



PLANNING COMMITTEE REPORT

TO: Planning Committee South
BY: Development Manager
DATE: 19th September 2017
DEVELOPMENT: Proposed settled gypsy accommodation site comprising 3 pitches and associated utility building
SITE: Land To The Rear of Pear Tree Farm Furners Lane Woodmancote West Sussex BN5 9HX
WARD: Henfield
APPLICATION: DC/17/1374
APPLICANT: **Name:** George Corfield **Address:** c/o Agent (PROwe Planning Solutions, Melton Lodge, Rusper Road, Newdigate, Dorking, RH5 5BX)

REASON FOR INCLUSION ON THE AGENDA: More than 8 representations have been received of a contrary view to the Officer recommendation.

RECOMMENDATION: To approve planning permission

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.2 The application seeks consent for the subdivision of the site, which was formerly in agricultural and equestrian use, to form 3 gypsy pitches, including the erection of three utility buildings. These utility buildings would provide a 'dayroom' with bathroom, and would be provided with windows and door openings.
- 1.3 The proposal has been amended as part of the application process to reduce the proposal from 4 to 3 pitches and to retain a 15m wide buffer strip alongside the eastern boundary to provide a buffer with the adjacent Ancient Woodland.
- 1.4 Vehicular access would be retained as per the existing arrangement and site parking for vehicles and touring vans would be provided along the southern side of the site, where the existing access track enters the site in the south-western corner.
- 1.5 As part of the proposal, the existing stables on the site would be removed.

DESCRIPTION OF THE SITE

- 1.6 The application site comprises a level area of land that is set in a rural area, some 850m east of the Henfield Built-Up Area Boundary. The site is accessed off a single-track lane that serves a number of other residential and farm properties, and which is also a

designated public footpath (2540). It would appear that Furners Lane is a private track, with the County Council maintained area extending approximately up to the Henfield Built Up Area boundary line (BUAB). An overhead line passes directly overhead across the site in a north-south direction, with a pylon being sited on land to the south of the site.

- 1.7 Planning history indicates that the site has an agricultural history having been used in association with an orchard. More recently, two stable buildings comprising a tack room and 5no stables was erected on the site in 1999, stated to be in a location similar to the former agricultural barn that stood on site in connection with the orchard. Retrospective permission was granted for the new stable blocks subject to a number of conditions including that they be used for private / domestic use only and not for commercial equestrian purposes (HF/37/99).
- 1.8 Access into the site passes through a yard that is currently known as 'Pear Tree Farm' which is used for tyre storage and is occupied by a green profile-sheet barn, set directly to the south of the vehicular site access. The application site and adjoining fields are fenced with rustic post and rail fences and divided into paddocks, which appears to be part of the adjacent residential property at Turnham's Gill.
- 1.9 The site is currently occupied by two timber stable buildings and shipping containers set around a circular gravel driveway. The site has recently been used by a number of touring caravans which are to accommodate workers currently employed at the RAMSAR site, due to be removed in October 2017, when the works are expected to be completed.
- 1.10 The eastern edge of the site extends into an area of Ancient Woodland, and 142m to the east is a Grade II listed building Little Bylsborough.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

- 2.2 **National Planning Policy Framework:**
 - NPPF1 - Building a strong, competitive economy
 - NPPF4 - Promoting sustainable transport
 - NPPF6 - Delivering a wide choice of high quality homes
 - NPPF7 - Requiring good design
 - NPPF11 - Conserving and enhancing the natural environment
- 2.3 **Horsham District Planning Framework (HDPF 2015)**
 - HDPF1 - Strategic Policy: Sustainable Development
 - HDPF2 - Strategic Policy: Strategic Development
 - HDPF15 - Strategic Policy: Housing Provision
 - HDPF16 - Strategic Policy: Meeting Local Housing Needs
 - HDPF21 – Strategic Policy: Gypsy and Traveller Sites Allocations
 - HDPF22 – Gypsy and Traveller Sites
 - HSPD23 – Strategic Policy: Gypsy and Traveller Accommodation
 - HDPF25 - Strategic Policy: The Natural Environment and Landscape Character
 - HDPF31 - Green Infrastructure and Biodiversity
 - HDPF32 - Strategic Policy: The Quality of New Development
 - HDPF33 - Development Principles

HDPF35 - Strategic Policy: Climate Change
HDPF36 - Strategic Policy: Appropriate Energy Use
HDPF37 - Sustainable Construction
HDPF38 - Strategic Policy: Flooding
HDPF39 - Strategic Policy: Infrastructure Provision
HDPF40 - Sustainable Transport
HDPF41 - Parking
HDPF42 - Strategic Policy: Inclusive Communities

RELEVANT NEIGHBOURHOOD PLAN

2.4 The Henfield Neighbourhood Plan has been quashed following a High Court ruling, and so far, there has been no further action on the Neighbourhood Plan.

