



PLANNING COMMITTEE REPORT

TO: Planning Committee South

BY: Head of Development

DATE: 17 October 2017

DEVELOPMENT: Full planning application to construct new car showrooms with associated offices and ancillary facilities, vehicle workshops, a Head Office for the Harwoods Group, B2/B8 use class business units and soft landscaping and infrastructure works, all with the related provision of educational facilities for Chichester College - Brinsbury Fields Campus.

SITE: Land at Brinsbury Fields Stane Street Brinsbury Pulborough West Sussex RH20 1DJ

WARD: Chanctonbury

APPLICATION: DC/16/2963

APPLICANT: **Name:** Chichester College and Harwoods Ltd **Address:** Harwoods Ltd London Road Pulborough RH20 1AR

REASON FOR INCLUSION ON THE AGENDA: The application is a departure from the development plan. More than 8 letters of objection have been received

RECOMMENDATION: To delegate authority to the Head of Development to grant permission subject to the completion of a S106 agreement, and appropriate conditions. In the event that the legal agreement is not completed within three months of the decision of this committee, the Director of Planning, Economic Development and Property be authorised to refuse permission on the grounds of failure to secure the Obligations necessary to make the development acceptable in planning terms.

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The application seeks full planning permission for the development of part of an open and undeveloped field (Brinsbury Field) along the east side of the A29 with three car showrooms (Jaguar, Land Rover and Bentley) with associated workshops (total floor area 5,280sqm), an office building comprising the headquarters for Harwoods Group Ltd (930sqm), valet and parts centre buildings (630sqm), B2/B8 commercial units for unspecified initial users (2,780sqm), hardstandings for the open storage of up to 703 vehicles including visitor and employee parking, and associated soft landscaping. A new access junction is proposed from the A29 with two further access points from the part-made farm track that runs along the southern boundary.

- 1.3 The car showrooms would be set within two flat roofed buildings set to the front part of the site either side of the new access junction. The Hardwoods head office would be set midway into the site close to the southern boundary, with the B2/B8 units set to the rear part of the site behind the head office. The remainder of the site would be set aside for the 703 parking bays and soft landscaping. An attenuation pond and associated soft landscaping would be set central to the site adjacent to the Harwoods head office. New planting would be provided along the northern, western and southern site boundaries, with bunds of between 0.5m and 2m in height along the northern boundary.
- 1.4 The application is supported by a Design and Access Statement, Landscape Character and Visual Impact Assessment, Transport Statement, Noise Assessment, Preliminary Ecological Appraisal, Flood Risk Assessment, Arboricultural Impact Assessment, Economic Statement and a Statement of Educational and Training Links at Brinsbury College.
- 1.5 Following concerns over the extent of development across the site, the application has been amended to reduce the size of the B2/B8 units from 2,780sqm to 1,240sqm, to reduce the number of parking spaces from 703 to 680, and to increase the soft landscaping and planting.

DESCRIPTION OF THE SITE

- 1.5 The application site comprises the southern half (5.7ha) of an open agricultural field located on the east side of the A29 Stane Street between Brinsbury College and the small settlement of Adversane. The field is referred to as Brinsbury Field and forms part of the Brinsbury campus of Chichester College, although it is not currently in active agricultural use. The London-South Coast railway runs to the rear/east of the site, partially sunk below the surrounding land levels. The site is bounded by scattered trees and bushes along its western boundary with the A29, with the field opening onto a mostly unmade farm track to the southern side, the westernmost part of which forms the formalised junction to the Hepworths Brewery site adjacent.
- 1.6 The area is rural in character and relatively isolated from other development, with Adversane separated from the site by the northern part of the field and a further field and woodland to the north, and from Brinsbury College by the Hepworths Brewery site (DC/13/2328) and surrounding equestrian field to the south. Adversane Caravan Park, comprising twelve permanent residential caravans, sits opposite the A29 to the northwest, with Architectural Plants opposite to the west. The boundary of the Adversane Conservation Area sits approximately 400m to the north of the site. The Conservation Area includes a number of Grade II listed buildings.
- 1.7 A concurrent outline planning application has been submitted for the development of the northern half of the field with six B1, B2 and B8 commercial units under DC/17/0177.

BACKGROUND INFORMATION

Brinsbury College

- 1.8 Brinsbury College was merged with Chichester College in 2002 and established as a Centre for Rural Excellence in 2009. The campus comprises a 570 acre (250ha) landholding which has its own commercial farm used as the basis for much of the practical teaching that takes place at Brinsbury. The campus also includes a vineyard, conference centre, workshops and restaurant facilities. In order to support and grow its future as a Centre for Rural Excellence the Applicant advises that the campus is seeking to develop new and improved educational facilities and develop undertakings with development partners to add value to the campus activities and strengthen and diversify its educational offer.
- 1.9 Chichester College itself delivers training and education to over 15,000 part-time and full-time students across its two campuses at Chichester and Brinsbury, with further campuses

at Crawley and now Horsham. It offers a range of A Level, NVQ and other HE courses alongside adult education, apprenticeships, professional and workplace courses. These include courses in:

- Agriculture and conservation,
- Animal management
- Construction crafts
- Countryside management
- Crafts
- Engineering
- Motor Vehicle Studies
- Equine
- Farriery
- Floristry
- Management and Professional Services
- Horticulture

1.10 Following the merger in 2002 Brinsbury campus has received £16.6m of investment to improve the very poor estate infrastructure. The sale of Brinsbury Field would allow the College to apply for match funding from the Coast to Capital Local Enterprise Partnership which would then be spent on the highest priority projects across the College's estate. Supporting documents detail the improvements required to Brinsbury campus on a priority basis based on a conditions survey. These include works to repair, improve or replace a number of workshops, stables, barns and other buildings used for teaching purposes.

1.11 The College has identified that it needs to increase student numbers through course diversification and links to businesses, principally as the Brinsbury campus is one of the smallest agricultural colleges in the southeast with 575 enrolments as of January 2017 (by comparison Plumpton enrolled 1,787, Guildford 1,076 and Berkshire College 701).

Harwoods Group Ltd

1.12 The supporting documentation sets out that the Harwoods Group employs over 200 persons in Horsham District and over 800 people across the Group. The Group consists of over 16 motor franchise dealerships in the south of England from Southampton to Croydon, with showrooms at Five Oaks and Pulborough within Horsham District and others locally in Brighton, Crawley and Burgess Hill.

1.13 The Economic Statement submitted with the application identifies that both vehicle sales and employment within the local showrooms has grown significantly in the last 20 years and is projected to continue to rise. Consequently, and owing to new dealership requirements of Jaguar, Land Rover and Bentley, the Group's existing site in Pulborough is not sufficient to meet the growing and changing needs of the business despite having received planning permission to expand in 2015 (DC/15/1324). Harwoods have therefore been actively seeking a new site in the immediate area for several years in which to expand, so far without success.

1.14 The Design and Access Statement sets out that this proposed development would enable Harwoods to relocate from their existing Land Rover and Bentley sales site in Pulborough and existing office accommodation dispersed in Pulborough and beyond. It will also enable their Jaguar franchise to relocate from Chichester to combine with Land Rover as required by the Jaguar Land Rover (JLR) manufacturer brand. As a result the development would provide for 254 full-time jobs at this site, of which circa 90 would be jobs relocated from outside Horsham District with the remaining re-located from the Pulborough sites.

1.15 Harwoods currently have links to Chichester College and the Brinsbury campus through providing student employment opportunities, financial donations, provision of equipment including the loan of staff and vehicles, career advice and workshop visits.

- 1.16 The Economic Statement concludes that the proposal is essential to meet all of the necessary on-site infrastructure requirements of Jaguar Land Rover, Bentley and Harwoods and meet the short and long term needs of the Harwoods business. It states it would improve working conditions for staff and make a significant contribution to education at Chichester College, generating funds to directly support Brinsbury Campus and Chichester College at a time when funding to educational institutions is under pressure. It also states that Harwoods would be able to continue to make a contribution to the local economy in and around Pulborough, West Chiltington and Billingshurst, and the wider community in general through direct and indirect employment, the viability of the local businesses and the provision of local dealerships used by local residents and businesses.

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:

National Planning Policy Framework

Horsham District Planning Framework (HDPF 2015)

HDPF1 - Strategic Policy: Sustainable Development

HDPF2 - Strategic Policy: Strategic Development

HDPF4 - Strategic Policy: Settlement Expansion

HDPF7 - Strategic Policy: Economic Growth

HDPF9 - Employment Development

HDPF10 - Rural Economic Development

HDPF24 - Strategic Policy: Environmental Protection

HDPF25 - Strategic Policy: The Natural Environment and Landscape Character

HDPF26 - Strategic Policy: Countryside Protection

HDPF27 – Settlement Coalescence

HDPF31 - Green Infrastructure and Biodiversity

HDPF32 - Strategic Policy: The Quality of New Development

HDPF33 - Development Principles

HDPF34 - Cultural and Heritage Assets

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

Site Specific Allocations of Land Development Plan Document (November 2007)

SUPPLEMENTARY PLANNING GUIDANCE

Brinsbury Centre of Rural Excellence SPD (February 2009)

RELEVANT NEIGHBOURHOOD PLAN

West Chiltington Parish is a designated Neighbourhood Plan Area. The draft Neighbourhood Plan has been subject to Regulation 14 consultation as of 21 June 2017. The site is not included as a development site within the draft Plan.

PLANNING HISTORY AND RELEVANT APPLICATIONS

Northern half of Brinsbury Field:

DC/17/0177- Outline planning permission (with all matters reserved except for access from Stane Street (A29)) for up to 6 commercial buildings comprising a mix of B1, B2 and B8 Use Classes. Under consideration

Southern half of Brinsbury Field:

DC/10/0284- Erection of a new winery and finishing building, security lodge, access, parking and landscaping (Land north East of Chichester College Brinsbury Campus and north of Ashton Park School). Approved 18.05.2017.
This permission was not implemented.

Hepworths Brewery:

DC/13/2328- To relocate brewery from Horsham to Brinsbury College campus with the erection of buildings, the forming of parking and turning areas and security fencing, upgrade of the existing field access, provision of reed bed system for waste water, solar panels and landscaping. Approved 26.03.2015.

