

WA/2022/00136 – Alterations to barn to create 2 x dwellinghouses and erection of double garage and a studio outbuilding following the demolition of existing stables at Great Tangle Barns GREAT TANGLEY WONERSH GUILDFORD

Applicant: Mr & Mrs Amanda and John Sherlock and Burningham -
Parish: Wonersh
Ward: Blackheath and Wonersh
Grid Reference: E: 502037
N: 146525
Case Officer: Carl Housden
Neighbour Notification Expiry Date: 03/02/2022
Expiry Date/Extended Expiry Date: 18/02/2022
Committee Meeting Date: Eastern 06/04/2022

RECOMMENDATION That, subject to conditions, permission be **GRANTED**

1. Application Summary

This application has been called into the Committee by Councillor Goodridge.

The site is located within the Green Belt and AGLV and currently comprises of dilapidated single storey barn and stable buildings. It is proposed to convert the barn into two dwellings and demolish the stables and erect a garage and outbuilding.

The proposed conversion falls under paragraph 150(d) of the NPPF and therefore amounts to appropriate Green Belt development. Furthermore VSC's exist for the proposed garages as there is an overall net increase in openness through the demolition of the existing second stable building which therefore clearly outweighs the harm to the Green belt. The development would also not harm the wider AGLV landscape character.

The development would retain the existing access which would result in a likely reduction of vehicle movements to the site and the submitted ecological survey concludes that the buildings have negligible habitat value due to the lack of suitable roosting features and as such protected species would not be harmed as a result of the development.

As such Officers are recommending the application for approval.

2. Proposal

Alterations to barn to create two dwellinghouses and erection of double garage and a studio outbuilding following the demolition of existing stables.

3. Relevant Planning History

WA/2014/1270 (outside of the red line located to the south of the site)	Change of Use of agricultural barns to 4 dwellings (Class C3) including alterations to elevations together with the formation of a new passing bay/ field entrance, ancillary parking and landscaping (as amended by plans received 08/09/2014, Transport Statement received 29/10/2014 and plan received 29/10/2014).	Full Permission 05/12/2014
WA/1987/1528	Outline application for the erection of 3 detached dwellings, following demolition of farm buildings,	Refused 25/09/1987
WA/1979/1539	Storage of agricultural vehicle spares	Refused 07/01/1980 Appeal Dismissed 05/01/1981

4. Relevant Planning Constraints

Green Belt
AGLV
Thames Basin Heath SPA 7km Buffer Zone
Within 9 meters of Gas Pipe Line
Bridleway 300

5. Relevant Development Plan Policies and Guidance

- Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): SP1, SP2, TD1, NE1, NE3, RE2, RE3, HA1

- Waverley Borough Local Plan 2002 (retained policies February 2018): D1, D4, RD7, RD9, HE3
- South East Plan: Saved policy NRM6

Other guidance:

- The National Planning Policy Framework 2021 (NPPF)
- The National Planning Practice Guidance 2014 (NPPG)
- Residential Extensions Supplementary Planning Document 2010 (SPD)
- Council's Parking Guidelines (2013)
- Surrey Vehicular and Cycle Parking Guidance (2018)
- Surrey Hills AONB Management Plan (2020-2025)
- Wonersh Design Statement (2007)
- National Design Guide (2019)

6. Consultations and Town/Parish Council Comments

Wonersh Council	Parish	<p>The Committee expressed concerns regarding the lack of evidence that a change of use is justified and argued that should the change of use, from agricultural to domestic, be approved, this encroaches on the green belt.</p> <p>Should properties be approved at this location, the Committee welcomed the introduction of smaller properties in the parish and requested that conditions restricting further construction generally and also in relation to agricultural, equestrian and related needs, be placed on this. They also expressed concerns on the impact on the Bridleway in terms of access and maintenance, during construction and beyond.</p>
County Authority	Highway	Requires further information.
Health and Safety Executive	Safety	Standing advice.
Surrey County Council Countryside Access Officer	and	No objection.

