

Planning and Building  
Rushcliffe Borough Council  
Rushcliffe Arena  
Rugby Road  
West Bridgford  
Nottingham  
NG2 7YG

April 2021

Dear Sir or Madam

**Existing detached garage / ancillary building at Carhill Grange, Car Lane, Car Colston, NG13 8QU**

**Proposed 'change of use' to single dwellinghouse and creation of a residential curtilage**

We are pleased to enclose a planning application on behalf of our client, Mr Stephen Booth.

This letter has been prepared to accompany a full set of application drawings and should be treated as a supporting Planning and Design & Access Statement for the purposes of formal 'validation'.

This letter should therefore please also be uploaded and publicised together with all other application documents, on the basis that it helpfully sets out a summary of the proposal against relevant planning policy.

### **Context**

Mr Booth is hoping to carry out a simple conversion of his existing detached garage / ancillary building (see recently taken photographs attached) into a 2-bedroom dwelling.

Our client has children that live close-by and the residential conversion of this existing ancillary building, that is detached some distance from the existing house (Carhill Grange) will provide an opportunity one day to downsize without leaving the area.

The subject building is no longer needed by Carhill Grange and my client's existing property has ample space for domestic storage elsewhere on the site.

### **The Site**

The site is situated within Countryside on the edge of Car Colston as defined by the Policy Map East of the adopted Local Plan.

The application site relates to an existing building of orange brick and pantile construction on land at Carhill Grange, Car Colston.

To the south of the subject building is a private gravel driveway from Car Lane which serves Carhill Grange and Carhill Barn, both to the north east. Beyond the driveway further south are pony paddocks. To the south west is Carhill Cottage, a neighbouring property which is accessed separately from Car Lane.

### **Principle**

The existing building is already in use as an ancillary domestic building and is therefore of permanent and substantial construction and is capable in principle of being easily converted to a dwelling.

### **Planning Policy**

In this site location the relevant adopted Local Plan planning policies are:

- LP Part 1: Core Strategy Policy 1 'Presumption in Favour of Sustainable Development'
- LP Part 1: Core Strategy Policy 3 'Spatial Strategy'
- LP Part 1: Core Strategy Policy 10 'Design and Enhancing Local Identity'
- LP Part 2: Policy 22 'Development within the Countryside'

LP Part 2: Policy 22 'Development within the Countryside' is key to the consideration of the current application.

This Policy sets out the types of development which may be permitted, which includes,

*“The re-use and adaptation of buildings for appropriate uses, including housing.”*

Therefore, there is clear in principle policy support for this application proposal.

The 2009 Rushcliffe Residential Design Guide provides guidance on conversion schemes for redundant buildings, with a focus on the conversion of agricultural buildings. The subject building is neither redundant nor is it an agricultural building. However, it states on Page 44;

*“It is generally accepted that barns and other agricultural buildings may be converted to residential use under certain circumstances particularly, where:*

- *The building is capable of being converted without need for major rebuilding or extension.”*

In this instance, the original building in its entirety would be retained and therefore clearly the proposal involves the 'reuse' or 'conversion' of an existing building that is easily capable of being converted. The proposal DOES NOT involve any new build whatsoever.

## **National Planning Policy**

At the heart of the NPPF is a presumption in favour of sustainable development.

Paragraph 79 of the NPPF states that planning policies and decision should avoid the development of isolated homes in the Countryside but confirms that the re-use of redundant or disused buildings is acceptable.

Overall, it is our firm view that the current application proposal at Carhill Grange, Car Colston is acceptable in principle and complies with all relevant policies contained within the adopted Local Plan and national planning policy.

## **Design**

The proposed conversion works are 'simple' and 'straightforward' and mainly comprise of internal works, in addition to areas of new glazing and would not be overly noticeable from the outside of the property.

This scheme proposes a quality barn conversion of an orange brick and pantile design reflective of the immediate rural surroundings. The new dwelling would sit comfortably within the context of the site blending seamlessly in the foreground of the dwellings to the north east, Carhill Grange and Carhill Barn.

## **Residential Curtilage**

The building already sits within its own curtilage and is detached some distance from the existing dwelling, Carhill Grange.

New hedging along the eastern 'edge' of the site would be introduced in the interests of future residential amenity.

The curtilage of the dwelling has been deliberately kept fairly 'tight' around the dwelling but sufficient to provide the new dwelling with ample amenity space, so the future occupier has an area to 'sit out in the sun' and relax.

In this regard the proposal will have no greater impact on the openness of the Countryside.

At any given time the site would likely have no more than two vehicles parked on the area of gravel adjacent the building due to the modest size of the new dwelling and the number of bedrooms (2 no. bedroom only).

## **Neighbour Amenity**

Considering the separation distances to the nearest dwellings (to the north east and south west), we do not feel that the proposal would have a negative impact on residential amenity in terms of loss of light or overbearing impact for any neighbouring occupants.

There would be no direct views into any habitable rooms of neighbouring dwellings as a result of the proposed conversion.

Considering this, the significant separation distances and the intervening boundary treatments, we do not consider the proposal would cause any loss of privacy for neighbouring occupants.

## **Highways**

The dwelling would be accessed via the existing access driveway from Car Lane and there is parking and turning provided as part of the proposed scheme. The use of the access for an additional modest single dwelling is unlikely to result in significant increases in car traffic and, on this basis, we consider the proposal to be acceptable in highway terms.

## **Conclusion**

To summarise, the proposed conversion scheme attracts significant local and national planning policy support and for these reasons should be supported by the Council.

Approval of this application will enable our client to downsize one day without leaving the local area and will provide the opportunity of a 'self-build' project (which there is additional local and national policy support for).

We trust the enclosed documents together with this letter are sufficient to enable the application to proceed to a favourable determination and we look forward to confirmation of 'validation' at your earliest convenience.

We look forward hearing from you.

Yours faithfully

*George Machin*

**George Machin MTCP MRTPI  
Partner**

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