

13. FULL APPLICATION - RE-ROOF AND CONVERSION OF EXISTING GARAGE TO TEENAGERS / GRANNY FLAT – DEMOLITION OF EXISTING CANOPY ROOF AND REPLACEMENT WITH NEW EXTENSION. REAR EXTERNAL CANOPY TO PROVIDE COVERED SPACE AND LOG-STORE. NEW OPEN CARPORT TO ACCOMMODATE THREE CAR SPACES AT ROWAN TREE TOFT, BAR ROAD, CURBAR, S32 3YB (NP/DDD/0520/0408, AM)

APPLICANT: MR ANDREW CLARKE

1. Summary

2. Rowan Tree Toft is a detached single storey dwelling located in Curbar outside but adjacent to the conservation area.
3. The application proposes extensions to the dwelling and the erection of a detached car port.
4. The development would conserve the character, appearance and amenity of the property, its setting and that of neighbouring properties.
5. The application is recommended for approval, subject to conditions.

6. Site and surroundings

7. Rowan Tree Toft is a detached single storey dwelling located in Curbar outside but adjacent to the conservation area.
8. The property is a modern bungalow constructed from artificial stone under a concrete tile roof with uPVC fascia, soffits and windows and doors. The property is set back from Curbar Road with an existing flat roofed double garage and parking area to the front and a large garden to the rear. The boundaries to the property are formed by hedging.
9. The nearest neighbouring properties are the dwellings known as Grey Grags to the east, a bungalow of similar design and Hawthorn Cottage to the west, a traditional cottage within the conservation area. A public footpath runs between the site and Hawthorn Cottage to the south.

10. Proposal

11. Single storey front, rear and side extensions to form utility room and link to the existing garage, which would be converted to ancillary accommodation. The extensions and garage would be provided with pitched roofs to match the existing dwelling. The walls would be clad with a mixture of vertically boarded timber and stone.
12. Erection of a car port to the front of the property on the western boundary. The car port would be constructed from natural stone under a pitched roof to match the existing dwelling.

RECOMMENDATION:

1. That the application be **APPROVED** subject to the following conditions:
2. **Statutory time limit for implementation.**
3. **In accordance with specified amended plans.**
4. **Gable of ancillary accommodation and car port to be natural gritstone in**

accordance with a sample panel to be approved.

- 5. Roof to be concrete tiles to match the existing dwelling.**
- 6. Specify size of roof lights and conservation type.**
- 7. Car port to remain available for parking domestic vehicles at all times.**
- 8. Restrict occupation of ancillary dwelling to ancillary to Rowan Tree Toft.**

13. Key Issues

14. Impact upon the character, appearance and amenity of the property, its setting adjacent to the conservation area and neighbouring properties.

15. History

16. Non relevant.

17. Consultations

18. Parish Council – Raise the following issues for consideration:
 19. The extensive use of vertical timber cladding on both the bungalow and the carport is contrary to PDNPA guidance. The Design Guide 4.13 states that there is “only limited place for external timber in the Peak Park particularly when the development is seen in the context of traditional buildings”. Whilst this property may not be traditional, the adjacent property of Hawthorn Cottage and Footpath 15, are in Curbar Conservation Area 2. The vertical timber cladding to both the bungalow and car port will have a visual impact on the street scene and the footpath.
 20. The three-car carport location extends beyond the existing buildings towards Bar Road and will be even larger if the advice from DCC Highways is followed namely “the applicant may wish to consider a slightly larger carport to aid access”. The car port is close to the old footpath hedgerow but is significantly higher and overlooks Hawthorn Cottage. This will have considerable visual impact on this property which is in Curbar Conservation Area 2.
 21. Officer note - We have sought amended plans amending the timber cladding to the car port and extension. We have re-consulted the Parish Council and any additional response will be updated at the meeting.
 22. Highways Authority – No objection subject to conversion to require three parking spaces to be provided before the garage conversion is occupied and footnote about the nearby public footpath.
 23. District Council – No response to date.
- ### **24. Representations**
25. One representation has been received to date. The letter is generally supportive of the proposals but requests that the existing hedge on the Hawthorn Cottage side of the boundary is retained and not taken down for the car port to maintain privacy to that property and its garden.

26. Main policies

Relevant Core Strategy policies: GSP3, DS1 and L3

Relevant Development Management Plan policies: DMC3, DMC5, DMC8, DMH5, DMH7, DMH8 and DMT8

27. National Planning Policy Framework and National Planning Practice Guidance

28. In the National Park, the development plan comprises the Authority's Core Strategy 2011 and the Development Management Policies 2019. Policies in the Development Plan provide a clear starting point consistent with the National Park's statutory purposes for the determination of this application. It is considered that in this case there is no significant conflict between prevailing policies in the Development Plan and government guidance in the NPPF with regard to the issues that are raised.

29. Paragraph 172 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations and should be given great weight in National Parks.

30. Development plan

31. Policy GSP3 says that when assessing proposals Particular attention will be paid to impact on the character and setting of buildings, siting, landscaping and building materials, design in accordance with the Design Guide and the impact upon living conditions of local communities.

32. Policy DS1 outlines our development strategy and says that alterations and extensions to existing dwellings are acceptable in principle.

33. Policy L3 says that development must conserve and enhance cultural heritage assets and other than in exceptional circumstances, proposals that result in a harmful impact will not be permitted.

34. Policy DMC3 says that development will be permitted if its detailed treatment is of a high standard that respects, protects and where possible enhances the natural quality and visual amenity of the landscape, including the wildlife and cultural heritage that contribute to the distinctive sense of place.