7. Representations

8 letters have been received raising objection on the following grounds:

- Increase in traffic on the bridleway.
- Impact on the egress from Tangley Mead.
- Increased upkeep costs of the track.
- Loss of privacy to Great Tangley Manor

- Concerns over contamination from the development into the wider area.
- Not in keeping with the rural location in the AGLV and potential AONB site.
- Concerns over noise from air source heat pumps.
- No drainage details proposed.
- Additional noise and disturbance.
- Entrance for plot 2 is opposite farm's access.
- Concern about light pollution.
- Bridleway merges with road owned by Agrima (farm business opposite the site), the applicant does not have right of way over this.

8. Principle of Development

Retained policy RD7 of the Local Plan 2002 states that the re-use and adaptation of all buildings in rural areas will be permitted where:-

- (a) the building is capable of retention/reuse without substantial reconstruction or enlargement and the proposed use would not detract from the appearance or character of the existing building;
- (b) the building to be retained is in keeping with its surroundings and does not detract from the character or appearance of the area by reason of its form, bulk or general design;
- (c) the proposed development will not introduce an activity which will adversely affect the character or amenities of the area;
- (d) the proposed development will not be materially detrimental to the amenities or privacy of nearby properties;
- (e) the introduction of a new retail, leisure or other commercial use would not be on such a scale as to prejudice the vitality of a nearby town or village
- (f) the amount of traffic likely to be generated would not prejudice highway safety or cause significant harm to the environmental character of country roads; and
- (g) satisfactory vehicular access can be achieved.

Each relevant criteria will be addressed throughout the report.

9. Is the Proposed Dwelling Isolated?

Policy SP2 of the Local Plan (Part 1) 2018 states that development will be focused at the four main settlements with limited levels of development in/around smaller villages.

Paragraph 80 the NPPF 2021 states that Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.

In considering whether a development is isolated in context with paragraph 80 of the NPPF 2021, the Council have had regard to the Court of Appeal judgement regarding the interpretation of what might be 'isolated'. Officers' are mindful of the recent appeal in Braintree, where the definition of an 'isolated home' was brought into question. Mrs Justice Lang agreed with the defendants in that the definition should be taken as that

stated in the Oxford Concise English Dictionary; “far away from other places, buildings or people, remote” rather than “homes which were remote from services and facilities”. This indicates that close proximity to transport links would not mean a dwelling is not isolated.

In this case the proposed dwellings would be situated within a cluster of dwellings and as such would not be isolated. It therefore is not necessary to engage paragraph 80.

10. Is the Proposed Dwelling in a Sustainable Location?

The site would be situated outside of a defined settlement.

Officers have regard for the Guidelines for Providing for Journeys on Foot by The Institution of Highways and Transportation (2000) which suggests that a 2km/25minute walk is the most people are likely to do for their day to day needs without taking the car. The nearest facilities providing day to day needs for the site would be in Womersley 1.6km away and in Shalford 2.2km away. As such it is considered that the location would not be an unsustainable and car dependent location.

11. Loss of Existing Agricultural Use

Retained Policy RD9 states that development will not be permitted which would result in the loss or alienation of the best and most versatile agricultural land unless it can be demonstrated to the satisfaction of the Local Planning Authority that there is a strong case for development on a particular site which overrides the need to protect such land. In cases where land is in ALC grades 1, 2 and 3a, and there is a choice between sites of different grades, development should be on the lowest grade of land available.

On all grades of agricultural land, development will not be permitted which would result in the fragmentation of agricultural or horticultural holdings so as to seriously undermine the economic viability of the remaining holding.

It is clear from the site visit that the site no longer functions as an agricultural unit. As such the loss of these agricultural buildings would not result in fragmentation or undermine the economic viability of a holding

12. Impact on Nearby Heritage Assets

Identified Assets:

- Great Tangley Manor & Great Tangley Manor West - Grade I
- Wall to South East of Great Tangley Manor – Grade II
- South barn, North barn and attached stabling and former farm building – Grade II.