This permission has been implemented, with condition 7 restricting operation hours to between 0600 hours and 2200 hours everyday; administration office hours to between 0700 hours and 1900 hours everyday; the loading and unloading of vehicles to 0700 hours and 1900 hours everyday; the shop / visitor centre to between 0900 hours and 2000 hours Monday to Saturday and 1000 hours and 2000 hours on Sundays and bank holidays; and Brewery Tours to between 0900 hours and 2000 hours Monday to Saturdays only.

3. OUTCOME OF CONSULTATIONS

3.1 Strategic Planning: Comment

It is considered that the application fails to comply with Policies 3 and 4 of the HDPF, although the area has been identified as a centre or Rural Excellence in policy AL15 of the Site Allocations of Land Development Plan Document. Policy 7(8) of the HDPF – Economic Growth - recognises the need to support education and training which can then lead to wider economic growth. Paragraph eight of this policy encourages the expansion of higher education facilities related to research and development and employment training activity. Policy AL15 of the Site Allocations of Land document sets out certain criteria by which development at Brinsbury Campus would be regarded as acceptable in order to continue to support the rural economy.

The site sits within the area identified for development by Policy AL15 on the Council's Proposals Map and that it can be demonstrated that there are educational links between the proposed use and existing site, including to the land based activities which require this location. Subject to any detailed considerations regarding the landscape impacts of this proposal, it is considered that the proposal is in accordance with Policy 7(8) of the HDPF and meets the requirements outlined Policy AL15 of the Site Allocations of Land.

3.2 Economic Development: Support

The proposal would enable Harwoods to relocate from their existing Land Rover and Bentley sales sites in the centre of Pulborough. It would also enable the existing Jaguar franchise, currently in Chichester to relocate here. The supporting statement highlights that there will be direct employment of 254 people providing direct employment, training and training facilities for students attending Brinsbury College and the indirect employment of people and businesses for various services and support for local businesses that provide catering and leisure facilities.

The Harwoods Group is an important local business and one of the larger employers in the District. It is important that they are retained within the District and are able to expand and adapt to the changing franchise requirements. There is a lack of supply of commercial sites

in the District, both in terms of meeting the needs of small and larger companies. This is reflected in the poor performance of the District in terms of business rates growth and the lack of opportunities to allow existing companies to expand. It is clear that there are no existing commercial sites that would meet the needs of the Harwoods Group. Whilst this is in a rural location, its proximity to Brinsbury College provides an ideal opportunity to support the sustainability of the College and foster strong links to the College curriculum.

Overall it is considered that there are significant economic and educational benefits which justify the rural location. As such it aligns with Priorities 1, 2 & 3 of the Economic Strategy.

3.3 **Landscape Architect:** Objection

The Landscape and Visual Impact Assessment (LVIA) identifies a moderate adverse effect on the landscape character which is agreed however the minor adverse effect identified for the visual amenity of the area is not. Although the site is relatively well contained from public footpaths and higher visual sensitivity receptors, from Stane Street the scheme would cause a significant deterioration to the character of the existing view and seen to considerably intrude into the open countryside.

The landscape strategy presented does not appear to lessen the identified effects and therefore the mid-long term effect is considered to stay the same, moderate adverse for the local landscape character and major-moderate adverse to the visual amenity for passengers on the train to the east of the Site and passengers, drivers of cars along the A29 Stane Street to the west of the Site and to a lesser extent students using the end of Public Footpath 1984 to the east of the Chichester College Brinsbury Campus.

The cumulative effects are considered within the LVIA to remain '*consistent with the effect identified to either of the sites alone*', which is disagreed upon.

The site provides an important separation gap between the hamlet of Adversane and the existing Brinsbury Campus. The infill of the site will considerably reduce this gap adversely affecting the character of Adversane and compromising its rural setting. The proposed developments combined (including DC/17/0177) will also be further extending and exacerbate the ribbon of development along Stane Street and generate urbanising effects such as lighting and traffic movements.

HDC policy and guidelines all refer to the potential development within the area being supported so long it is demonstrated that the '*proposed built-form is of an appropriate scale and design to the rural location both in itself and in terms of the cumulative impact of development in this location...*'

With regards the Harwood site there are concerns that the proposal and restrictive standards imposed by the global Jaguar Land Rover will result in an urban-like type of planting, finishes and materials, alien to the rural character of the area.

Consideration should be given to the use of only one entrance from Stane Street to avoid the break through the existing hedgerow and further expose development to view.

Existing hedging along Stane Street is proposed to be reduced in height but the height is not specified. This would open the site to view further. The existing height should be retained and existing hedge enhanced with native hedge planting. The LVIA refers to mitigation along this boundary of the site in the form of clear stem trees. Six number clear stem trees appear to have been proposed and concentrated at the ends and middle entrance of the site. This is not considered sufficient to reduce the adverse effects identified.

Following submission of amended plans:

From a landscape point of view, the large nature of the proposed development is considered inappropriate for its rural location and an objection is maintained. There are no significant changes between the submitted proposals Site Plan rev A and rev B with the exception of a few additional trees, including some proposed along the 'landscape buffer' on Stane Street.

The proposals would result in adverse changes to the local landscape character. The proposals would replace an area of pasture land with a commercial development, significantly change the undulating topography, result in the loss of the old field pattern, and exacerbate the urbanising effect along Stane Street, a Roman Road.

The development proposal is also considered to reduce the openness and break between the Brinsbury Campus and the hamlet of Adversane causing harm to this settlement identity. The introduction of the buildings, signs, artificial lighting and increase on the level of activity prevents the sense of leaving a settlement and passing through the countryside.

As it stands the scheme fails to comply with Policies 25 (to protect and conserve landscape character) and 26 (to protect the rural character and undeveloped nature of the countryside from inappropriate development outside built-up areas. Proposals must be of a scale appropriate to its countryside character location and cumulatively lead to a significant increase in the overall level of activity in the countryside), Policy 27 (significant reduction in the openness and break between settlements) of the HDPF. The proposals are also contrary to the Policy AL15 of the SSAL as it fail to meet requirements 1, 2, 3, 5 and fails to meet the Test of Appropriateness 2 and therefore the scheme is not supported on landscape grounds.

3.4 **Design and Conservation:** Objection

The application site is considered to be a significant landscape component and, due to the flat topography and open character of the land, the site is considered to positively contribute to the rural sense of place between the hamlets of Adversane and Codmore Hill. Further, the field gives pleasant landscape relief between the settlements and reinforces the rural setting of the heritage assets.

There are extensive views across the site from Stane Street (A29), a Roman Road which is heavily trafficked. With just a narrow verge running along the western boundary to the site and a low front boundary hedge, one can appreciate far distance views across the site and to the countryside beyond.

With the above in mind, the proposed commercial use which would involve the erection of large and bulky industrial-type units is considered inappropriate in this location. The development would appear as a jarring addition to the rural context and there is seemingly no strong justification for a development of this nature at the application site which should be maintained as a field.

It is considered that the proposal would harm the wider setting of the heritage assets contrary to local and national planning policy, legislation and guidance. The potential harm would be at the lower end of the scale of less than substantial harm, and it is therefore recommended that the identified harm is considered in the balance, against other planning policies and benefits.

3.5 **Drainage Engineer:** No objection subject to conditions

3.6 **Environmental Health (summarised):** Comment

Further investigation on possible land contamination is required. The Noise Assessment submitted suggests that the impact of noise from the proposed development upon neighbouring residential will not be significant, subject to further clarification on the impact of tonal or impulsive noise from plant and machinery.

OUTSIDE AGENCIES

3.7 **WSCC Highways:** No objection

The Local Highways Authority are satisfied that suitable vehicular access can be achieved into the proposed development site. Accessibility by sustainable modes is a major concern primarily as a function of the distance from the site to any nearby settlement. The poor accessibility of the site should be considered by the Local Planning Authority on balance alongside other matters that may weigh more in favour of the proposed development. Notwithstanding the concerns over accessibility, there are no highway safety or capacity grounds upon which this development could be resisted.

3.8 **WSCC Flood Risk Management:** No objection

3.9 **Archaeology:** (Comments in relation to DC/17/01777 covering the whole field) No objection subject to condition

3.10 **Ecology:** No objection subject to conditions

3.11 **Natural England:** No objection

3.12 **Network Rail:** No objection

3.13 **Southern Water:** No objection

PUBLIC CONSULTATIONS

3.14 **West Chiltington Parish Council:** Objection

- The application would be in breach of HDPF Policy 27, in that it would generate urbanising effects within the settlement gap, including artificial lighting, noise and increased traffic flows contrary to Policy 27.2. It would not contribute to the conservation, enhancement and amenity of the countryside and it would not provide opportunities for quiet informal recreation, contrary to Policy 27.4.
- There would be a high magnitude of change to the local landscape character.
- It would lead to a loss of good agricultural land when other more suitable land is available.
- Lack of a light impact study
- Insufficient wildlife study

3.15 **Pulborough Parish Council (adjoining Parish):** Comment

- Reducing the speed limit in this area needs to be reviewed.
- The proposed lighting needs to be more sensitive to the surrounding area.
- The drainage off the site needs to be given careful consideration, a good model is the recently developed Hepworth brewery site.
- HDC must ensure that a proportion of S106 monies is applied to Pulborough Parish Council.
- There are traffic concerns with the increased business in this area.
- Members would like to see the current Apprenticeship Scheme kept.