2.5 PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/17/1401	Prior Approval for Change of Use falling within Class B8 (storage or distribution centre) to dwellings (C3 Use Class)	Prior Approval Required and PERMITTED on 31.08.2017
DC/07/2006	Change of use of approx 180 square metres of agricultural land to hardstanding for private equestrian use of site (Retrospective)	Application Permitted on 24.10.2007
DC/07/0675	Change of use of agricultural land to provide hardstanding for private equestrian use (retrospective)	Application Refused on 03.05.2007
HF/103/02	Certificate of lawful development relating to the commercial storage of up to 600 used tyres for subsequent distribution	Application Permitted on 12.05.2003
HF/29/01	Certificate of lawful use relating to the commercial storage of up to 600 used tyres for subsequent distribution	Application Refused on 23.10.2001
HF/37/99	Retention and completion of 5 stables and tack room	Application Permitted on 15.06.1999

3. OUTCOME OF CONSULTATIONS

3.1 The following section provides a summary of the responses received as a result of internal and external consultation, however, officers have considered the full comments of each consultee which are available to view on the public file at www.horsham.gov.uk

INTERNAL CONSULTATIONS

3.2 Strategic Planning: Comment:-

- The site was not put forward under the call for sites in May 2016;
- Work continues on the Council's Site Allocation Development Plan Document and therefore, the Council is currently unable to demonstrate an up-to-date 5-year supply of deliverable sites – Policy HDPF21;
- The site's location would be heavily reliant on car-based modes of transport for most journeys to local services and community facilities – Policy HDPF23;
- The proposal would need to be weighed accordingly in terms of the favourable provision of the additional gypsy pitches against the potential impact on a rural location and distance from nearest educational and community facilities – Policy HDPF23.

OUTSIDE AGENCIES

3.3 Southern Water: No objection.

3.4 West Sussex Highways: No objection, conditions / informatives are suggested concerning car parking spaces being secured in line with the submitted plan and details required to demonstrate the on-site provision of a waste collection / fire service turning space

3.5 Woodland Trust: No objection (following revisions):-

- The reduction to 3 pitches ensures retention of previously advised 15m buffer zone alongside Ancient Woodland, in order to maintain adequate distance between the Ancient Woodland and the 'development' minimising the risk of lopping/ felling or reduction of the woodland canopy, thus securing a long-term retention of trees.
- Ensuring development stays outside of the buffer zone would reduce threats arising from increased surface water run-off and other changes to the hydrology
- Conditions to secure the buffer zone remain clear from any development, including hard-standing would be encouraged
- In the event of this area being used for grazing then adequate fencing and a landscaping buffer strip to prevent animals straying into the woodland would be advised.

PUBLIC CONSULTATIONS

3.6 Parish Council Consultation (Henfield): Objection. The proposal would be contrary to HDPF policies 1, 3, 4, 21, 22, 23, 25, 26, 32 and 33

3.7 Parish Council Consultation (Woodmancote): Objection:-

- The site would be inadequate for the type of development on account of its location about a mile down a country lane that is privately owned, well used and narrow;
- Potential health problems for prospective occupants as site lies under a high-voltage power cable
- No support for policy-based support for proposal as the allocated sites have all been assessed accordingly;
- Must be considered against application DC/14/1401 (conversion of barns to form 3no dwellings).

3.8 55 letters of objection has been received raising the following objections and concerns:-

- Concern if both the proposed gypsy site and conversion of barns adjacent site to dwellings are allowed - resulting in 7 units of accommodation on the site (DC/17/1401);
- Site not allocated in DPD - therefore no evidence of need;
- In conflict with HDPF23;
- Site located 1.5km from centre of Henfield;
- Residents have better knowledge of highways impact arising from both proposals being granted than highways;
- Narrow lane, a no-through road and used by walkers, dog-walkers, cyclists and horse riders - unsuited to large vehicles and trailers;
- Increased congestion from motorists using Furners Mead as an alternative to Henfield Hall to avoid parking charges;
- Previously, access to Manor Way development along Furners Lane was rejected on highways grounds;

