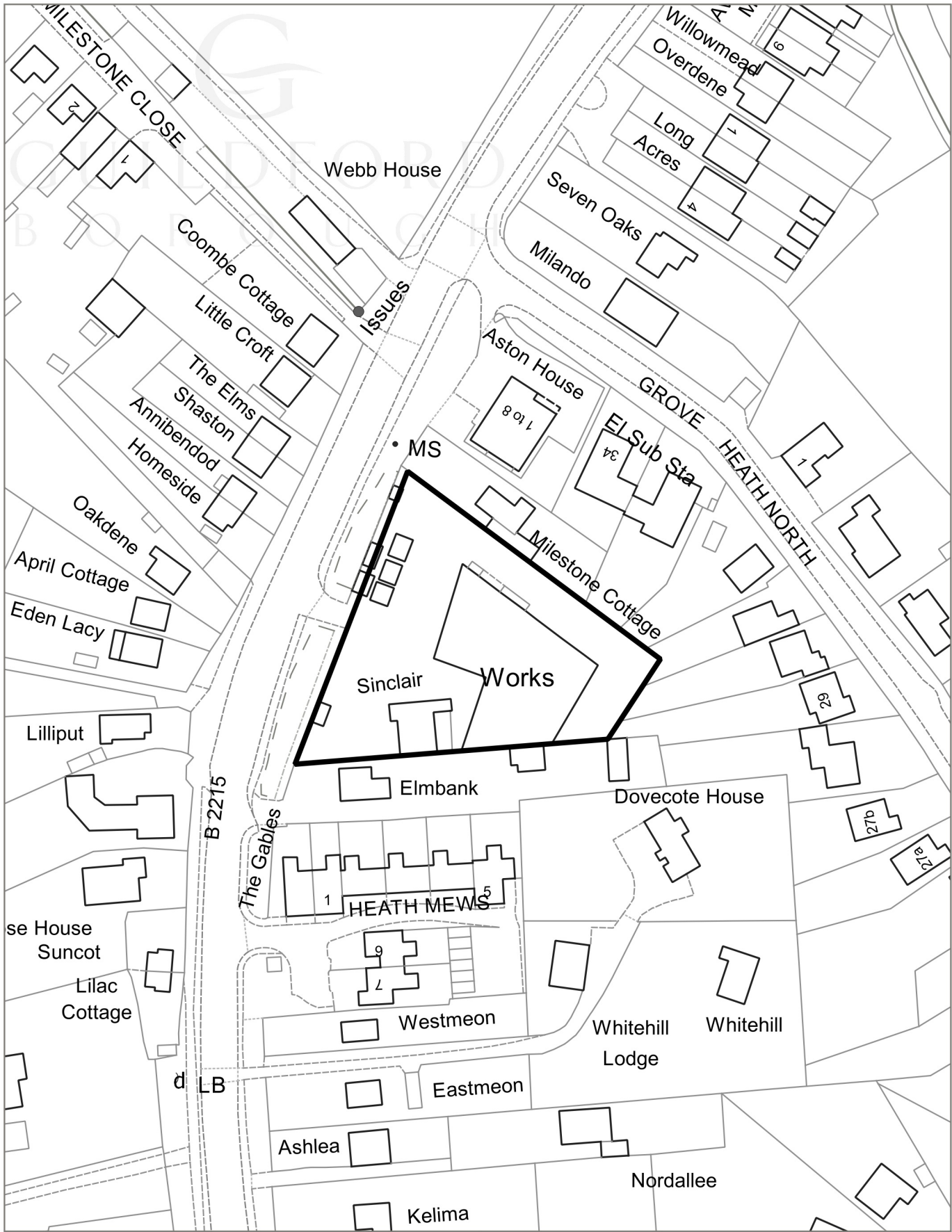


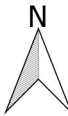
20/P/01569 - The Shed Factory, Portsmouth Road, Ripley, Woking



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Print Date: 15/03/2021



Not to Scale



GUILDFORD
BOROUGH

20/P/01569 – The Shed Factory, Portsmouth Road, Ripley, Woking



N

Not to scale

App No: 20/P/01569
Appn Type: Full Application
Case Officer: Katie Williams

8 Wk Deadline: 08/01/2021

Parish: Ripley
Agent : Mr A Bandosz
D&M Planning Ltd
1A High Street
Godalming
GU7 1AZ

Ward: Lovelace
Applicant: .
Challenge Fencing Ltd
c/o D&M Planning Ltd
1A High Street
Godalming
GU7 1AZ

Location: The Shed Factory, Portsmouth Road, Ripley, Woking, GU23 6EW
Proposal: Change of use of the site from established garden shed business (Use Classes E (light industrial) and B8 (storage and distribution) with ancillary retail use (Use Class E)) to car sales business (sui generis) for the display of cars for sale.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because more than 10 letters of objection have been received, contrary to the Officer's recommendation.