3.16 **Billingshurst Parish Council (adjoining Parish):** Objection

- This is an urban development and is wholly unsuitable for the rural location. It will be highly prominent within the rural landscape and will lead to a change in the character and landscape of the area. It is located in close proximity to the Conservation Area and a number of Grade II Listed Buildings;
- Loss of agricultural land;
- The proposed access to the site is very close to the Architectural Plants access;
- Increase in noise, light and air pollution;
- Increase in traffic which will particularly impact on the crossroads, where there is a Montessori pre-school, as well as creating a potential hazard on the fast-moving A29 as large vehicles enter and exit the site at low speeds onto a 60mph road;

- There are no pavements or cycle paths in the location which will result in a reliance on cars for workers to arrive on site;
- Insufficient wildlife study – residents have reported regular sightings of barn owls, buzzards and badgers;
- The application fails to demonstrate the supposed synergy with Brinsbury College which Councillors felt had been exaggerated during a presentation to the Parish Council by Mr Harwood and his Architect;
- Councillors felt that they had been misled at the public consultation and that the questionnaire contained leading questions designed to invite a positive response;
- There is no light impact study;
- The proposed landscaping is insufficient in terms of screening the development from the road. The development will be a distraction to passing drivers;
- The concrete hardstanding will increase water run-off and therefore the risk of flooding and contamination of streams;
- There is no demonstrated need for this type of industrial estate in the area.
- Should Horsham District Council be minded to allow the development, it is imperative that s106/CIL monies be allocated for Adversane – in particular for traffic calming measures.

3.17 **28 letters of objection** (including a letter from the Adversane Residents Association) have been received stating:

- Chichester College and Harwoods Garages are effectively trying to abuse and take unfair advantage of a specific rural planning dispensation- the 'Centre of Rural Excellence'. This was granted by HDC in order only to promote and develop a desirable range of agricultural, horticultural, forestry and general rural education, experience and training at Brinsbury Campus. It was presumably not intended as a convenient means for powerful commercial interests to expediently leapfrog proper planning accountability to develop unrelated and oversized commercial concerns on greenfield land previously subject to strict rural planning policies.
- On what grounds should the arbitrary and passing dictates of a rich car dealership or its company suppliers or similar urban businesses be accorded greater civic importance than the good heart and tranquillity of the local countryside and its traditions?
- The College have previously assured with the Hepworths Brewery development that it was their intention to permit only very small-scale enterprise and only under the strict criteria of local relevance. Over 2/3rds of the brewery's business comes from external contract unrelated to local business or educational needs.
- Confidence is required that the education links with the College will be for the plan period up to 2031 not just for the 2 years suggested in the application
- A condition is required to secure the time, frequency and form of the training courses
- Confirmation is required that the development will secure the new and improved educational facilities and buildings at the College as stated in the SPD
- Development unsuitable for rural area; adverse impact on character of area
- The applicant has not explored the use of other more appropriate sites
- A clear beneficial connection with Brinsbury Campus has not been demonstrated
- There is no proven need for this development
- Expansion of Harwoods is of little benefit to local residents or the rural community
- A high spec car dealership is not a rural enterprise and has no place in a rural development.
- Employment is not increased it is just relocated
- Only 2 or 3 of the 250plus employees will be apprentices
- It is not necessary for apprentices to work next door to their place of learning
- It is simply about money - Brinsbury needs some and Harwoods has plenty so this tenuous link has been forged to justify Brinsbury's potential sale of the land to Harwoods.
- From the sale of the land will the college see investment or will the money be diverted to Chichester college?
- Undermining of Brinsbury's status and mission as a Centre for Rural Excellence

- Impact on the viability of Pulborough's local economy and commercial areas.
- It does not "contribute to the diverse and sustainable farming enterprises...or the rural economy...or the enjoyment of the countryside"
- It is not sustainable development; the harm to the environment, landscape, ecology and local amenity far outweigh any benefits it could bring to the local area
- The plan fails the tests of Appropriateness 1 & 2 within the SPD. Landscape is ignored.
- Any additional development will erode the open space and agricultural land which forms an essential gap between settlements
- Harm to special qualities and setting of South Downs National Park, its Dark Skies Reserve status, and Adversane Conservation Area from light pollution
- The design is not high quality and not sympathetic to the character of the area
- The buildings are 'corporate' and dismissive of their surroundings. The designs are the same as have been approved for the Manor Royal industrial estate in the middle of Crawley and Joule Road industrial estate in Basingstoke
- Buildings will have an urbanising effect
- Billingshurst, Adversane, and Pulborough are in risk of becoming indistinct villages
- Risk of future development into housing as "brownfield" sites
- The visual impact will be a long term eyesore
- Insufficient screening from the A29
- The Landscape Assessment is misleading
- No EIA has been asked for
- Flood risk and land contamination from increased hardstanding
- Impact of signage
- Insufficient details of lighting at night. No Lighting Impact Assessment has been submitted
- There are no pathways of cycleways to the site for pedestrians/students
- There is no agricultural report on the land, which is 'good' land
- Badgers and Barn Owls in local area may be impacted
- Irreparable damage to area
- Increased traffic and congestion
- Increased pollution, light pollution and noise nuisance
- Highway safety, including the speed and amount of traffic passing through Adversane
- Improvement works by way of traffic lights or speed cameras are required
- Impact on local flora and fauna
- Overdevelopment
- Precedent for future development on surrounding land
- Increased accidents at the Adversane crossroads
- Residents of Adversane Caravan Park have not been fully informed (nb all residents of the caravan park were sent a letter notifying them of the planning application)
- Loss of the A29 layby may result in parking at caravan park entrance or on the A29 verge
- The application should be considered holistically with the outline application adjacent to reduce the number of access points
- The footpath link should include a cycle lane
- Use of the campus' equestrian centre site should be considered instead as a brownfield site
- The Sustainability Note is inaccurate
- The applicant has not demonstrated they have invested in an astute manner
- Apprenticeship levels will be set at an optimistic level
- It is not worth destroying green fields for with no guarantee of the jobs or controls to monitor the links

3.18 **1 letter of support** has been received stating:

- A garage, hopefully with petrol/diesel, head office, and some educational facilities are optimal to my way of thinking.

3.19 **CPRE Sussex Branch:** Objection

- Urbanising effects within the gap between Billingshurst and Pulborough, between Adversane and North Heath. The scheme would therefore have a significant urbanizing effect on countryside between settlements and would therefore be in breach of HDPF Policy 27.
- The scheme would result in “a high magnitude of change to local landscape character”.
- It would not contribute to the conservation, enhancement and amenity of the countryside and it would not provide opportunities for quiet informal recreation, contrary to bullet 4 of Policy 27.
- The application bundle does not include a Lighting Impact Study. This omission is surprising, given that the application is for a commercial development in a rural location in the gap between existing settlements, in close proximity to a designated Conservation Area and Listed Buildings, and the South Downs National Park.
- The Planning Policy, Design and Access Statement clearly indicates that the proposed scheme will generate light pollution. However, in the absence of a Lighting Impact Study the extent to which the scheme’s lighting would impact on the locality outside of the site’s boundaries cannot be assessed. Accordingly, it would appear that the level of the light pollution that could or would be caused by the scheme has not been determined.
- One of the 12 core-planning principles identified by the NPPF paragraph 17 (bullet 7), is that planning should “*contribute to conserving and enhancing the natural environment and reducing pollution*”. Pollution is defined as including light pollution.
- The proposed scheme, because of its scale, character and location has the potential to impact adversely on the settings of nearby listed buildings and the Adversane Conservation Area.
- Impact on Red Listed Birds. How the Red listed birds of Conservation Concern, identified in the Appraisal Report, use the site is not explained and the extent to which these bird species may be affected by the proposed development is not assessed.

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

- 6.1 The main issues for the Local Planning Authority to consider in the determination of this application are the principle of the proposed development in land use terms having regard the relevant Policies of the Development Plan, including the Site Allocations of Land DPD and Brinsbury Centre of Rural Excellence SPD, any harm and benefits arising from the proposal with consideration given to matters including the provision of additional employment land, the design and overall appearance of the development, its impact on the landscape and rural character of the area, the impact on the setting of the Adversane Conservation Area, neighbouring amenity, impacts on ecology, highway safety matters and flood risk.

Principle of Development

- 6.2 The application is for employment development in the open countryside, comprising the relocation of the Harwoods head offices and associated Bentley and Land Rover car showrooms and workshops from their current sites in Pulborough, expanding to include a

new Jaguar showroom and workshop. The application, as amended, also includes 1,240sqm of separate B2/B8 floorspace at the rear of the site, currently with no identified end user. The applicants (within the concurrent application DC/17/0177) have referenced data within the HDC Economic Growth Assessment Supplementary Report (April 2015) which sets out a requirement for between 109,350sqm and 125,000sqm of B1c, B2 & B8 floorspace during the plan period to 2031. Their argument is that the 12ha of employment land proposed for both halves of Brinsbury Field under this application and the concurrent application DC/17/0177 would help address this shortfall. Whilst the Economic Growth Assessment Supplementary Report (April 2015) identifies a up to 125,000sqm of employment floorspace needs, it is noted this is a gross figure factoring in existing industrial floorspace that would be lost and not replaced during the Plan period. It does not include demand for B1a office accommodation. The net figure within the Report is 53,300 assuming no future loss of existing floorspace.

6.3 Policy 7 sets out the sustainable employment strategy for the period up to 2013, with the pre-ambule at the start of Chapter 5 setting out a number of issues facing the District in terms of employment. These include:

- A lack of employment land in the district, with much of the business accommodation stock low grade and not meeting the requirements of existing businesses or attracting new businesses.
- There is a shortage of business floorspace in terms of both the types and sizes needed, whilst office stock is outdated and is unsuitable for modern business needs.
- There is a need to provide suitable high quality space for business that wish to move into the district and a need for opportunities for existing businesses to grow, expand and change to meet modern business demands.
- There is a need to ensure that Horsham District contributes to the role of the Gatwick Diamond. This includes providing support for development and training opportunities.
- There is an on-going need to enhance the rural economy by enabling the diversification of rural employment space and maximising visitor spending through tourism across the district.

6.4 The approach of Policy 7 is to protect, regenerate and grow existing employment sites, including in particular the Key Employment Areas, encourage local employment growth through neighbourhood plans, and to encourage the expansion of higher education facilities related to research and development and employment training activity. Bullet point 9 also seeks to identify additional employment areas to meet the need for appropriate new business activity. The identification of new employment sites to meet the bulk of the needs of the district through the remainder of the plan period is scheduled to occur in part through the Neighbourhood Plan process but mainly via the early review of the HDPF and the production of an accompanying Site Allocations document. As it stands based on the Economic Growth Assessment Supplementary Report (April 2015) the industrial employment floorspace needs to be met during the Plan period to 20131 stands at between 109,000 and 125,000sqm. Of this, 46,450sqm of B1c employment floorspace is secured within the North Horsham development. This leaves a shortfall of between 63,000sqm and 79,000sqm which the short-term strategy under Policy 7 is to be met primarily by way of smart growing existing employment sites.