At the time of writing the report the Council’s Conservation Officers formal comments had not been received, however they had informally identified no harm to the setting of the heritage assets.

Significance

Great Tangley Manor is significant because it is a fifteenth century, medieval moated manor house with extensions by the renowned nineteenth century architect, Philip Webb. Great Tangley Manor Barns were built in the mid to late 16th century. Their significance lies in the formation of the farm complex which is located at a distance from the principal dwelling. The separation illustrates a further complex type which is significant for the appreciation of the historic farming practice. The survival of much of the historic fabric is significant in illustrating the timber framing tradition.

Assessment

The Council's Heritage Officer has assessed the application and identified no harm to the heritage assets owing to the distance and vegetation between the application site and the listed buildings meaning the proposed works are unlikely to be visible or affect the significance.

In light of the above, the proposal would preserve the special interest and setting of the Listed Buildings and would not harm its significance. As no harm has been identified, it is not necessary to weigh up the public benefits against any identified harm. The proposal would therefore be in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas Act 1990, Policy HA1 of the Local Plan (Part 1) 2018 and retained Policies HE3 of the Local Plan 2002.

13. Impact on the Green Belt

Paragraph 150(d) of the NPPF identifies that the re-use of buildings provided that the buildings are of permanent and substantial construction and the development does not harm openness or conflict with the purposes of including land within the Green Belt is appropriate Green Belt development.

A structural report by AND Design Ltd, identifies that the existing barn is capable of conversion without the need for reconstruction and is of permanent and substantial construction. Whilst the reuse of the building would require the western open side of the barn to have a wall constructed, this would have no material additional impact on the Green Belt compared to the existing building. As such officers consider that the conversion of the barn would comply with paragraph 150(d) of the NPPF and would be appropriate Green Belt development.

The erection of the garage and outbuilding however would not meet any of the exceptions listed in sections 149 and 150 of the NPPF. As such they would be inappropriate Green Belt development that by definition is harmful to openness. Inappropriate Green Belt development should only be granted in very special circumstances which will be discussed later in the report.

14. Design and impact on visual amenity and the AGLV

Whilst the development would domesticate an existing agricultural area, this would not be out of keeping in the wider AGLV landscape owing to the residential development situated to the south of the site. Furthermore, the barn would be reused using appropriate materials that would retain some of the agricultural appearance. The development would also not result in overdevelopment to the site itself.

The proposal would therefore accord with Policy TD1 of the Local Plan Part 1 2018, retained Policies D1 and D4 of the Local Plan 2002 and the Residential Extensions SPD.

15. Impact on residential amenity

Due to the single storey stature of the buildings, the new habitable areas would not result in any materially harmful overlooking to nearby neighbours. Furthermore, the introduction of two residential units at the site would not give rise to any materially harmful noise or other nuisance.

The proposed development would not result in harm to the residential amenity of neighbouring properties in accordance with Policy TD1 of the Local Plan Part 1 2018, retained Policies D1 and D4 of the Local Plan 2002 and the Residential Extensions SPD.

16. Effect on Thames Basin Heaths SPA

The site is located within the Thames Basin Heaths SPA 7km Buffer Zone. The proposal would result in an increase in people permanently on the site. However, due to the availability of alternative recreational opportunities within the area, which could divert residents from use of the SPA, the proposal would not have a likely significant effect upon the integrity of the SPAs in accordance with Policy NE1 of the Local Plan (Part 1) 2018. An appropriate assessment is not therefore required.

17. Biodiversity and compliance with Habitat Regulations 2017

A Preliminary Roost Assessment (PRA) by Arbtech was submitted in support of the development. This identifies that the buildings on the site have a negligible habitat value due to the lack of suitable roosting features for both crevice-dwelling and void-dwelling bat species.

Officers therefore are satisfied that protected species would not be harmed as a result of the proposed development.

18. Access and Parking

An existing access is to be reused, whilst a historic access is to be reinstated. The County Highway Authority was consulted and required a visibility splay for the access

to be reinstated. At the time of writing the report this had not been provided but a full update will be provided to the Committee prior to the meeting.