- Increasingly busy along Furners Lane, especially where it leads onto High Street;
 - Maintenance and repair implications of additional traffic on both council-maintained and private sections of lane;
 - Resulting increased use over private access track (Furners Lane) likely to exceed the scope of the right of access conferred in 1990, and interferes with other users' rights of access - potentially therefore there is no right of access over the access;
- No details of surface water run-off;
 - No bat survey / ecological survey;
 - Potential unauthorised loss of and felling within adjacent ancient woodland;
 - Impact on wildlife along lane;
 - Health impact arising from living directly under high-voltage power lines;
 - Pollution and contamination of small stream into which sewage would discharge;
 - Increased noise;
 - Potential difficulty in future 'policing' of site in planning terms;
- Loss of hedging arising as a result of DC/17/1401 - resulting in greater visual prominence of site;
 - Caravans are white plastic and therefore not suitable to a rural area
 - Impact on countryside;
 - Mitigation not possible to offset design which is not 'sensitive' to location;
 - Impact on 'quiet and rural' location;
- One letter has been received responding to a number of comments made and confirming that some trees within the woodland have been removed only to gain access in order for UK Network Power to repair a damaged cable.

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS

- 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

6. PLANNING ASSESSMENTS

Background

- 6.1 In 2015, the government published its 'Planning Policy for Traveller Sites' (PPTS) to be read alongside the NPPF. Policy H of the guidance relates to the determination of planning applications for traveller sites, stating that applications should be assessed and determined in accordance with the presumption in favour of sustainable development. The PPTS states, at Paragraph 27, if a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission.
- 6.2 The Horsham District Planning Framework (HDPF) through Policy 21, Gypsy and Traveller Site Allocations, makes provision for 39 net additional permanent residential pitches for

Gypsies and Travellers within the period 2011-2017. Policy 21 also states that the Council will make provision for further pitches over the rest of the Plan period from 2017 to 2031 in a Site Allocations DPD. A call for Gypsy, Traveller and Travelling Showpeople sites was undertaken early in 2016. The Council is in the early stages of developing its Site Allocations document and is actively assessing sites and accommodation needs within the District. This site was not put forward as part of that exercise.

- 6.3 A number of sites allocated through Policy 21 of the HDPF have yet to come forward and the Council is currently unable to demonstrate an up-to-date 5 year supply of deliverable sites. This is a significant consideration which weighs in favour of granting planning permission for the proposed development, subject to compliance with other relevant policies of the HDPF.

Sustainable Development

- 6.4 Policy 23 of the HDPF requires that sites are served by safe and convenient pedestrian and vehicular access, and should not result in significant hazard to other road users. Furthermore, there is an expectation that sites are located in or near existing settlements, within reasonable distance of a range of local services and community facilities, such as schools and essential health services.
- 6.5 The site is approximately 830m outside of the settlement edge of Henfield, where there are a good range of public services available including schools, shops and some public transport (measured along the route of Furners Lane). At less than 1km the distance is considered to be walkable and within 'sustainable' guidelines. Whilst the existing lane may not be provided with pavements the level of traffic is considered to be of a moderate level, with the lane noted as being a designated public right of way / footpath, anticipating a level of foot traffic. The private lane is not a through road, thus potentially limiting the traffic using the lane to that connected with the properties and lands accessed off the lane, rather than general through-traffic.
- 6.6 In this instance, given the location of the site, the nature of the lane, the designation as a public footpath and the existing private stable and storage uses at the application and wider Peartree Farm site, the proposal is, on balance, considered to comply with the overall criteria set out under policy 23 of the HDPF.

Character of the Area

- 6.7 The importance given to the continued protection of rural areas remains a key policy objective in assessing new gypsy and traveller sites. The PPTS, at paragraph 25, states that Local Planning Authorities should 'very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan'. Furthermore, it advises that any sites in rural areas respect the scale of, and do not overdominate the nearest settled community.
- 6.8 In this instance, the nearest 'settled community' would be that of the village of Henfield, 840m to the west of the site. The intervening Lane includes a number of residential and farm properties. The scale of the proposal, amounting to 3 pitches, would not be considered to overdominate the wider character of the area, which as existing is marked by sporadic residential development.
- 6.9 Policy 23 of the HDPF: 'Strategic Policy: Gypsy and Traveller Allocations' confirms that for planning applications on non-allocated sites there must be no significant barriers to development that exist in terms of flooding, drainage and ground stability; that the site is served by a safe and convenient vehicular and pedestrian access; that the site has essential services; that the site is located in or near to existing settlements and that the

development will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties.