6.5 Policy 10 (Rural Economic Development) encourages sustainable rural economic development in order to generate local employment opportunities and economic, social and environmental benefits for local communities, thereby allowing the principle of some employment development within open countryside to be supported. Policy 10 sets out specifically that:

‘In the countryside, development which maintains the quality and character of the area, whilst sustaining its varied and productive social and economic activity will be supported in principle. Any development should be appropriate to the countryside location and must:

1. Contribute to the diverse and sustainable farming enterprises within the district or, in the case of other countryside-based enterprises and activities, contribute to the wider rural economy and/or promote recreation in, and the enjoyment of, the countryside; and either:

a. Be contained wherever possible within suitably located buildings which are appropriate for conversion or, in the case of an established rural industrial estate, within the existing boundaries of the estate; or

b. Result in substantial environmental improvement and reduce the impact on the countryside particularly if there are exceptional cases where new or replacement buildings are involved. New buildings or development in the rural area will be acceptable provided that it supports sustainable economic growth towards balanced living and working communities and criteria a) has been considered first.'

6.6 In this instance the proposal for car showrooms, vehicle workshops and offices cannot by its very nature be said to be appropriate to the countryside location. Further, the development is not located within existing buildings or an established rural industrial estate, and by its very nature cannot be said to result in substantial environmental improvement and a reduction in the impact on the countryside. The proposed development does not therefore comply with Policy 10.

6.7 The application site is located within open countryside, outside of any defined built up area boundary. The site therefore fails the HDPF strategy to focus development within defined built-up area boundaries as required by Policies 2 and 4. Further, when assessed against Policy 26, it is not considered that the nature and extent of development is essential to this countryside location.

6.8 The site is though allocated within the Site Specific Allocations of Land Development Plan Document (November 2007) under policy AL15 Centre of Rural Excellence at Brinsbury. Although pre-dating the NPPF, this DPD was carried forward with the adoption of the HDPF and as such is considered to continue to carry full weight despite its age. The preamble to Policy AL15 at paragraph 3.54 sets out that the Campus is a '*location where the development of new and/or extended uses, which may include new buildings, may be acceptable in pursuit of the objective of creating a Centre of Rural Excellence. The intention is to enable the College to develop its facilities in order to ensure the Campus' viability for rural land-based education. Growth of the College in accordance with this principle, which could include businesses operating in collaboration with the College, would increase opportunities for education and training.*'

6.9 Policy AL15 of the DPD specifically sets out that:

'Developments in support of the expansion and enhancement of Chichester College Brinsbury Campus as a Centre of Rural Excellence will be permitted solely in order to ensure the Campus' financial and educational viability for rural land-based education, and provided any proposals meet the following requirements:

a. careful siting and design of all buildings and associated facilities;

b. the introduction of sustainable transport systems linked in with the Campus;

c. appropriate access provision from the A29;

d. compliance with the financial and educational viability tests as set out in a Supplementary Planning Document;

e. an archaeological investigation of the site for any proposals for development adjoining Stane Street; and

f. a specific flood risk assessment to refine the need for open space provision only alongside the watercourse running through the site (which is within Flood Zones 2 and 3) and to identify the requirement for Sustainable Drainage Systems.

Development should reflect the rural location of the Brinsbury Campus and be related to the objectives of the Centre of Rural Excellence with regard to land-based

education and training and the linkages with rural enterprises. Development should not detract from the rural environment, and should include provision for landscape enhancement. A Supplementary Planning Document will be prepared in order to provide details of the Policy's principles and approach to the Campus area. Appropriate planning applications will, under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999, be accompanied by an Environmental Impact Assessment.'

- 6.9 In approving Policy AL15 subject to the formation of a complementary SPD, the examining inspector commented (see Appendix B of the SPD) that Brinsbury Campus is an area where a specific rural initiative should be encouraged to support the future viability of the campus for rural land-based education, and that development '*in this unsustainable, prominent rural location*' is only justified to meet this specific need. Further, the inspector identified that '*if this need became no longer relevant (for whatever reason) or proposals under the Policy became more than a small and limited means of achieving this need, then development should not be permitted*'.
- 6.10 The Brinsbury Centre for Rural Excellence SPD was adopted in February 2009 to support policy AL15 and better define the circumstances by which development on the campus would be supported. Principally, the SPD sets out that its focus is on '*the assessment of the potential to locate 'Development Partners at the campus*' (paragraph 1.17) to provide an income stream to help improve the campus facilities. The SPD is clear that the Development Partners must not only be complementary to the role and operations of the College, but also that '*the location, type, scale and operations of such partners do not detract from the rural setting of the Campus*' (paragraph 3.6). It is noted that neither the DPD nor the SPD map an area within the 250ha campus where relevant development to support the Campus' financial and educational viability for rural land-based education would be considered acceptable.
- 6.11 The SPD sets out three Tests of Appropriateness that new development at the campus will need to adhere to:
- Test 1:
'Development should reflect the rural location of the Brinsbury Campus and be related to the objectives of the Centre of Rural Excellence with regard to land-based education and training and the linkages with rural enterprises.'
- 6.12 Test 2:
'Development should not detract from the rural environment, and should include provision for landscape enhancement.'
- 6.13 Test 3:
'Development should, where possible, contribute to the District's Rural Strategy and objectives.'
- 6.14 The SPD sets out further educational and environmental criteria which proposed developments must meet. In respect of educational criteria, the SPD requires proposals to demonstrate:
- *The degree of synergy of the potential development partner with the College's aspirations and vision, and its contribution to the ongoing provision of education and training.*
 - *The suitability of the potential Development Partner and having regard to their reputation, covenant strength and their ability to deliver.*
 - *The extent to which a potential Development Partner exhibits innovation and use of up-to-date technology.*
 - *The manner in which a potential Development Partner embraces the environmental management.*

- *The potential Development Partner's capacity to provide work experience and training for learners.*
- *The potential Development Partner's potential as sources of local employment.'*

6.15 In terms of environmental criteria, the SPD requires that:
' the proposed built-form is of an appropriate scale and design to the rural location both in itself and in terms of the cumulative impact of development in this location.'

This mirrors the requirements of Policy 26 which also seeks to ensure development does not individually or cumulatively lead to a significant increase in the overall level of activity in the countryside and protects, conserves and/or enhances the landscape character of the area. In this regard in addition to the current application on the adjacent half of Brinsbury Field, it is noted that other developments have been permitted in the immediate area under Policy AL15 and the Brinsbury SPD. These include the Hepworths Brewery site adjacent to the south (DC/13/2328), now built, and a Winery building on this application site under DC/10/0284, the permission for which has now expired. A further development opposite the site at Architectural Plants was approved prior to Policy AL15 and the SPD under DC/05/1331, and latterly amended under DC/11/1091, which also included links and support for Brinsbury College. This application therefore falls to be considered cumulatively with the Hepworths Brewery site to the south, Architectural Plants site opposite, and the current outline planning application for up to six B1, B2 and B8 units comprising up to 14,000sqm of floorspace on the northern half of Brinsbury Field.

Financial and Education Viability

6.16 As set out at paragraph 6.9 above, Policy AL15 sets out a need for major capital investment at the Campus to retain its attractiveness and viability as a place of education. This is the driving reason for this policy allocation, although it is now 8 years old and has not been updated. The Applicants have provided supporting information (Supplemental Statement dated 18 August 2017) setting out how the sale of the field for development would support the on-going need for improvements to the College infrastructure, including that at Brinsbury campus, to retain the viability of Brinsbury as an educational and training facility. Whilst there is no explicit evidence that the Brinsbury campus would necessarily become unviable and close if such improvements were not carried out, the College have set out that the on-going sustainability of Brinsbury campus is reliant on increasing student numbers and diversifying courses in a competitive market. The College further set out that investment in facilities across its portfolio (i.e. not solely at the Brinsbury site) have become increasingly difficult in light of funding reductions and increased costs. The College therefore argue that the sale of Brinsbury Field for development is necessary to help sustain and grow the College generally which includes the campus at Brinsbury. It is considered, based on the evidence from the College, that the need for investment to secure the longer term viability of the Brinsbury campus remains pressing therefore Policy AL15 remains a significant material consideration in support of this planning application.

Location

6.17 The College have provided detail setting out their justification for developing Brinsbury Field (which is somewhat isolated and detached from existing built form at the campus) rather than other sites within the 250ha landholding. This detail is set out in the Supplemental Statement and is broadly replicated within a 'Brinsbury Sequential Report'. The Report details that the majority of the College's landholding is located west of the A29, with the Field having best access from the A29. This land west of the A29 is used as the main campus and for the main farming activities. It is accessed via the main site entrance with a secondary entrance off Blackgate Lane to the west. The Report sets out that the introduction of business traffic at these entrances would result in safety and security risks for students and other road users, and would potentially harm the ecology off Blackgate Lane which is the most environmentally sensitive part of the campus.

6.18 In terms of the adjacent land south of the application site but east of the A29, this is currently used for stabling with associated classrooms, riding areas and grazing land. The

Supporting Statement sets out an aspiration for all curriculum activities take place to the west side of the A29 necessitating the relocation of these facilities. This though remains an aspiration and there are no plans for if/when this would take place. The Report instead sets out only that this area is needed to meet the College's equine offer. There is no further evidence, for instance, setting out why this part of the campus which is set in close proximity to the existing campus buildings could not be developed instead with the visually less intrusive stables and grazing land moved north into the open countryside onto Brinsbury Field or west onto the main campus land. The Report concludes that the application site is least important for the operation of the College and has safest access from the A29.

- 6.19 It is considered that the case for developing land east of the A29 rather than the land to the west has been suitably demonstrated, albeit the justification for developing Brinsbury Field rather than the equine facility directly opposite the campus is less convincing.

Educational and Training Links

- 6.20 In respect of Test 1 and the educational criteria, it is clear that the development of three car showrooms with associated workshops alongside a head office for the Harwoods group does not constitute development characteristic of a rural location such as this, does not constitute a rural enterprise, and as such does not directly relate to traditional rural land-based education activities.