Key information

The proposal is for the change of use of the site from established garden shed business (Use Classes E (light industrial) and B8 (storage and distribution) with ancillary retail use (Use Class E)) to car sales business (sui generis) for the display of cars for sale.

- The existing single storey office and sales building would continue to be used as the sales and administration office for the car sales business.
- The manufacturing of the sheds and storage of materials within the main buildings would cease and this area would be used for the sale and preparation of cars for sale.

Opening hours:

Monday to Saturday: 09:00 - 17:30
Sundays and Bank Holidays: 10:00 - 16:00

Summary of considerations and constraints

The proposed re-use of the site and existing building constitutes appropriate development in the Green Belt and complies with the exceptions set out in the Para 146 of the NPPF. The proposal would also continue to provide employment on the site, in line with Policy E3 of the 2019 Local Plan.

The proposal will not have a materially greater impact on openness or the character of the area when compared to the existing use.

Subject to conditions restricting the hours of use and the proposed activities to car sales and valeting as set out in the application, it is considered that there will not be a detrimental impact on neighbouring amenity.

The Highway Authority has concluded that the proposal would not have a material impact on the surrounding highway network.

The application is therefore recommended for approval subject to the recommended conditions.

RECOMMENDATION:

Approve - subject to the following condition(s) and reason(s) :-

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 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 in accordance with the following approved plans: TS-01-01-020 REV PF1, TS-02-02-030 REV PF2 (existing) and TS-08-04-101 REV PF2 received 17 September 2020 and TS-02-02-030 REV PF2 (proposed) received 24 September 2020.

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

3. The use hereby permitted shall not operate other than between the hours of 09:00 to 17:30 Mondays to Saturdays (inclusive) and 10:00 to 16:00 on Sundays or Bank or National Holidays.

Reason: To safeguard the residential amenities of neighbouring properties.

4. The premises shall be used for car sales (including car valeting / cleaning) and for no other purpose (including any other purpose in Class E or B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: In granting this permission the Local planning authority has had regard to the special circumstances of this case and wishes to have the opportunity of exercising control over any subsequent alternative use.

Informatives:

1. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

- Offering a pre application advice service
- Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
- Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

In this case pre-application advice was not sought prior to submission and the application was acceptable as submitted.

Officer's Report

Site description.

The site is located within the Green Belt, outside of a Settlement Boundary. The site is also within the 400m to 5km buffer zone of the Thames Basin Heath SPA.

The site is approximately 0.34Ha, made up of a detached industrial building (currently used for manufacturing sheds), detached office building, external storage and car parking. The site is trapezoid in shape and slopes down considerably from the north east to the south west and all of the site is elevated from road level by approximately 2 metres. There is an existing steep vehicular access from the Portsmouth Road.

There are neighbouring residential properties to all sides of the application site and on the opposite side of Portsmouth Road.

Proposal.

Change of use of the site from established garden shed business (Use Classes E (light industrial) and B8 (storage and distribution) with ancillary retail use (Use Class E)) to car sales business (sui generis) for the display of cars for sale.

- The existing single storey office and sales building would continue to be used as the sales and administration office for the car sales business.
- The manufacturing of the sheds and storage of materials within the main buildings would cease and this area would be used for the sale and preparation of cars for sale.

Opening hours:

Monday to Saturday: 09:00 - 17:30

Sundays and Bank Holidays: 10:00 - 16:00

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
19/P/01126	Erection of 7 residential units, retention of commercial sales area in separate building for established garden shed business and associated development together with demolition of existing building and retention of some display sheds/outbuildings.	Pending	
18/P/01679	Planning application for the erection of 7 dwellings together with associated parking and landscaping. Retention of commercial sales area within separate building for established garden shed business following demolition of existing buildings and retention of display sheds.	Withdrawn 13/11/2018	N/A

Consultations.