- 6.10 It is recognised, taking account of the associated 'development' required to provide each pitch with the necessary elements of open space, privacy, amenity blocks, space for touring vans / trailers, cars and other domestic accoutrements, that the level ground conditions and the open boundaries which exist at the application site would become more enclosed as a result of the proposed development. This would change the character of the site from what currently appears as a rural stable yard to a more 'developed' site.
- 6.11 The site is, however, set back from public views by distances of approximately 107m to Furners Lane in the south and approximately 140m to the public footpath to the east, with intervening landscaping features, sloping topography and built development. There is considerable scope to enhance soft landscaping around the site to reduce the visual impact of the development, and details of a scheme are proposed to be secured through condition.
- 6.12 Paragraph 26 of the PPTS advises Local Planning Authorities to attach weight to the following matters when considering new gypsy site proposals:
- a) effective use of previously developed (brownfield), untidy or derelict land;
 - b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness;
 - c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children;
 - d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community.
- 6.13 The proposal would broadly accord with the above criteria. It is considered that as a result of the existing use and development at the site, the modest level of accommodation being proposed and the inconspicuous nature of the site and immediate surroundings would mitigate the visual impact such that there would only be limited harm to the prevailing character of the countryside.
- 6.14 It is noted that a grade II listed building 'Little Bylsborough' is sited some 132m to the east of the application site. However, owing to the intervening band of trees, some 30m wide, and other landscaping features, there would be a limited direct visual link between the application site and the listed property. As such there would be no adverse impact on the setting of Little Bylsborough and there is no conflict with Policy 34 of the HDPF.

Impact on Neighbouring Properties

- 6.15 Policy 33 of the HDPF requires that development is designed to avoid unacceptable harm to occupiers of nearby land and property, for example, through overlooking or noise.
- 6.16 With regard to the impact of the proposed development on neighbouring occupiers, it is noted that the nearest residential property Turnham's Gill is some 80m to the west of the site. Although the wider lands of this property adjoin the application site, the actual property outlook is screened by a reasonably dense row of vegetation some 54m west of the application site boundary. It is therefore considered that the proposed development would lead to limited visual harm occurring to the outlook of the occupants of the nearest neighbouring residential property.
- 6.17 Reference is made to the southern part of Peartree Farm, where Prior Notification has recently been approved for the conversion of the storage barns to form 2x2-bed dwellings and 1x3-bed dwelling. At part of the Prior Notification approval, there is no indication of

private amenity spaces, defined curtilages or parking provision for the proposed conversion.

It is considered that limited consideration can be given to the potential impact on the resulting residential amenities of the converted barns as this development has not yet commenced on site.

- 6.18 It is acknowledged that there are further properties which share the private access track Furners Lane, but the proposal would yield limited direct and detrimental harm in terms of loss of light, outlook and privacy on neighbouring residential amenities.

Highways

- 6.19 The site would be accessed from an existing vehicular access off Furners Lane which currently serves the property and the 'host' site Pear Tree Farm, and which lies off a privately maintained single-track lane with occasional passing places formed by field and property entrances. The proposed development is considered to generate a low trip rate which would not be deemed as having a 'severe' impact on the highways network. The Local Highway Authority has therefore raised no objection to the proposal and there are no reasons to take a different view.

Other Matters

- 6.20 The reduction to the proposed number of pitches at the site has allowed the creation of a buffer zone along the edge of the ancient woodland, resolving concerns of the Woodland Trust. A condition is recommended to secure the future retention of this 'buffer zone'.
- 6.21 Concerns have been raised by members of the public and by the Parish Council regarding the potential health impacts of living under a high-voltage power line. This matter is not a regulatory issue that the Council can control or comment on and at the present time there is no guidance or restrictions on development / residential proximity to overhead power lines.

Conclusion

- 6.22 The Council cannot currently meet the identified gypsy and traveller accommodation need or future need in accordance with policies 21, 22 and 23 of the HDPF. It is also recognised that the Council is still in the early stages of developing its Site Allocations document and is actively assessing sites and accommodation needs within the District, by way of the forthcoming DPD.
- 6.23 The site is located in a rural area, but is subject to a current level of 'development' on the site comprising two stable blocks and being adjacent to a commercial storage use. Although accessed via a private single-track lane and a designated public right of way / footpath the anticipated vehicular movements of the proposed 3no. settled gypsy pitches is not considered to result in a 'severe' impact on the public highway network, with accesses onto Furners Lane already established and functioning.
- 6.24 The resulting scale of development, given the siting and separation of the location from immediate adjoining properties and public views, would not over-dominate the wider pattern of development along Furners Lane. It is also considered that appropriate screening and landscaping could be used to enhance the site and its rural setting.
- 6.25 Overall, whilst there is some concern regarding its location in the countryside, approximately 830m from Henfield, no highway objections have been raised to its location. It is considered that there would be a significant benefit of providing r gypsy / traveller accommodation within the District which would help meet the identified shortage of sites. Given the proposed scale of the development currently being proposed this would