Furthermore whilst the site is accessed by a Bridleway, the County Rights of Way department raised no objection to the development.

19. Parking

Both dwellings are designated two parking spaces on the submitted proposed plans. This would fall slightly short of the 2.5 space requirement of the Council's parking guidelines (2013). However as each dwelling has sufficient additional hardstanding to accommodate an additional 0.5 spaces Officers would raise no concern over the parking provision.

20. Very Special Circumstances

It has been identified that the erection of a garage and outbuilding would be inappropriate Green Belt development. Inappropriate Green Belt development should only be granted in very special circumstances which should clearly outweigh the identified harm.

The proposal involves the demolition of a large stable building with a floor area of approximately 157m². The proposed garage and studio have floor areas of 42m² and 29m² respectively for a total of 71m². This would result in a significant increase in openness compared to the existing situation which would be beneficial to the openness of the Green Belt. Officers are therefore satisfied that the improvement to openness would amount to very special circumstances.

21. Conclusion

The planning balance assessment concludes that the proposal is in accordance with the Development Plan, as such, planning permission is recommended for approval.

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition:

The plan numbers to which this permission relates are RB/MJ: PL01A, PL02, PL03, PL04, PL05, PL06. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason:

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

2. Condition:

No variation of the type and colour of the external materials to be used in the construction of the development as shown on the approved deposited plan shall be made without the prior written consent of the Local Planning Authority.

Reason:

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

3. Condition:

The measured sound pressure level of the noise emitted from the proposed air source heat pump shall not exceed 42dB LAeq, 5mins. The level shall be determined externally at a position one metre from the centre point of any exterior door or window to a habitable room of the nearest noise sensitive premises.

Reason:

Having regard to the relationship with neighbouring properties and to accord with Policy TD1 of the Local Plan Part 1 2018 and Retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

4. Condition:

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans Drawing No. RB/MJ/PL05 for vehicles to be parked and to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan 2018, retained Policy D4 of the Local Plan 2002 and the NPPF 2021

5. Condition:

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans Drawing No. RB/MJ/PL05 for the secure parking of bicycles within the development site. Thereafter the parking for bicycles shall be retained and maintained for their designated purposes.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan 2018, retained Policy D4 of the Local Plan 2002 and the NPPF 2021.

6. Condition:

No development shall commence until a Construction Transport Management Plan, to include details of:

(a) parking for vehicles of site personnel, operatives and visitors

(b) loading and unloading of plant and materials

(c) storage of plant and materials

(d) measures to prevent the deposit of materials on the highway

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan 2018, retained Policy D4 of the Local Plan 2002 and the NPPF 2021.

7. Condition:

The use of the site shall not commence until details of a management plan for the storage of food and bedding and the disposal of manure and waste has been provided and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in strict accordance with the approved details and no variation shall be permitted without the prior written consent of the Local Planning authority.

Reason:

To ensure a sustainable construction, in accordance with Policy ST1 of the Local Plan 2018.

Informatives:

1. Community Infrastructure Levy (CIL)- - The development hereby permitted is CIL liable. - - 'CIL Form 6: Commencement Notice' must be received by the Council prior to the commencement of development. Commencement of development is

defined in Regulation 7 of the CIL Regulations 2010 (as amended).- - Failure to adhere to the CIL Regulations and commencing work without notifying the Council could forfeit any rights you have to exemptions, payment by instalments and you may also incur surcharges.- - For further information see our webpages (www.waverley.gov.uk/CIL) or contact CIL@waverley.gov.uk

2. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

3. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of Paragraph 38 of the National Planning Policy Framework 2021.

Case Officer Carl Housden Signed: Date: 18 March 2022

Agreed by Team or DC Manager.....Date:.....

Time extension agreement in writing seen by signing off officer:

Yes No N/A

Agreed by Development Manager or Head of Planning Services

.....

This report has been agreed under the delegated authority by the Head of Planning Services.

Decision falls within(*number reference*) of the Scheme of Delegation
..... (initialled by Authorising officer)