



<b>Application Number and Registration Date</b>	<b>MO/2017/2294 (Detailed) 04-Jan-2018</b>
<b>Applicant</b>	<b>Mr &amp; Mrs D Roberts, Trumbles Guest House</b>
<b>Case Officer</b>	<b>Sue Read</b>
<b>Amendments /amplifications</b>	
<b>Committee Date</b>	<b>4 April 2018</b>
<b>Ward(s)</b>	<b>Charlwood</b>
<b>Proposal</b>	<b>Convert detached garage to 2 No. self-contained apartments ancillary to guest house.</b>
<b>Site Description</b>	<b>Trumbles, Stan Hill, Charlwood, Horley, Surrey, RH6 0EP</b>

**RECOMMENDATION: Approve subject to conditions**

### **Summary**

The application is seeking planning permission to convert an existing detached garage to 2 No. self – contained apartments to use as guest accommodation that will be ancillary to the existing guest house.

The proposal is recommended for approval as it complies with the relevant national and local policies. The proposal will not have and significant impact on the character of the area or on neighbouring properties. The changes to the current garage will be of small scale and would not be seen from the road. The nearest residential property is a significant distance away from the proposal and would not be adversely affected. Additional parking will be provided for the new units.

### **1. Development Plan**

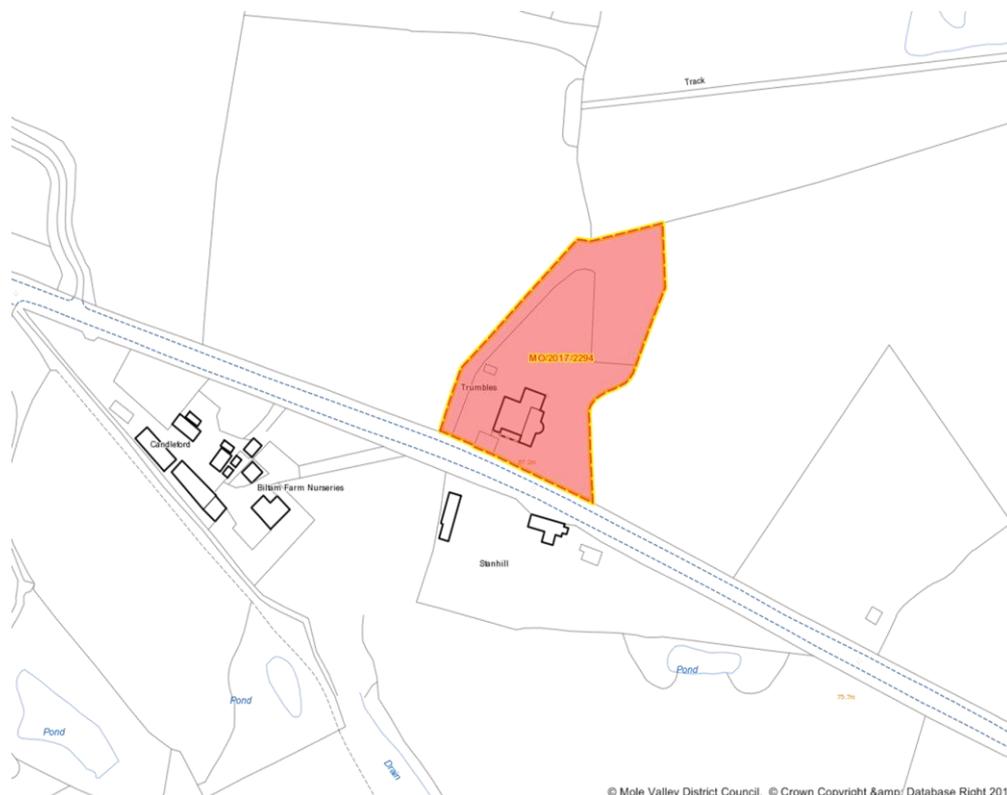
#### **1.1. Metropolitan Green Belt**

## 2. Relevant Planning History

DHR/70/539	The use of six rooms as a guest house within a site of approximately 2.4 acres.	Approved 22/04/1971
MO/87/1672	Change of use of 5 bedroom guest house and staff flat on first floor and restaurant on ground floor.	Refused 12/02/1988
MO/88/1704	Alterations and conversion works in connection with restoration of building to single dwelling house.	Approved 30/01/1989
MO/2008/1449	Certificate of Lawfulness for an existing use in respect of the use of land to the rear for holiday parking for overnight guests.	Withdrawn 21/11/2008
MO/2009/0149	Certificate of Lawfulness for an existing use in respect of use of the property as a guest house with ancillary short term parking and owners accommodation, along with long term parking.	Approved 14/04/2009
MO/2013/1801	Erection of single storey side extension.	Approved 04/11/2013