- 6.21 To address this, the application is supported by a 'Statement of Educational and Training Links at Brinsbury Campus' document alongside the Design and Access Statement. The documents set out that Harwoods can support the College in the following areas by providing (amongst others):

- Apprenticeships;
- Opportunities for direct employment within the showrooms and workshops, heads office and grounds;
- Access to its vehicle workshop bays, state of the art equipment and engineers for teaching and practical experience;
- Work experience opportunities; and
- Provide advice to the College on what equipment is required to support their motor vehicle curriculum.

Current courses identified which Harwoods could help support include motor vehicle maintenance and repair, engineering, business management, customer services, financial accounting, marketing, business administration, and landscape and horticulture (through the management of the parkland around the proposed Harwoods site). Supporting documentation sets out that many of these linkages with Brinsbury Campus have been on-going for a number of years.

- 6.22 In respect of the B2/B8 units to the rear of the site, the document sets out that these would be geared towards the needs of rural enterprises and local business start-ups, including agricultural, horticultural and landscape contractors, blacksmiths and tree contractors, with interest having been received for such uses. The document projects that future occupiers of these units would therefore be able to provide work experience and seasonal work for students of the College.

- 6.23 Although not a rural enterprise specialising in land-based activities as required by the SPD, it is noted that the SPD is eight years old and the College have advised that the courses they offer have evolved and expanded since to reflect demand. The supporting documentation sets out that Harwoods are able to demonstrate both existing and extended potential for further educational links across a variety of courses offered both at the Brinsbury Campus and at the Chichester Campus. Many of these links are existing, and include training elements that would be transferable to rural-based industries. Further, the supporting documentation sets out that the Harwoods Group has expanded as a business

considerably over the last ten years and is providing for apprenticeships across its sites. The development would provide for an estimated 254 jobs on the Harwoods part of the site alone, albeit approximately 160 of these jobs would be re-located from their existing sites in Pulborough. On this basis it is considered that there is sufficient evidence to demonstrate that the re-location of Harwoods to this site would provide suitable educational linkages, local employment opportunities and financial support for the Brinsbury campus as part of the wider College needs to meet the thrust of policy AL15(d). In respect of Test of Appropriateness 1 within the accompanying SPD, the development does not reflect the rural location of the campus by virtue of its overall scale, use and design, albeit that it is considered to complement the wider education and training offer at the campus rather than land based courses alone.

- 6.24 With regard the rear B2/B8 units, in the absence of defined end users it is not possible at this stage to understand in detail whether/how the educational link tests of policy AL15 and the SPD would be met. The Supplemental Statement does though set out potential development partners that have expressed an interest in the units that would be capable of providing these links. It anticipates that each potential development partner would be capable of providing 2-3 apprenticeships, and calculates that six development partners would be able to provide weekly or bi-weekly course links amounting to a total of up to 180 weekly activities across a typical 30-week educational year. This is to provide assurance that there is demand for the B2/B8 units capable of providing suitable links with the College.
- 6.25 Based on this information in the event permission is granted it is considered that appropriate links should be secured through a s106 agreement that phases the development of this site according to when end users have been found that would link appropriately to the courses run at the campus. It would be expected that such linkages would include details on the type and frequency of work placements, lectures, site visits etc to ensure the links are realistic and tangible. The s106 would require such linkages to run subsequent to all other occupiers.

Design and Landscape Impact

- 6.26 Both Policy AL15 and the Brinsbury SPD set out that development should reflect the rural location of the Brinsbury Campus, should not detract from the rural environment, and should include provision for landscape enhancement. The SPD requires that the proposed built-form is of an appropriate scale and design to the rural location both in itself and in terms of the cumulative impact of development in this location. As such the policy expectation is that any development to support the Campus' financial and educational viability must be carefully considered in terms of its design approach and assimilation into its rural setting. This sits parallel with the requirements of Policies 25 and 26 of the HDPF which seek to protect the rural character and undeveloped nature of the countryside from inappropriate development and Policy 33 which seeks to conserve and enhance the natural and built environment. It also sits alongside Policy 27 which seeks to resist urbanising effects within settlement gaps in order to maintain the separate identities of rural settlements and the sense of leaving one place and arriving at another.
- 6.27 The site is located within the J1 Billingshurst and North Heath Farmlands Area of the Horsham District Landscape Character Assessment (2003). The Assessment identifies this area as having a gently undulating topography, with small to medium size fields enclosed by frequent hedgerows, copses and small to medium sized woodland blocks. Mature field trees follow hedgerows and lanes, whilst the landscape is semi-enclosed with some longer range views. The overall landscape condition is categorised as 'good', and 'moderately' sensitive to any large scale housing or commercial development. The Assessment seeks planning to conserve the mostly rural character of the area, ensure any appropriate new development responds to the historic settlement pattern and local design and materials, and ensure such development is well integrated with the surrounding landscape by setting it within the existing pattern of small native woodlands, hedgerows and shaws.

- 6.28 The subsequent Landscape Capacity Assessment (2014) identifies the site as falling within Character Area 45 'Brinsbury College and surrounds'. The Assessment identifies that *'There is some limited capacity for employment development which logically would be restricted to a small area around the Brinsbury Campus of Chichester College'*, but considers the landscape sensitivity to large scale employment to be 'Moderate- High', with the overall landscape capacity for large scale employment to be 'low-moderate' taking into account the lower value of the landscape.
- 6.29 The site as existing forms an open field between the A29 Stane Street to the west and the rail line to the east. A line of trees and intermittent hedgerows line the side of the A29 outside the application site, otherwise the site is open to the north, east and part south behind Hepworths Brewery. The topography rises from west to east by approximately 4m. The surrounding area is characterised by open fields beyond the rail line to the east, equestrian fields to the south beside Hepworths Brewery, the remaining open field to the north, and open fields/parkland associated with Architectural Plants opposite the A29 to the west. The character of the area is therefore very much rural in nature with clear field separations to Brinsbury Campus to the south and Adversane to the north. The proposed development would not therefore sit in ready association with any existing settlement or cluster of buildings other than the Hepworths Brewery buildings which sit on a considerably smaller site to the south. Rather, it would sit somewhat isolated in the otherwise open countryside.
- 6.30 The proposed development would occupy the majority of the 5.7ha site bar a 20m buffer fronting the A29, landscape bunds to the northern site boundary, a landscape buffer to the rear east boundary adjacent the railway line, and an internal pond with associated soft landscaped, and pockets of planting through the parking areas. These areas of scattered soft landscaping form a proportionately small area of the site, with the remainder dominated by access roads and hardstandings for up to 680 vehicles, and the five largely single storey buildings that would make up the Harwoods complex.
- 6.31 The Applicants have sought to soften the impact of these parking spaces, access roads and structures by introducing trees and bunds within and around the site and detailing the partially elevated parking compound to the rear northeast part of the site to be completed in grasscrete. Nevertheless the character of the site would significantly change from being an open field to an urban commercial development uncharacteristic and out of keeping with its rural setting. This impact is compounded by the extent of vehicle parking and the design of the buildings which, although single storey and of a proportionally small floor area compared to the site as a whole, nevertheless are of a contemporary form and finish utilising in the main a corporately-driven palette of materials uncharacteristic of the area. Such finishes include metallic cladding and large areas of glazing on flat-roofed buildings required to meet the corporate branding of the proposed occupiers. Furthermore, large parts of the northern and eastern site boundaries would be enclosed by 1.8m high weldmesh fencing for security purposes exacerbating the urbanising impact of the development.
- 6.32 It is noted that the adjacent Hepworths Brewery site has been designed with the building being pitched roof and completed in green cladding to reflect its agricultural surrounds. Further, the Brewery buildings form a small part of the wider field in which they are situated and therefore do not dominate or excessively detract from their rural setting, reading largely as agricultural additions to the countryside. It is noted that the revised design for the B2/B8 units at the rear of the site now presents a more low-key building form appropriate to the countryside, however this does not extend to the car showrooms and other buildings set throughout the site which offer a markedly different design more readily associated with urban areas and not an isolated countryside location such as this.

- 6.33 In terms of lighting, little detail originally accompanied the application however further detail has now been provided by way of a lighting strategy drawing. This drawing shows that all lighting is to be LED-type and tightly focussed to avoid spillage. The strategy is clear that all external areas are to be lit only during opening hours, and that no illumination of the building facades is to occur. The rearmost parts of the site (covering the B2/B8 units, staff and vehicles storage areas) are detailed to be lit by low level LED bollards, with the display parking areas and access road to the front lit by taller pole mounted LED lights controlled to minimise operation and spill. Overall, this is sufficient to provide confidence that artificial lighting of the site would be capable of being suitably restricted to avoid unnecessary illumination. Conditions are recommended to limit operational hours on the site and to ensure all lighting, including any within the showrooms themselves, are switched off no later than 30mins after close of business daily and are switched on no earlier than 30mins before the start of business. This restriction is considered necessary to ensure the ecology, peace and tranquillity of the countryside is suitably protected from noise and light pollution.
- 6.34 A Landscape and Visual Impact Assessment (LVIA) has been submitted with the application which covers the development of both parts of the field. It concludes that the proposals would have a '*short-term moderate adverse effect*' on the intrinsic character of the local landscape and a '*short-term minor adverse effect*' on the visual amenity. In the mid-long term, the LVIA advises that the urbanising effect will be softened and screened by planting. In terms of cumulative impact, the LVIA considers the impact to be same as when considering the site on an individual basis.
- 6.35 The Council's Landscape Architect considers the harmful impact on visual amenity to be greater than as assessed in the LVIA, and disagrees on its assessment of the cumulative harmful impact. The Landscape Architect considers that the proposed developments combined would extend and exacerbate the ribbon of development along Stane Street, considerably reducing the important separation gap between the hamlet of Adversane and the existing Brinsbury Campus, generating urbanising effects such as lighting and traffic movements, and compromising the rural setting of Adversane.
- 6.36 Overall, the Landscape Architect has raised objection to the proposal stating that the large and urban nature of the proposed development is considered inappropriate for its rural location as it would replace an area of pasture land with a commercial development, significantly change the undulating topography, result in the loss of the old field pattern, and exacerbate the urbanising effect along the A29 Stane Street, a Roman Road. Further, the Landscape Architect identifies that it would reduce the openness and break between the Brinsbury Campus and the hamlet of Adversane causing harm to this settlement identity, whilst the introduction of the buildings, signs, artificial lighting and increase on the level of activity would prevent the sense of leaving a settlement and passing through the countryside along the A29. This would run contrary to Policies 25, 26 & 27 of the HDPF, Policy AL5 of the Specific Site Allocations of Land DPD, and the Test of Appropriateness 2 within the SPD as a result. Further significant concerns over the impact of the development on the countryside setting have been raised by West Chiltington and Billingshurst Parish Councils and a number of third parties. This concern relates to this proposal alone, as well as the combined development with the concurrent outline planning application, which would exacerbate the combined landscape harm.
- 6.37 It is considered that the scale of development proposed on a site isolated from existing settlements or buildings at the Campus (other than the smaller Hepworths Brewery, which is more appropriate to this rural setting) does not reflect the rural location and characteristics of the site or surrounds. The use of contemporary building forms and finishes throughout the site, surrounded by considerable open storage and parking of vehicles and associated traffic movements, lighting and security infrastructure, would be in stark contrast to the remaining countryside surrounding the site, visibly urbanising this open, rural land. Further, any development of the remaining part of the field as applied for separately under DC/17/0177 would be difficult to resist as a result, and the combined

