within the Conservation Area in accordance with GSP3, L3, LC4 and LC5.

Concern has been raised in representations in regard to the potential impact of the development upon highway safety and the amenity of the local area, particularly in regard to the potential for the development to result in an increase in visitors and staff parking on nearby highways due to a lack of parking available on the site.

The pub is served by a small off-street car park to the east of the main building which is accessed off the junction of Main Street and the A623. Parking space is limited within the car park by layout and turning space with a maximum of 12 spaces available to staff and visiting members of the public. The available number of spaces at the Moon therefore falls well short of the 106 spaces advised as the maximum allowable requirement in the Local Plan.

The supporting text to policy LT10 makes clear that parking for businesses is expected to be of a limited nature and that the Authority would expect off-street parking provision to generally be less than indicated by the maximum parking standards. However, the clear difference between the maximum space standard and the amount of off-street parking on the site does indicate that the existing use of the pub is likely to result in visitors parking on the nearby public highway.

The proposed development would result in an extension which would be built upon part of the existing car park and reduce available parking spaces to a maximum of 10. The proposal would also result in space within the pub to provide an additional 36 covers and 2 guest letting rooms.

In Officer's experience visitors to this pub often park on the nearby public highway due to the limited size of the pub car park and the awkward nature of the access. Officers also agree to some extent with the applicant that the two parking spaces to the rear of the car park are frequently underutilised due to their location.

The Highway Authority has been consulted upon the current application. The Highway Authority advises that while no additional space is being provided for the proposed extensions that it considers that any objection based upon impact upon highway safety would be unsustainable.

Officers have carefully considered the concerns raised by members of the public, however, having taken into account the views of the Highway Authority it is not considered that the proposal would result in additional parking on the nearby highway to such a degree that the proposal would result in any severe impact upon highway safety or significantly harm the amenity of the local area due to increased congestion. It is therefore considered that there is no objection to the development on highway safety or amenity grounds.

Due to the distance between the proposed development and nearby neighbouring properties there are no concerns that the development would have any harmful impact upon amenity. There is also no evidence that the proposals would harm any nature conservation interests.

Concern has been raised in representations that the proposed development should make provision for facilities for disabled people. The submitted plans show that there is adequate space within the proposed extension for facilities for disabled people and that if additional space was required that the design of the extension would not constrain this. The development would need to be carried out in accordance with the Disability Discrimination Act and the Building Regulations which require reasonable provision to be made for access to the building and use of its facilities.

It is therefore concluded that the proposed development is in accordance with relevant policies in the development plan. In the absence of any further material considerations the proposal is therefore recommended for approval.

If permission is granted conditions would be recommended to require the development to be carried out in accordance with specified amended plans along with conditions to require approval of or specification of architectural and design details to ensure a high standard of design in accordance with LC4, LC5 and the design guide. A condition to restrict the use of the proposed accommodation to ancillary to the existing pub and retained within a single planning unit would also be recommended in accordance with advice from the Highway Authority.

Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil