

9. HOUSEHOLDER APPLICATION - NEW BUILD DETACHED SINGLE GARAGE AT WHITE EDGE, THE BENT, CURBAR (374779.765539/425125.775417 - NP/DDD/1221/1330 JK)

APPLICANT: Mr Chris Simm

Summary

1. Proposed is a single garage sited in the frontage of this remodelled dwelling and constructed of natural stone and blue slate to match the house.
2. The garage would be of an appropriate scale, massing and detailed design to blend with the character and appearance of the new house and the local building tradition, as well as conserve the setting and significance of the adjacent Conservation Area.
3. There are no concerns about over-development of the plot given the modest scale nor would there be any adverse impacts upon neighbouring amenity.
4. The proposed parking and access arrangements are supported by the Highway Authority.
5. This application is brought to Committee because the views of the Parish Council are contrary to the Officer recommendation of approval.

Site and surroundings

6. White Edge is situated within Curbar village and was a former bungalow with attached garage to the front elevation. It is currently nearing completion of building works which will see the building remodelled with extensions and alterations, including demolition of the former garage, to form a two storey house.
7. It is located near the heart of the village on the east side of The Bent, some 30m north of the crossroads formed with The Green and Pinfold Hill. The house is set back from The Bent up a short drive and sits between other residential dwellings, the closest being 'The Croft' to the north, and 'Windrush' to the south.
8. There is a small terraced area to the front of the house at the top of the driveway with the main garden area lying to the rear. The current garage to the former bungalow sits immediately in front of the house but is due for demolition as part of the approved scheme. It remains on site for the time being as it is currently being used as a builders store and workshop in connection with the remodelling works.
9. The application site lies just outside the boundary of the Conservation Area which runs down the east side of the Bent across the property frontage and then turns up the side of The Green to exclude both White Edge and the adjoining modern properties.
10. The property lying across The Bent from White Edge, 'The Mullions', is a Grade II Listed building. There is a further listed building, Springfield Cottage, on the corner of The Bent and Pinfold Hill.

Proposal

11. A detached single garage constructed from gritstone walling under a blue slate roof to match the house. It would be sited in the frontage but away to one side of the house up alongside the southern boundary wall and set partly into the rising ground.

12. This siting would be opposite the blank gable end of Windrush, the adjoining house to the south. The garage is oriented with the gable end and its garage door opening facing down the drive toward The Bent.
13. Plans show the garage door would be a light grey powder coated aluminium garage door with horizontal panels. A further painted hardwood pedestrian door would be on the north side facing the drive.
14. Two other parking spaces are shown alongside the garage.

RECOMMENDATION:

15. That the application be **APPROVED** subject to the following conditions;
 1. **Commence development within three years.**
 2. **Carry out in accordance with specified approved plans**
 3. **Maintain garage space throughout lifetime of dwelling for the parking of a vehicle.**
 4. **Materials to match the main house.**
 5. **Minor detailed design conditions;**
 - **Recess garage door 100mm.**
 - **Vertically ribbed or fluted garage door.**
 - **Dark painted or coated (e.g. a darker anthracite colour rather than the light grey specified on the submitted plans).**

Key Issues

16. The impact of the development on the character and appearance of the new house, the streetscene, the local landscape, nearby listed buildings and the Curbar Conservation Area.
17. The impact of the development on neighbouring amenity.

Relevant Planning History

18. Jan 2021 – Approval to remodel and extend existing bungalow to form house at White Edge ref NP/DDD/0920/0844. Note: the approval included demolition of the existing garage attached to the front of the bungalow and facing down the drive.
19. May 2021 – Discharge of conditions application NP/DIS/0421/0406 re conditions 3 – Landscaping (Not discharged), 4 – Stonework (approved) and 5 – Sample roof slate (approved).
20. May 2021 – S73 Application No NP/DDD/0421/0473 submitted for the removal or variation of condition 2 (i) on NP/DDD/0920/0844 – subsequent appeal submitted against non-determination by the Authority - undecided.
21. Sept 2021 – Discharge of conditions application ref NP/DIS/0721/0731 approved re conditions 4 - revised stonework (agreed), 6 -window design (agreed) and 7 - finish on windows and doors (agreed) on NP/DDD/0920/0844.

22. Sept 2021 – Approval of S73 application ref NP/DDD/0321/0339 for the removal of condition 16 – Bat fly space in loft, and the variation of condition 3 - Landscaping, 4 – stone sample, 5 – slate sample on NP/DDD/0920/0844.

Consultations

23. Highway Authority - No objections.

24. Curbar Parish Council - Object – for the following summarised reasoning;

- The original application NP/DDD/0920/0844 stated that the removal of the garage at the front of the property would increase the set back of the property's frontage by 5.2m. As a result, the visual prominence of the house is reduced significantly when approached from The Bent." This application negates all the benefits of having removing the original garage.
- The demolition of the existing garage was used as part of the justification for such a large house on this site, when comparing the scale, mass and footprint of the original bungalow and garage with that of the new house. The addition of a garage now increases still further the size of the development leading to an over development of the site.
- The new garage projects further forward towards the Bent by several metres than that of the original garage: this projection detracts from the view of the front of the new house from the Bent and undermines the original approval.
- Since planning permission NP/DDD/0920/0844 was originally granted, there have been several applications to vary that permission contrary to the advice previously given by the planning Authority.

Representations

25. Two letters of support and one letter of objection has been received which are summarised below.

26. The objection raises the following grounds;

- Removing the garage was used as a reason why permission should be granted to build such a large and overbearing two-storey house compared to the original single storey building. This important point should not now be forgotten. Otherwise, this argument, used to support the planning application for the development, should neither have been put forward nor accepted.
- The garage, which projects towards The Bent, hinders the entrance to the site and detracts from the view from The Bent.
- The Planning Decision Notice condition 7 states that there must be adequate space for vehicles to park and turn clear of the highway. I question whether, once the garage was built, ample space would exist for this purpose, in any case condition 7 should be retained.

27. The two letters of support make the following points;

- It would be reasonable to expect a dwelling of this size to have a garage where space allows.

- The use of gritstone and slate would complement the new home
- The location to the side of the plot prevents the garage from being prominent when viewing the site from the highway.
- The location does not appear to have any impact on the neighbours.
- There is ample room to park and turn on site with the new garage in situ
- Don't see any impact to others as it is set back from the road.
- It appears to be well congealed by vegetation and of low visual impact to others.

Main Policies

28. National Planning Policy Framework

29. The National Planning Policy Framework (NPPF) has been revised (2021). The Government's intention is that the document should be considered as a material consideration and carry particular weight where a development plan is absent, silent or relevant policies are out of date. In particular Paragraph 176 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.

30. Peak District National Park Core Strategy

31. Policy GSP1 sets out the broad strategy for achieving the National Park's objectives having regard to the Sandford Principle, (that is, where there are conflicting desired outcomes in achieving national park purposes, greater priority must be given to the conservation of the natural beauty, wildlife and cultural heritage of the area, even at the cost of socio-economic benefits). GPS1 also sets out the need for sustainable development and to avoid major development unless it is essential, and the need to mitigate localised harm where essential major development is allowed.

32. Policy GSP3 sets out development management principles and states that all development must respect, conserve and enhance all valued characteristics of the site and buildings, paying particular attention to, amongst other elements, impact on the character and setting of buildings, scale of the development appropriate to the character and appearance of the National Park, design in accordance with the National Park Authority Design Guide and impact on living conditions of communities.

33. Policy L1 identifies that development must conserve and enhance valued landscape character and valued characteristics, and other than in exceptional circumstances, proposals in the Natural Zone will not be permitted.

34. Development Management Policies

35. Policy DM1 outlines that development proposals will be assessed in the context of the presumption in favour of sustainable development outlined in the National Planning Policy Framework and the Peak Districts purpose to conserve the valued characteristics of the National Park. Applications that accord with the policies in the Development Plan will be approved without unnecessary delay, unless material considerations indicate otherwise.