Statutory consultees

County Highway Authority:

- The CHA has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The CHA therefore has no highway requirements.
- There is no proposed change to the access or parking arrangement within the development. The site is unlikely to result in a significant increase in traffic compared with the existing use.
- The Highway Authority considers that the proposal is unlikely to have a material impact on highway safety issues.

Internal consultees

Head of Environmental Health and Licensing:

- No concerns if it is operated as an open show area with no noisy activities

Ripley Parish Council

- supports the application.
- will maintain a number of employment opportunities for local residents

Third party comments:

11 letters of representation have been received raising the following objections and concerns:

- will attract more traffic than the current shed factory use
- increase in traffic and congestion on Portsmouth Road
- increase in noise levels from deliveries
- opening times including weekends is unacceptable Will have an adverse effect on residents.
- highway safety, access is on a bend
- loss of privacy to properties on opposite side of the road
- out of keeping with rural character of Ripley
- air pollution from additional vehicles parking close to the boundary
- impact on wildlife

Planning policies.

National Planning Policy Framework (NPPF):

- 6. Building a strong, competitive economy
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 12. Achieving well-designed places
- 13. Protecting Green Belt land
- 15. Conserving and enhancing the natural environment

Guildford Borough Local Plan: Strategy and Sites (LPSS), 2015-2034:

The Guildford Borough Local Plan: Strategy and Sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan. The Local Plan 2003 policies that are not superseded are retained and continue to form part of the Development Plan (see Appendix 8 of the Local Plan: strategy and sites for superseded Local Plan 2003 policies).

P1: Surrey Hills Area of Outstanding Natural Beauty and Area of Great Landscape Value

P2: Green Belt

E3: Maintaining employment capacity and improving employment floorspace

D1: Place shaping.

ID3: Sustainable transport for new developments.

Guildford Borough Local Plan 2003 (as saved by CLG Direction 24 September 2007):

G1 General Standards of Development

G5 Design Code

Supplementary planning documents:

GBC Vehicle Parking Standards, 2006.

Lovelace Neighbourhood Plan

The Lovelace Neighbourhood Plan has been through examination by an Inspector who has made recommendations. It therefore currently carries moderate weight.

Planning considerations.

The main planning considerations in this case are:

- the principle of development
- the impact on the Green Belt and character of the area
- the impact on neighbouring amenity
- highway/parking considerations

The principle of development

The application site has been used for the manufacturing and sales of sheds for several years and therefore whilst it is not a designated employment site within the 2019 Local Plan, it has an established commercial / employment use, comprising of a mix of Use Classes E (light industrial and ancillary retail) and B8 (storage and distribution).

The proposal is to be assessed on the basis of the change of use from E / B8 use (shed factory) to sui generis (car showroom).

Green belt:

Paragraph 146 of the NPPF allows for the re-use of buildings provided that the buildings are of a permanent and substantial construction and that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt.

Policy P2 of the new Local Plan supports the re-use of rural buildings providing the proposal is in accordance with Para 146 of the NPPF.

Employment:

Para 83(a) of the NPPF states that planning decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through the conversion of existing buildings and well-designed new buildings and enable the development and diversification of agricultural and other land-based rural businesses.

Policy E3 of the 2019 Local Plan states that outside the designated employment sites, employment floorspace will be protected in line with the latest needs assessment and the loss will be resisted unless the site is allocated for an alternative use within the Local Plan. Whilst the proposed use does not fall within an employment use, the use would provide a similar level of employment for sales staff and for the cleaning and preparation of cars for sale compared to the current use of the site. Furthermore, the current occupier of the site is moving to alternative premises in the area so this business would not be lost as a result of the proposed change of use. It is therefore considered the proposed change of use would not result in a loss of employment and therefore complies with Policy E3 of the 2019 Local Plan.

The development is therefore acceptable in principle subject to compliance with the abovementioned criteria.

The impact on the Green Belt

The site sits within a semi-rural residential area within the Green Belt, with residential dwellings neighbouring the site on all sides.

The workshop buildings on the application site have been used for manufacturing sheds for several years and are of a substantial, sound and permanent construction. The proposal would not result in any external alterations to the buildings or areas of hardsurfacing which are currently used for parking and for displaying sheds.

All car valeting activities would be within the building and no external changes are proposed. The existing areas of hardstanding to the front of the site and adjacent to the buildings would remain and would be used for the display of cars for sale and parking for visitors and staff, in place of the existing use of this area for the display of sheds and staff and visitor parking.