effect of the two developments would lead to significant ribbon development and an associated urbanisation of the countryside along the A29 Stane Street. Whilst the Applicants have sought to maximise the opportunities for landscaping to help reduce this impact, given the necessary scale of development this is insufficient to mitigate the harm identified. For these reasons the proposed development would not meet Policies 25, 26, 27 & 33 of the HDPF, the Tests of Appropriateness 2 & 3 of the Brinsbury SPD, and therefore Policy AL15 of the Specific Site Allocations of Land DPD. These policy conflicts weigh considerably against the grant of planning permission.

Impact on Heritage Assets

- 6.38 The application site is set approximately 400m south of the Adversane Conservation Area which includes a number of Grade II listed buildings. Neither the Conservation Area nor the listed buildings are directly visible from the site, being screened behind belts of woodland along the A29 and at the edges of the field in between. The Conservation Officer considers the flat topography and open character of the land to the south of these heritage assets, including the application site, to contribute positively to the rural setting of the assets and the rural sense of place between Adversane and Codmore Hill. The proposed development would erode this character and the Conservation Officer has raised objection accordingly.
- 6.39 Whilst it is agreed that the loss of part of the open field to facilitate this development would part-erode the rural open character south of Adversane, given the remaining part of the field (albeit subject to development under DC/17/0177) and open fields opposite and to the north, it is not considered that the loss of this parcel of open countryside under this application would result in harm to the setting of the Adversane Conservation Area and its associated listed buildings triggering the assessment of the development against paragraph 134 of the NPPF or s66 of the Planning (Listed Buildings and Conservation Areas) Act.
- 6.40 The site is within a defined Archaeological Notification Area being set directly adjacent to the A29, a Roman road. No archaeological information has been submitted with this application. In commenting on the concurrent application for the northern half of the field the Archaeology consultant has identified there to be moderate potential for archaeological remains to be present on the site which should be investigated further by way of a programme of archaeological works to be secured by condition. A condition is recommended accordingly.

Impact on the Amenity of Neighbouring Occupiers

- 6.41 The only residential occupiers within the vicinity of the site are located across the A29 to the northwest of the site at Adversane Carvan Park. This Park provides permanent residence for 12 caravans set behind a dense tree frontage. Given the separation the only amenity harm that could arise is from noise generated by the development.
- 6.42 A noise assessment has been submitted with the application to assess the cumulative impact of operations at both the application site and the adjacent site (DC/17/0177) on residents of the caravan park. The assessment includes background surveys of existing noise sources (principally the A29) and the noise impact from additional traffic movements generated from both sites. The assessment identifies that noise from the application site would not exceed existing background noise levels for residents of the caravan park. Accordingly the proposed development would not result in harm to the amenities of nearby occupiers.
- 6.43 The Environmental Health officer has recommended conditions to restrict hours of operation both at construction and operation phase, alongside restrictions on the use of outside machinery and tools. In this instance given the findings of the noise assessment it is not considered that the restrictions proposed are all necessary. Some restrictions to hours of operation are though required in order to protect the quiet countryside character of the area away from the A29, and to prevent industrial activity occurring outside of the

approved buildings. Subject to these conditions noise from the development would not adversely impact on residents or the peaceful enjoyment of the surrounding countryside.

Highway Impact, Access, Parking and Servicing

- 6.44 The application proposes a new access point from the A29 Stane Street to serve the car showrooms and workshops. The existing access point serving Hepworths Brewery would be retained and its hard-surfacing extended to provide a secondary access point adjacent to the head office building and B2/B8 units.
- 6.45 The Transport Statement submitted with the application calculates using TRICS data that the development as a whole would generate approximately 596 vehicle movements on a weekday and 304 at the weekend. This represents a potential increase of approximately 3-6% on the 10,000 trips recorded on the A29 between 7am and 7pm, and 2.5-5% on the 12,000 daily trips recorded. It is noted that many of these trips would though already be occurring given the presence of the Harwood's Bentley and Land Rover showrooms and offices currently located in Pulborough towards the southern end of this section of the A29. To this end Harwoods have advised that the consolidation of a number of their sites onto this single site would reduce the volumes of car and lorry movements that currently occur between their various sites. Many of these movements involve the transportation of cars between storage sites and the sales sites in the local area which would not now be required. This would reduce movements in Pulborough in particular and be a benefit of the development.
- 6.46 In terms of the access point, the Statement identifies that the existing road junction and proposed new priority junction are of sufficient position and size to safely accommodate the traffic movements and vehicle sizes that would be generated by the development. Following further submissions at the request of the WSCC Highways officer, including an updated Road Safety Audit, the WSCC Highways officer has accepted the proposed access arrangements.
- 6.47 In terms of parking, the 680 spaces proposed would provide for customer service parking (79), customer/visitor/staff parking (214), display parking (173) and storage parking (214). Officers requested that the Applicant consider reducing significantly the extent of parking proposed however the Applicant has advised that this revised quantum (down from 703 spaces initially proposed) to be needed to meet the franchise needs of Bentley and JLR and the needs of the head office and B2/B8 units. By comparison it is noted that the WSCC parking calculator projects a demand for 273 spaces split between showrooms and workshops (153), head office (31), B2/B8 (76) and disabled parking (13). These figures do not though include a calculation of associated storage parking. Nevertheless it is clear that there would be the potential for a very high level of parking across the site particularly during the week, much of which (up to 387) would be permanently parked with display and storage vehicles alone.
- 6.48 The application site sits remote from public transport options, with the nearest railway station at Billingshurst 3.5km to the north and two bus stops operating an hourly service, one formal bus stop outside Brinsbury Campus and the other a registered bus stop with no pavement or signpost outside the site adjacent to the Adversane Caravan Park. There are no footpaths along this part of the A29 and no cycle lanes, with the narrow width of the road and speed of traffic making this part of the A29 not readily conducive to cycling. The bus stops are a short walk from the application site, with the Brinsbury Campus stops accessed by way of an unmade track set behind the A29 frontage vegetation. Amended plans have been submitted which show this footpath link to be extended through the site to the northern boundary to enable future connectivity with the adjacent development site.
- 6.49 The WSCC Highways officer has advised that the site is poorly located to accommodate trips by sustainable modes, and that this should be considered in the wider planning balance. The Applicant's Sustainability Note argues that the development will sustain local

rail services, with staff and customers able to use the rail service to access the site, and staff to be able to cycle to the site from Billingshurst and Pulborough. From the evidence from the site visit and the comments of the WSCC Highways officer, this does not appear to be a realistic assumption. As set out above the A29 has no footpath for long stretches and is narrow with fast moving traffic. This does not lend itself amenable for cycle usage or pedestrian access from the nearest rail station 3.5km to the north (a 40 minute walk). Realistic sustainable options for staff and customers would therefore be limited to the hourly bus service.

- 6.50 The acceptability of the access arrangements and onsite staff and visitor parking capacity and reduction in vehicular movements in the wider area that would result from the consolidation of multiple Harwoods sites onto this one site are benefits of the development. These benefits are though somewhat offset by the limited options for sustainable transport modes which would result in a reliance of car travel to the site, particularly for staff. In the event permission is granted the WSCC Highways officer recommends a comprehensive travel plan be produced drawing in all occupiers of the site, Brinsbury campus and other adjacent occupiers to help reduce this reliance on car travel. Subject to this travel plan, the development would be in broad compliance with Policy 40 of the HDPF.

Other Matters

Contamination

- 6.51 The site has not been previously developed and the Land Contamination Report submitted with the application does not identify any potential sources of contamination. Environmental Health officers have raised no objection to the report subject to its recommendation that further investigations are carried out. This can be secured by condition.

Ecology

- 6.52 A Preliminary Ecological Appraisal (PEA) has been submitted with the application to identify, mitigate and enhance the site's ecological interest. The site is not subject to any statutory or non-statutory designations, with the closest designated site being the South Downs National Park 1.9km to the southwest. The site is though within the Upper Arun Site of Special Scientific Interest (SSSI) Impact Risk Zone which requires consultation with Natural England.
- 6.53 The Appraisal does not identify any harm to reptiles, badgers or breeding birds subject to a series of precautionary measures during development works. These can be secured by condition. In respect of bats, the Appraisal recommends surveys of the trees adjacent to the site to establish if any bat roosts are present and identify if mitigation is necessary.
- 6.54 The PEA has been further supported by a Habitat Regulations Assessment at the request of the Ecology Consultant. The Assessment identifies that the application site is located 4.2km east of The Mens Special Area of Conservation (SAC) which forms part of the European Network of Natura 2000 sites. The qualifying habitats and species of The Mens SAC include extensive areas of mature beech woodland rich in lichens, bryophytes, fungi and saproxylic invertebrates, and is one of the largest tracts of Atlantic acidophilous beech forests in the UK. The presence of a large population of barbastelle bats is also a qualifying species. The Assessment identifies that barbastelle bats may be using the site as part of their foraging/commuting route between tow activity 'kernals' 360m south and 850m north of the site. Given the low quality of the habitat at the site the Assessment does not consider there will be a negative impact on the presence of barbastelle bats at The Mens SAC from this development and that proposed adjacent under DC/17/0177.
- 6.55 The bat surveys have been undertaken and have identified a low level of bat activity along the eastern and western boundaries. In response to these findings the Council's Ecology

Consultant has raised no objection to the proposals subject to conditions to ensure appropriate mitigation along the lines of that proposed in PEA and Survey Report.