36. Policy DMC1 adds that any proposals must take into account the respective landscape strategy and action plans for each character area in the Peak District (which includes the White Peak).
37. Policy DMC3 requires that proposals are mindful of siting, design, layout and landscaping. Particular attention will be paid to the scale, form and orientation to existing buildings, including impact on open spaces and the wider landscape setting. Impacts to flood risk, water conservation and sustainable drainage are incorporated into this.
38. Policy DMC8 indicates that development in Conservation Areas must preserve and enhance the Conservation Area setting, taking account of the effects of development to its setting and character. Applicants should be mindful of the appearance and materials chosen. Tree felling will not be permitted without agreement.
39. Policy DMH8 supports new outbuilding and extensions and alterations to existing outbuildings in principle provided that their mass, form, and appearance conserves or enhances the immediate dwelling and curtilage, any valued characteristics of the adjacent built environment and/or the landscape, including Listed Building status and setting, Conservation Area character, important open space, valued landscape character. The use of the build should not have a detrimental impact on residential amenity.
40. Policy DMT8 requires residential off-street parking to be required as part of the development. The design and number of parking spaces associated with residential development, including any communal residential parking, must respect the valued characteristics of the area, particularly in Conservation Areas.

Assessment

41. There are no objections to the principle of a new garage as our policies permit new outbuildings in the curtilage to serve a dwelling. This is provided that the scale, mass, form, and design of the new building conserves or enhances the immediate dwelling and curtilage, any valued characteristics of the adjacent built environment and/or the landscape, including Listed Building status and setting, Conservation Area character, important open space and valued landscape character.

Scale, layout and design considerations

42. The single garage would be 4m wide by 6.5m long and 2.5m to eaves and around 3.6m to the ridge. Although sited in front of the house it would be located to the side of the plot and at a slightly lower level. It is of an appropriate scale and orientation with the gable and main garage entrance door facing the road. It would therefore be seen as a subservient outbuilding to the house which would remain visible to the side and behind the garage from the limited street views.
43. There are therefore no concerns about the siting, scale or massing of the garage and the detailed design and construction materials would match the main house. The proposal would therefore respect the local building tradition and thus conserve the house and its setting along with the valued characteristics of the local area to accord with policy DMH8.

Impact upon the neighbouring Conservation Area, adjacent Listed Buildings and the wider landscape.

44. The garage is set back from the Conservation Area boundary which runs along the street frontage at this point to exclude this modern development. The garage would appear in those limited views as a modest subservient outbuilding to the new house. Being

constructed from natural materials and having a design which strongly reflects the character of traditional outbuildings within the village and wider built environment we conclude that the garage would conserve the setting and significance of the Conservation Area.

45. The siting of the garage within the heart of the village, sandwiched between existing housing development bounded by mature hedging and trees, means that the garage would not have any impact upon the wider landscape. Indeed the main views are limited to a short section of The Bent and from the garden of the adjacent dwelling to the south.
46. The concerns of the Parish Council and the immediate neighbour to the north are noted however we do not consider the garage negates the improvements gained from the removal of the former much larger garage which dominated the frontage of the bungalow. This replacement is much smaller in scale and can be satisfactorily accommodated on the site. Being set back some 10m from the street will mean it will not be an intrusive addition to the development and would not amount to overdevelopment of the plot. Overall the development would still represent substantial enhancement over the former bungalow and garage development.
47. Neither would approving a garage now undermine in any way the justification for the scale of the house which was considered appropriate in scale, location and design on its own merits in relation to the siting and the scale of the plot. There is more than adequate room for the garage without impinging upon the setting of the house or the other parking spaces on the driveway, and we note the Highway Authority are happy with the parking arrangements.
48. For the above reasons the new garage would be well screened and a sufficient distance back from the nearest listed buildings to have a neutral impact and thus conserve their setting. It is further considered that the replacement garage would not undermine the enhancement to the local setting soon to be gained from the forthcoming removal of the present unsightly garage structure.

49. Amenity Impacts

50. The garage would be sited on the side boundary opposite the blank gable wall of the neighbouring house, Windrush. It is noted that the neighbours here have not raised any concerns. It would be a modest building and we conclude that the scale and siting would have an acceptable impact on the neighbours' amenity and would still afford views from the street past the garage to the new house.
51. The property to the north, The Croft would not be affected as this sits some distance back behind a tall evergreen boundary hedge. Irrespective of the hedge the scale and siting would mean it would have no adverse impact upon this or any other neighbouring properties.

52. Highways Impacts

53. The single garage proposal would replace the former larger garage which previously served the property.
54. With no alterations to the access and ample parking available on the site, the decrease in scale, massing and the footprint of the garage, mean that the proposal would have a neutral impact on highway safety and parking. It is noted that the Highway Authority have no objections to the proposal.

Human Rights

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

56. List of Background Papers (not previously published)

57. Nil

58. Report Author – John Keeley.