## 3. Description of Development

- 3.1. The application site is located on the northern side of Stan Hill within the Green Belt. The application site consists of a detached property set back from the road, a detached garage which is sited to the south of the property, a large garden to the north and east and additional land to the far north. There are open fields to the west and east of the site and an area of woodland to the north.



- 3.2. The planning history dates back to the early 1970s since when the building has been in use as a guest house. In 1988 permission was granted to return the building to a single dwellinghouse, but in 2009 a Certificate of Lawfulness was granted for an existing use in respect of the property as a guest house with ancillary short term parking and owners accommodation, along with long term parking. The lawful use is therefore as a 6 bedroom guest house.
- 3.3. The current application seeks to convert the existing detached garage to self contained apartments which will be ancillary to the main house.
- 3.4. The self contained apartments will consist of one room which will have space for a bed, kitchenette and seating along with the separate shower room and toilet. The garage is sited to the south of the main property and parking for these self contained units will be allocated within part of the current owner's garden. The entrance to the self contained apartments would face away from the road and would be sited on the elevation that currently hosts the garage and workshop doors, facing the current short term parking. The only external changes would be the creation of a door and window to each self contained unit to replace the existing garage and workshop doors.

#### **4. Consultations**

- 4.1. SCC Highways – has assessed the application on safety, capacity and policy grounds, they recommend the following condition be imposed subject to permission being granted:

*Space shall be laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning area shall be retained and maintained for their designated purposes.*

- 4.2. Sutton & East Surrey Water – Have requested that a new, separate water supply is to be laid from each new unit which will require connection to the nearest water main. They also require notification of the development along with information about fixtures and fittings that would be used. They have also explained that this is a legal requirement and have given information within their notification leaflet.
- 4.3. Charlwood Parish Council – Object to the proposal as they feel that the conversion of the garage is over development. The Parish Council feel that Trumbles having 6 bedrooms and long term guest parking is sufficient, and feel that an increase in accommodation would increase car parking permitted. The Parish Council also have concern in regard to sewage and drainage.
- 4.4. Thames Water – No Comments
- 4.5. Mole Valley Access Group – No Comments
- 4.6. Economic Development Manager – There are no objections from an Economic Development. The Economic Prosperity Strategy and more particularly the Rural Community Strategy (incorporating the visitor economy) identifies that there is a shortage of overnight accommodation in Mole Valley backed up by a recent study by Surrey County Council which highlights the issue.
- 4.7. Conservation Officer – The property is not listed, nor does it lie within Charlwood Conservation Area. However, it is within sight of Grade II Listed Stanhill, the setting of which should be 'preserved or enhanced' as part of the development management process.

*The application does not involve significant external alteration to the existing garage block and I note that the most change would be to the elevation which faces away from the road and the listed building. I have visited the site and seen that there is a dense and extensive vegetation screen along the road between the application site and the listed building. If this green screen is maintained then I do not consider that the conversion of the garage would be harmful to the setting of the listed building on the other side of the road.*

## **5. Representations**

5.1. 4 letters of representation received raising the following summarised concerns:

- Parking
- Drainage issues
- Increase in traffic
- Sewage
- Overdevelopment of the site

## **6. Main Planning Policies**

6.1. Government Guidance

NPPF – Section 9 Protecting Green Belt Land

6.2. Mole Valley Core Strategy

CS12 – Sustainable Economic Development

CS13 – Landscape Character

CS14 – Townscape, Urban and Historic Environment

6.3. Mole Valley Local Plan

ENV4 – Landscape Character

ENV22 – General Development Control Criteria

REC22 – Hotels, Guest Houses & Similar Accommodation within the Countryside

## **7. Main Planning Issues**

7.1. The main planning issues for consideration are whether the proposal would be inappropriate development within the Green Belt, the impact on the character of the area and the impact on neighbouring properties.