- 6.56 In terms of ecological enhancement the Appraisal identifies opportunities for native planting and the installation of bird and bat boxes. These elements can be addressed within a condition securing the final details of all landscaping within the site. Subject to the recommended conditions the proposal could comply with Policy 31 of the HDPF.

Air Quality

- 6.57 The Council's Environmental Health team have advised that the significant additional vehicular movements that the Transport Statement identifies could be associated with both this development and the adjacent site may have an adverse impact on the district's Air Quality Management Areas (AQMA) at Cowfold and Storrington. The nearest AQMAs are at Storrington 8km to the southeast and at Cowfold 13km to the east, a distance sufficient to allow for much of the traffic generated by the development to disperse into the network. The impact on the AQMAs during the operational phase can be minimised through the use of sustainable transport modes, which would be encouraged by the Travel Plan recommended by the Highway Officer. In addition, it is considered appropriate to require construction traffic and service traffic to be encouraged away from these AQMAs where possible. This can be secured within conditions requiring the agreement of a Construction Environment Management Plan (CEMP) and a Service Management Plan.

Flooding and Drainage

- 6.58 A Flood Risk Statement has been submitted with the application which identifies that the site is located within Flood Zone 1 where there is a low probability of flooding. As existing surface water drains into the ground with some run-off into the adjacent watercourse between the site and the A29. The SUDS strategy seeks to discharge surface water into this watercourse with petrol interceptors and deep trapped gullies to minimise any potential release of hydrocarbons. This approach is supported by the Council's drainage engineer subject to final details being agreed by condition and sufficient to meet the requirements of the NPPF and to the objectives of Policy 38.

Energy Use

- 6.59 A BREEAM Pre-Assessment has been submitted which demonstrates that the development would meet a BREEAM rating of 'very good'. This is sufficient to ensure the development meets its requirements to reduce energy consumption under Policies 35, 36 and 37 of the HDPF.

Environmental Impact Assessment (EIA)

- 6.60 A screening opinion dated December 2016 for the adjacent site established that, combined with this application and the existing developments at Architectural Plants and Hepworths Brewery, the development of both land parcels did not constitute EIA development. The Council's EIA officer has clarified following the submission of both applications that this conclusion still stands, subject to the landscape, transport and ecological impacts being considered cumulatively across both this application and the adjacent site under DC/17/0177. The submitted Landscape and Visual Impact Assessment, Ecological Appraisal and Transport Statement with associated addendums address both sites cumulatively to meet this requirement therefore these applications are not considered EIA development.

Section 106 Agreement

- 6.61 A section 106 agreement would be required for this development to secure the educational and training links between the proposed users and Brinsbury Campus. This would take the form of a requirement for a phasing plan to be submitted and agreed in writing with each phase of the development to provide a clear demonstration of the links of the end user with the College. Such evidence would need to include details of the courses to which the proposed user will link, and the quantum and type of links that would take place each year.

This requirement would remain for all subsequent occupiers of the development and would need to be agreed in writing by the Local Planning Authority first prior to the relevant phase commencing and second prior to any subsequent user occupying. In this way the exceptional material considerations by which this development would be acceptable would be protected and retained in perpetuity.

- 6.62 In the event that the resolution to grant is accepted, the Council will seek to work proactively with the applicant and agent to secure a S106 Legal Agreement and grant permission. Notwithstanding this the Government require the Council to determine planning applications within a timely manner and therefore if a S106 Legal Agreement is in the opinion of the Council delayed unnecessarily by the applicant or agent the Director of Planning, Economic Development and Property will have the authority to refuse permission.

Conclusions and Planning Balance

- 6.63 As set out above the scale, form and nature of the proposed development would significantly intrude into the open rural character of the area and would not sit comfortably in its rural setting despite the proposed planting and landscape bunds. Further, the contemporary form and finish of the buildings and the extent of parking across the site in particular would not reflect the rural character of the area. This impact is exacerbated by the remoteness of the site from existing clusters of buildings or settlements and its location in the countryside gap between the Brinsbury Campus and Adversane. These impacts would be permanent and irreversible, and contrary to Policies 2, 4, 7, 10, 25, 26, 27 amongst others. Whilst the Site Specific Allocations of Land DPD and Brinsbury Centre of Rural Excellence SPD allow for development of the Campus, this is strictly on the proviso that such development helps secure the financial future of the campus, provides clear training links to support its status as a Centre for Rural Excellence, and reflects the rural location of the Brinsbury Campus without detracting from the rural environment. The examining inspector for the DPD is clear in his expectation that if development under by Policy AL15 *'became more than a small and limited means of achieving this need [to support the financial and educational needs of the Campus] then development should not be permitted.'* Given the scale of the development across 5.7ha remote from the main Campus buildings, the proposal significantly exceeds the inspector's justification for supporting Policy AL15.
- 6.64 In terms of material considerations in favour of development, the site allocation under Policy AL15 of the Site Specific Allocations of Land DPD and accompanying Brinsbury Centre for Rural Excellence SPD allows for the appropriate development of Brinsbury campus to provide for development partners to support the financial and educational viability of the campus. This has already taken place with developments granted on this site, adjacent at Hepworths Brewery, and opposite at Architectural Plants, and significantly weighs in favour of development. It is considered the scheme offers significant benefits in terms of ensuring the retention and growth within the District of one of its largest employers, retaining and increasing local employment by up to circa 90 additional full-time jobs (254 in total excluding the B2/B8 units), and by providing for additional employment opportunities to help meet the identified employment land shortfall through the Plan period. This would likely also support the retention and growth of support jobs in the local area such as catering and cleaning jobs, and local bus services on the A29. It has also been demonstrated that the sale of the land would help retain and grow Brinsbury Campus as an educational facility, with suitable evidence that occupiers are capable of being found for the B2/B8 units who are willing to provide the necessary educational and training links as required by the Brinsbury SPD. This would be to the benefit of retaining and growing local education and employment opportunities at the Campus. Suitable evidence has been provided to demonstrate that other parts of the campus west of the A29 are not suitable for development in the manner of this site. The lack of significant or harmful impact on highway safety is of limited weight in favour, as is the absence of appreciable harm to the amenities

of residents opposite and on the setting of the heritage assets to the north, albeit this also carries only little weight in the planning balance given their remoteness to the site. The ecological impact of the development can also be suitably managed by condition which also weighs in favour.

- 6.65 Overall, when placed carefully in the planning balance, it is considered that the benefits of the development in terms of employment provision and in its contribution to the viability of Brinsbury Campus within the specific policy context for the Brinsbury Campus are of sufficient weight to justify the grant of planning permission as a Departure from the Development Plan, when taking into account matters to be secured within the s106 agreement and by condition. Whilst the permanent loss of open countryside is regrettable and the scale and nature of development intrusive to the surrounding countryside and settlement separation, sufficient effort has been made to mitigate through detailed landscaping to ensure that the visual impact on users of the A29 and rail line would not unduly imposing. For these reasons the application is recommended for approval.

7. RECOMMENDATIONS

- 7.1 To delegate authority to the Head of Development to grant permission subject to the completion of a S106 agreement to secure appropriate education and training links with the College, and appropriate conditions. In the event that the legal agreement is not completed within three months of the decision of this committee, the Director of Planning, Economic Development and Property be authorised to refuse permission on the grounds of failure to secure the Obligations necessary to make the development acceptable in planning terms.

1. A condition listing the approved drawings
2. 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 precise details of the existing and proposed finished floor levels of the development in relation to nearby datum points adjoining the application site have been submitted to and approved by the Local Planning Authority in writing. The development shall be completed in accordance with the approved details.
Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and in accordance with Policy 33 of the Horsham District Planning Framework (2015).
4. **Pre-commencement condition:** No development shall commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should clearly demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event. Development shall not commence until full details of the maintenance and management of the SuDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented and thereafter maintained in accordance with the approved designs.
Reason: As this matter is fundamental to prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance Policies 35 & 38 of the Horsham District Planning Framework (2015).

5. **Pre-commencement condition:** No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until the following preliminaries have been completed in the sequence set out below:

- All trees on the site targeted for retention, as well as those off-site whose root protection areas ingress into the site, shall be fully protected by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012). Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site. Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.

Reason: As this matter is fundamental to ensure the successful and satisfactory retention of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6. **Pre-commencement condition:** No development shall commence, including any works of site clearance or the bringing of equipment, machinery or materials onto the eastern half of the site, until details of a minimum 5m wide reptile buffer along the entire eastern boundary of the site have been submitted to and approved in writing by the Local Planning Authority. The details shall include measures for protection of the buffer during the site clearance and construction phase and its long-term management thereafter. No storage of materials, equipment or machinery shall take place within the buffer in any circumstances.

Reason: As this matter is fundamental to safeguard reptile habitats and the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015).

7. **Pre-commencement condition:** No development shall take place, including any works of demolition, until a Construction Environment Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement and Plan shall be strictly adhered to throughout the construction period. The Statement shall provide for, but not be limited to:

- i. An indicative construction and site clearance programme
- ii. Details on how access to existing businesses will be maintained throughout works
- iii. The arrangements for stakeholder as well as public consultation and liaison during the construction works
- iv. Details of construction traffic routing to avoid where possible the Air Quality Management Areas at Storrington and Cowfold
- v. Locations for the parking of vehicles of site operatives and visitors
- vi. Location of the site office
- vii. Locations for the loading, unloading and storage of all plant and materials used throughout the construction of the development
- viii. Details of any floodlighting, including location, height, type, timing and direction of light sources and intensity of illumination
- ix. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- x. Locations and details of the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- xi. Locations and details for the provision of wheel washing facilities
- xii. Details of measures to control the emission of dust and dirt during construction
- xiii. Details of a scheme for the recycling/disposing of waste resulting from site clearance and construction works

Reason: As this matter is fundamental in the interests of good site management, highway safety, and to protect the amenities of adjacent businesses and residents during construction works to accord with Policies 33 & 40 of the Horsham District Planning Framework (2015).