It is considered that the proposed use would not significantly alter the appearance of the site from the existing use. The floor area of the existing workshop building has been stated as 939 square metres (approx), This will be used for the preparation of cars for sale and for the display of cars. Cars for sale will also be displayed on the existing hardstanding outside the building.

Due to the nature of the proposed use, it is not considered that the intensity of activity, including vehicle movements, will be significantly greater when compared with the established use of the site. As such, it is not considered that the change of use would adversely impact on the openness of the Green Belt. The application therefore constitutes appropriate Green Belt development and complies with paragraph 146 of the NPPF.

The development is therefore considered to comply with saved policy P2 of the new Local Plan and Para 146 of the NPPF.

Character of the area

The application site is located within a semi-rural area, largely surrounded by residential dwellings. It has an established commercial use.

As noted above, the proposal would not result in any external changes to the existing workshop buildings and would not significantly alter the appearance of the site from the existing use. Due to the nature of the proposed use, it is not considered that the intensity of activity, including vehicle movements, will be significantly greater when compared with the established use of the site.

It is therefore concluded that the proposed change of use would adversely impact on the semi-rural character of the area, in accordance with Policy D1 of the 2019 Local Plan.

The impact on neighbouring amenity

There are several residential properties neighbouring the application site. The closest properties are Milestone Cottage to the north of the site, Elmbank which adjoins the southern boundary and properties which sit on the opposite side of Portsmouth Road, opposite the access to the site.

Concerns have been raised by neighbouring residents, particularly with regard to an increase in the level of activity associated with the proposed use and a subsequent loss of privacy and increased noise and disturbance to neighbouring properties.

It is important to note that the site currently has an established E / B8 use and could therefore be used for alternative commercial uses which fall within these use classes without requiring planning permission. Furthermore, there are currently no conditions restricting the hours of use of the site.

The proposed use of the site for car sales would not significantly increase the level of activity compared to the existing use. Furthermore, it is considered that the use of the buildings for car valeting / preparation for sale would not generate more noise compared to the existing use of the building(s) for assembling sheds. The application states the use will operate between the hours of 09:00 to 17:30 Monday to Saturday and 10:00 to 16:00 on Sundays/ Bank Holidays. These hours are not considered unreasonable and a condition is recommended restricting the hours of use to be as specified.

The Environmental Health Officer has no concerns regarding the application providing the site is used as an open show area with no noisy activities as is proposed. A condition is recommended restricting the use of the site to car sales and valeting only, to ensure noisy activities cannot be carried out.

The hardsurfaced area which will be used for the display of cars for sale does extend to the boundaries of the neighbouring properties either side. However, this area can currently be used for car parking or display of sheds and it is not considered that the proposed use will have materially greater impact on neighbouring amenity in terms of noise and disturbance or pollution compared to the existing use.

Subject to the conditions regarding the hours of use and restricting the use of the premises to be as stated on the application, it is concluded that the proposal will not have a detrimental impact on neighbouring amenity, in terms of noise and disturbance, pollution or loss of privacy. The proposal therefore accords with Policy G1(3) of the saved Local Plan.

Highway/parking considerations

Paragraph 32 of the NPPF notes that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

The existing vehicular access to the site from Portsmouth Road will remain unchanged. Whilst the proposed use would include deliveries of vehicles to the site this is not dissimilar to the current use which includes deliveries of materials to the site associated with the existing manufacturing use.

The County Highway Authority has confirmed it has no objection to the application. There is no proposed change to the access or parking arrangement within the development. The site is unlikely to result in a significant increase in traffic, including deliveries, compared with the existing use. The CHA therefore considers that the proposal is unlikely to have a material impact on highway safety issues.

It is therefore concluded that the application complies with policy ID3 of the 2019 Local Plan.

Conclusion.

In conclusion the growth and expansion of all types of business and enterprise in rural areas is supported by national policy within the NPPF. It is appropriate development in the Green Belt and complies with the exceptions set out in the Para 146 of the NPPF. The proposal would also continue to provide employment on the site, in line with Policy E3 of the 2019 Local Plan.

The proposal will not have a materially greater impact on openness or the character of the area when compared to the existing use. Subject to conditions restricting the hours of use and the proposed activities to those set out in the application, it is considered that there will not be a detrimental impact on neighbouring amenity. The Highway Authority has concluded that the proposal would not have a material impact on the surrounding highway network.

The application is therefore recommended for approval subject to the recommended conditions.