35. Policies DMC5 and DMC8 say that applications for development in a Conservation Area, or for development that affects its setting or important views into or out of the area, across or through the area should assess and clearly demonstrate how the existing character and appearance of the Conservation Area will be preserved and, where possible, enhanced. Applications should also be determined taking into account amongst other things, form and layout, street pattern scale, height, form and massing, local distinctive design details and the nature and quality of materials.

36. Policy DMH5. A says that the conversion of an outbuilding close to a dwelling to ancillary dwelling use will be permitted provided that: it will not result in an over-intensive use of the property, inadequate standard of accommodation or amenity space or demand for intensive development at a later date; the site can meet the parking and access requirements of the proposed development; and the new accommodation would remain within the curtilage of the main house, accessed via the same access route, sharing services and utilities and remain under the control of the main dwelling.

37. Policy DMH5. C says for these proposals where it is not possible to secure its ancillary status in perpetuity by planning condition, the ancillary accommodation will be tied to the main dwelling by way of a Section 106 Agreement.
38. Policy DMH7 says that extensions and alterations will be permitted provided that they do not detract from the character, appearance or amenity of the original building, its setting or neighbouring buildings; amount to the creation of an independent dwelling or harm the valued characteristics of the National Park.
39. Policy DMH8 says that new outbuildings will be permitted if they conserve or enhance the dwelling, its setting and the valued characteristics of the National Park. DMH8. C says that the use of the outbuilding will be restricted through conditions, where necessary.
40. Our adopted Detailed Design Guide Supplementary Planning Document gives advice on alterations and extensions. Chapter 3 states that there are three main factors to consider, massing, materials, detailing and style, it states that all extensions should harmonise with the parent building, respecting the dominance of the original building and being subordinate to it. The original character of the property should not be harmed when providing additional development. Garages should be designed in sympathy with the host property with materials and roof pitches reflecting the house.

41. Assessment

42. Principle

43. Our policies support alterations and extensions to dwellings in principle. The proposed ancillary dwelling would be small, closely related to the existing property connected by a link and share the existing access and parking area. The ancillary dwelling is therefore acceptable in principle if a planning condition is imposed to control occupation in accordance with policies DMH5. C and DMH7.
44. The key issue therefore is the impact of the proposed development upon the character, appearance and amenity of the existing property, its setting and that of neighbouring properties.

45. Impact of development

46. The proposed extensions would reflect the form of the existing dwelling and would appear as a series of connected gable roofs. The rear link and projecting porch would read as subordinate to the main dwelling and the alteration of the existing flat roof garage to a pitched roof would be an enhancement. The proportions and form of the detached car port would also reflect that of the main dwelling.
47. The amended plans show that the extensions would predominantly be constructed from materials to match the existing dwelling. The agent has confirmed that the gable to the converted garage and the walls of the car port would be constructed from natural gritstone rather than artificial stone to match the existing dwelling.
48. Timber boarding is proposed for two walls on the inner face of the extension. We note the concerns from the Parish Council and recognise that our design guidance states that there are limited opportunities for timber particularly when affecting traditional buildings. However, this property is modern and the two walls would make up the inner face of the extensions and not be prominent from public vantage points. Therefore, the use of timber for these walls is acceptable and will not harm the character of the property or its setting.

49. The proposed car port would be sited to the front of the dwelling but would still be significantly set back from the road, which combined with the existing mature tree, and hedge planting would ensure that the car port was not unduly prominent in the street scene. The car port would be sited on the boundary and require the removal of some hedge planting. The rear wall of the car port would therefore be seen from the footpath. However, the height of the wall would be similar to the existing hedge and if the stonework were of a high quality, the development would not have a harmful visual impact.
50. For these reasons the car port would not be overbearing to Hawthorn Cottage or result in any significant loss of light. We note the concerns raised about privacy, however the rear wall of the car port would be blank with no window or door openings. Therefore, the development would not result in overlooking or loss of privacy.
51. The proposed extensions to the dwelling would be set at a lower level than Grey Crag to the west and therefore would not result in an overbearing impact or any significant loss of light. There are no openings to the extensions that would overlook Grey Crag and therefore the development would not result in loss of privacy to this property.
52. Therefore subject to conditions to secure the amended plans and appropriate design details the development would conserve the character and appearance of the property, its setting and that of neighbouring properties in accordance with policies GSP3, L3, DMC3, DMC5, DMC8, DMH5, DMH7 and DMH8.
53. The development would convert the existing garage but there is ample space within the existing parking area for three off-street parking spaces. Therefore a condition requiring parking to be provided is not necessary before the ancillary accommodation is occupied. However, it is necessary to impose a condition requiring the car port to remain available for use if constructed. Subject to this, we agree with the Highway Authority that the development would not harm highway safety.
54. Climate change and sustainable building
55. The development utilises a timber frame for the car port and timber for part of the walling and would refurbish the existing garage and integrate it into the extension reducing the need for new building materials. The applicant has been asked to provide more details about how they intend to meet this policy requirement and this will be reported to committee verbally.
- 56. Conclusion**
57. Subject to conditions, the development would conserve the character and appearance of the property, its setting and that of neighbouring properties in accordance with policies GSP3, L3, DMC3, DMC5, DMC8, DMH5, DMH7 and DMH8. The development would not harm highway safety.
58. Therefore, having taken into account all other material considerations the proposal is in accordance with the development. Therefore, the application is recommended for approval, subject to conditions.
- 59. Human Rights**
60. Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil

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