Whether the proposal would be inappropriate development in the Green Belt

7.2. The NPPF – Section 9, of the Framework sets out the Government's approach to protecting Green Belt Land, where there is a presumption against inappropriate development. Paragraph 89 states that local planning authorities should regard the construction of new buildings as inappropriate development in Green Belt. A number of exceptions to this are listed. Paragraph 90 goes on to state that certain other forms of development are not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. These are:

- Mineral extraction
- Engineering Operations
- Local transport infrastructure which can demonstrate a requirement for a Green Belt location.

- The re-use of buildings provided that the buildings are of permanent and substantial construction and;
  - Development brought forward under the Community Right to Build Order.
- 7.3. The proposal should be considered under point 4. The garage is an existing and permanent building which is of substantial construction and would be able to support the conversion into self contained units. Therefore the proposal is not considered as inappropriate development within the Green Belt.

#### Impact on the character of the area

- 7.4. The proposal seeks permission to convert the existing garage into self contained units. The existing garage and workshop doors would be replaced with a window and door. The appearance of the garage would stay broadly the same with no material changes proposed. The proposed alterations to the building would change the current garage and workshop door to a window and a door for each unit, these changes would be to the elevation facing the current parking area in front of the main house and would not be seen from the road. The only other alterations would be to change the current vents to the side elevations to windows. There will be no increase in the size of these windows and it is considered that there would not be any overlooking issues from these windows as they are small and overlook the garden area to the left and the car park to the right.

#### Impact on the character of the area

- 7.5. The property is currently in use as a guest house with long term parking and these self contained units would be an addition to the business. The new units would have their own parking within the boundary of the property. It is not considered that the small increase in activity and traffic movement associated with the additional units would have a significantly detrimental affect to the surrounding area. There is sufficient screening by way of mature vegetation on the boundary of the property.

#### Impact on the amenities of neighbouring properties

- 7.6. The nearest property to the application site is Stanhill which is a Grade II listed building. The property is 20m away from the application site and there is sufficient vegetation to screen the new parking areas for the self contained units. It is considered that the proposal would not result in any loss of privacy or an overbearing presence to the occupants of any neighbouring residential properties.

#### Parking

- 7.7. There is adequate parking on site for approximately 11 cars; this application would provide a further 2 parking spaces to the side of the main house for use of the self contained units. There is adequate space for cars to turn around and exit the property in a forward facing direction.

#### Drainage

- 7.8. The drainage issues will be managed and checked under Building Regulations.

#### Conclusion

- 7.9. The application is for the garage to be converted into self contained units that would be ancillary the current guest house. There would be no detrimental impact on the Green Belt or character of the area, nor any unreasonable impact on neighbouring properties.

There is also a current need for more overnight accommodation within Mole Valley, and this application would address some of this shortfall.

- 7.10. The conversion of the garage would be conditioned so that the self contained units can only be occupied in connection with the guest accommodation in the main house. The proposal complies with Local Plan Policies ENV4, ENV22, and REC22, therefore the recommendation is to grant planning permission for this proposal.

## **8. Recommendation**

Permission be **GRANTED** subject to the following conditions/reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents and plan numbers 17-25-01, 17-25-02, 17-25-03 A, 17-25-05, 17-25-06, contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. The development hereby permitted shall not be occupied at any time other than for purposes ancillary to the guest accommodation use of the main dwelling on the application site and specifically shall not be used as a separate or independent unit of residential accommodation.

Reason: To ensure that the development hereby permitted is occupied only for ancillary purposes to the dwelling specified [either] since the site lies within a rural area to which a policy of restraint is applied, in accordance with the advice contained in [the National Planning Policy Framework] [Mole Valley Local Plan policy ENV3] and [policy CS1 of the Mole Valley Core Strategy] or [in built up areas] in the interests of neighbouring properties in accordance with Mole Valley Local Plan policy ENV22.

4. Space shall be laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning area shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. The above condition is required in order to meet the objectives of the NPPF (2012), and to satisfy the Mole Valley Local Plan.