lead to limited harm to the landscape character and environmental quality of the countryside. It is therefore considered that the need for the gypsy/traveller site is outweighed by the harm.

- 6.26 The proposal is therefore considered to be in line with local and national planning policies and is therefore recommended for approval subject to the conditions shown.

7. RECOMMENDATIONS

- 7.1 That planning permission be granted subject to the following conditions:-

1 A list of the approved plans.

2 **Standard Time Condition:** 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.

3 **Pre-Commencement Condition:** No development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).

4 **Pre-Commencement Condition:** No development shall commence until existing storage containers, mobile homes / caravans and stable buildings have been removed from the land.

Reason: As this matter is fundamental in the interest of visual amenity and impact on the rural area in accordance with Policies 23, 25, 26, 32 and 33 of the Horsham District Planning Framework (2015).

5 **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the approved building(s) has been submitted to and approved by the Local Planning Authority in writing and all materials used in the construction of the development hereby permitted shall conform to those approved.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, full details of the hard and soft landscaping works, including fences, gates and areas of hardstanding, shall be submitted to and approved, in writing, by the Local Planning Authority. The approved landscape scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Any plants, which within a period of 5 years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policies 23, 25, 31 and 33 of the Horsham District Planning Framework (2015).

- 7 **Pre-Occupation Condition:** The development hereby permitted shall not be occupied unless and until provision for the storage of refuse/recycling has been made in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the adequate provision of recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 8 **Pre-Occupation Condition:** Prior to first occupation (or use) of any part of the development hereby permitted, a plan shall be submitted to and approved in writing by the Local Planning Authority, showing the location of a vehicle turning space sufficiently sized to accommodate waste/recycling vehicle, or that of the emergency / fire services. The development shall be implemented in accordance with the agreed details and shall thereafter be retained at all times for its designated use.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation on site for the stated vehicles clear of the public highway and in the interests of road safety, in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 9 **Regulatory Condition:** This permission does not authorise use of the land as a caravan site by any persons other than Gypsies and Travellers, as defined in Annex 1 of Planning Policy for Traveller Sites (Department for Communities and Local Government 2015).

Reason: To enable the Local Planning Authority to control the use of the site and in accordance with Policy 21, Policy 22 and Policy 23 of the Horsham District Planning Framework (2015).

- 10 **Regulatory Condition:** No more than 3 caravans (of static or mobile home type), as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (or any Act revoking or re-enacting these Acts), shall be stationed on the site at any time.

Reason: To avoid an overcrowded appearance and to secure satisfactory standards of space and amenity in accordance Policy 33 of the Horsham District Planning Framework (2015).

- 11 **Regulatory Condition:** No industrial, commercial or business activity shall be carried on from the site, including the storage of materials.

Reason: In the interests of amenity and in accordance with Policies 26 and 33 of the Horsham District Planning Framework (2015).

- 12 **Regulatory Condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or Orders amending or revoking and re-enacting the same, no additional gates, fences, walls, or other means of enclosure shall be erected or constructed on the site unless prior written permission has been granted by the Local Planning Authority.

Reason: In the interests of amenity in accordance with Policies 25, 26 and 33 of the Horsham District Planning Framework (2015).

- 13 **Pre-Occupation Condition:** No vehicle over 3.5 tonnes shall be stationed, parked or stored on the site.

Reason: In the interests of amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 14 **Pre-Occupation Condition:** There shall be no development, creation of hardstanding(s) or siting of caravans or other vehicles or structures within a 15m wide buffer strip alongside the eastern site boundary with the adjoining Ancient Woodland. In the event of this area of land being used for grazing or paddock land then fencing shall be provided to prevent straying into the adjacent woodland.

Reason: As this matter is fundamental to ensure the successful and satisfactory retention of an area of Ancient Woodland in accordance with Policies 23, 25, 31 and 33 of the Horsham District Planning Framework (2015).

Background Papers: DC/17/1375