8. **Pre-commencement condition:** No development shall commence until the following components of a scheme to deal with the risks associated with contamination, (including asbestos contamination), of the site have been submitted to and approved in writing by the Local Planning Authority:

(a) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site.

The following aspects (b) – (d) shall be dependent on the outcome of the above preliminary risk assessment (a) and may not necessarily be required.

(b) An intrusive site investigation scheme, based on (a) to provide information for a detailed risk assessment to the degree and nature of the risk posed by any contamination to all receptors that may be affected, including those off site.

(c) The intrusive site investigation results following (b) and, based on these, a detailed method statement, giving full details of the remediation measures required and how they are to be undertaken.

(d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action where required.

The development hereby permitted is to be carried out in accordance with the approved details. Any changes to these components require the express written consent of the Local Planning Authority.

Reason: As this matter is fundamental to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works and to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

9. **Pre-commencement condition:** No development shall take place until a written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition below ground or development shall take place other than in accordance with the agreed WSI, which shall include:

- the statement of significance and research objectives, and
- the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- the programme for further mitigation, post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: As this matter is fundamental as the site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development in accordance with Policy 34 of the Horsham District Planning Framework (2015)

10. **Pre-commencement (slab level) condition:** No development above ground floor slab level shall take place until a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the buildings hereby permitted have been submitted to and approved by the Local Planning Authority in writing and all materials used shall conform to those approved.

Reason: 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).

11. **Pre-occupation condition:** Prior to the first occupation of any building within the development hereby permitted, full details of the hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The submitted details shall include:
- i. Details of all hard surfacing materials and layouts
 - ii. Details of all planting including species, numbers and planting size of all trees and plants, with all planting to accord with the recommendations set out at paragraphs 5.30-5.32 of the Preliminary Ecological Appraisal (Phlorum dated July 2016)
 - iii. Provision for bat and bird boxes to accord with the recommendations set out at paragraphs 5.33-5.36 of the Preliminary Ecological Appraisal (Phlorum dated July 2016)
 - iv. A detailed lighting scheme for all external areas to accord with the recommendations set out at paragraph 5.20 of the Preliminary Ecological Appraisal (Phlorum dated July 2016)
 - v. Details of any cctv provision
 - vi. Details of all boundary treatments including any security fencing

The approved landscape and lighting scheme shall be fully implemented in accordance with the approved details. All planting shall be carried out no later than 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 preserves and enhances the ecological interests of the site, and in the interests of visual amenity in accordance with Policies 31 & 33 of the Horsham District Planning Framework (2015).

12. **Pre-occupation condition:** Prior to first occupation of any unit within the development hereby permitted, a detailed Service Plan for that unit shall have been submitted to and approved in writing by the Local Planning Authority. The Service Plan shall include the following details:
- Arrangements for the loading and unloading of deliveries, in terms of location and frequency.
 - Details of the traffic routing to avoid where possible the Air Quality Management Areas at Storrington and Cowfold

All units shall thereafter operate in strict accordance with the agreed Service Plan.

Reason: In the interests of highway safety to accord with Policy 40 of the Horsham District Planning Framework (2015).

13. **Pre-occupation condition:** Prior to the first occupation of any part of the development hereby permitted, a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The applicant shall use all reasonable endeavors to work with other businesses in the immediate area to co-ordinate the measures within the travel plan.

Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

14. **Pre-occupation condition:** No building hereby permitted shall be occupied unless and until provision for the storage of refuse/recycling has been made for that building in accordance with details to be submitted to and approved in writing by the Local Planning

Authority. The details shall include the size of bins, their location, means of enclosure and the details of the proposed refuse collector. These facilities shall thereafter be retained for use at all times.

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

15. **Pre-occupation condition:** No part of the development hereby permitted shall be first occupied until both the vehicular accesses serving the development as shown on drawing no. P121 REV D received on 25 July 2017 have been fully constructed in accordance with the approved planning drawings.
Reason: To ensure safe access to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).
16. **Pre-occupation condition:** Prior to the use of the vehicular access onto the A29 Stane Street commencing, visibility splays of 4.5 metres by 160 metres shall have been provided at the proposed access in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: To ensure safe access to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).
17. **Pre-occupation condition:** No building hereby permitted shall be occupied unless and until the car parking facilities necessary to serve that building as shown on drawing no. P123 REV C received on 30 June 2017 have been fully constructed and made available for use. The car parking facilities shall thereafter be retained at all times for their designated purpose.
Reason: To ensure adequate parking facilities are available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).
18. **Pre-occupation condition:** No part of the development hereby permitted shall be first occupied until the footpath link connecting the development to the Brinsbury Campus has been constructed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.
Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).
19. **Pre-occupation condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a verification report demonstrating that the SuDS drainage system has been constructed in accordance with the approved design drawings shall be submitted to and approved by the Local Planning Authority. The development shall be maintained in accordance with the approved report.
Reason: To ensure a SuDS drainage system has been provided to an acceptable standard to the reduce risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance Policies 35 and 38 of the Horsham District Planning Framework (2015).
20. **Regulatory condition:** No moving of display/storage vehicles, operation of plant or machinery, or valet or workshop processes shall take place except between the hours of 0700 to 1900 hours Mondays to Saturdays and 0800 to 1600 hours Sundays.
Reason: To safeguard the tranquillity of the countryside and amenities of neighbouring properties in accordance with Policies 24, 25, 26 & 33 of the Horsham District Planning Framework (2015).
21. **Regulatory condition:** No operations involving the use of power tools or other noise generating plant, machinery or equipment (with the exception of fork-lift truck movements), shall be undertaken within the site, other than within the buildings hereby permitted.

Reason: To safeguard the tranquillity of the countryside and amenities of neighbouring properties in accordance with Policies 24, 25, 26 & 33 of the Horsham District Planning Framework (2015).

22. **Regulatory condition:** All external lighting to the development as a whole and internal lighting to the car showrooms shall be switched off except between the hours of 0630 to 1930 hours Mondays to Saturdays and 0730 to 1330 hours Sundays. This excludes internal lighting necessary for the duration of ancillary works/activities such as cleaning, maintenance and repairs, parts deliveries and necessary office work.

Reason: To safeguard the ecology and tranquillity of the countryside in accordance with Policies 24, 25, 26 & 33 of the Horsham District Planning Framework (2015).

23. **Regulatory condition:** No external lighting or floodlighting (including any security lighting) shall be installed other than that approved under condition 11.

Reason: To safeguard the ecology and tranquillity of the countryside in accordance with Policies 24, 25, 26 & 33 of the Horsham District Planning Framework (2015).

24. **Regulatory condition:** No trees, hedges or shrubs on the site, other than those the Local Planning Authority has agreed to be felled as part of this permission, shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development hereby permitted. Any trees, hedges or shrubs on the site, whether within the tree protective areas or not, which die or become damaged during the construction process shall be replaced with trees, hedging plants or shrubs of a type, size and in positions agreed by the Local Planning Authority.

Reason: To ensure the retention and maintenance of trees and vegetation on the site unsuitable for permanent protection by Tree Preservation Order for a limited period, in accordance with policy 31 of the Horsham District Planning Framework (2015).

25. **Regulatory condition:** No importation of soil and other fill materials onto the development site shall take place unless the soil/fill has been certified as fit for purpose by a competent person and has been subject to analysis by an accredited laboratory to ensure that it is free from contamination.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

26. **Regulatory condition:** The development hereby permitted shall be carried out in full accordance with the ground clearance, excavation, vegetation clearance and ecological mitigation measures and recommendations set out at paragraphs 5.8-5.37 of the Preliminary Ecological Appraisal (Phlorum dated July 2016).

Reason: To safeguard reptile, bat, badger and breeding birds and the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015).

27. **Regulatory condition:** If contamination, including presence of asbestos containing materials, not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works and to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

28. **Regulatory condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (and/or any Order revoking and/or re-enacting that Order) no development falling within Classes F, G, H, I and J of Part 7 of Schedule 2 of the order shall be erected, constructed or placed within the curtilage(s) of the development hereby permitted without express planning consent from the Local Planning Authority first being obtained.

Reason: In the interest of visual amenity to protect the rural character of the area in accordance with Policies 25, 26, 27 & 33 of the Horsham District Planning Framework (2015).

29. **Regulatory condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending or revoking and/or re-enacting that Order), no change of use of the units hereby permitted from the uses granted for that unit by this permission shall take place without express planning consent from the Local Planning Authority first being obtained.

Reason: To ensure the development remains in compliance with the exceptional circumstances permitting the grant of planning permission within Policy AL15 of the Site Specific Allocations of Land DPD and in the interest of visual amenity to protect the rural character of the area in accordance with Policies 25, 26, 27 & 33 of the Horsham District Planning Framework (2015).

Informatives:

1. The applicant is advised that compliance with planning conditions does not necessarily prevent action from being taken by the Local Authority or members of the public to secure the abatement, restriction or prohibition of statutory nuisances actionable under the Environmental Protection Act 1990 or any other statutory provisions.
2. The applicant is advised that they will be required to enter into a S278 road agreement with WSCC for the construction of the new access junction onto the A29.
3. The applicant is advised that this permission does not grant consent for any plant or extract systems required to service the development.
4. The applicant is advised that the CEMP should limit the hours of construction activities (including deliveries & dispatch, loading & unloading) to 08.00 – 18.00 Monday until Friday and 08.00 – 13.00 Saturdays with no working on Sundays, Bank or Public Holidays.
5. The applicant is advised that this permission grants the use of the B2/B8 units at the rear of the site for either B2 or B8 use, or a combination of these two uses, for first occupiers and all subsequent occupiers up to a period of 10 years following the date of permission, as provided for under Schedule 2, Part 3, Class V of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Background Papers: DC/16/2963 & DC/17/0177