



Email: [committeeservices@horsham.gov.uk](mailto:committeeservices@horsham.gov.uk)  
Direct line: 01403 215465

# Planning Committee (South)

Tuesday, 21st November, 2017 at 2.30 pm

Main Conference Room, Parkside, Chart Way, Horsham

Councillors:	Brian O'Connell (Chairman)	
	Paul Clarke (Vice-Chairman)	
	John Blackall	Gordon Lindsay
	Jonathan Chowen	Tim Lloyd
	Philip Circus	Paul Marshall
	Roger Clarke	Mike Morgan
	David Coldwell	Kate Rowbottom
	Ray Dawe	Jim Sanson
	Brian Donnelly	Ben Staines
	David Jenkins	Claire Vickers
	Nigel Jupp	Michael Willett
	Liz Kitchen	

You are summoned to the meeting to transact the following business

Tom Crowley  
Chief Executive

## Agenda

	Page No.
<b>GUIDANCE ON PLANNING COMMITTEE PROCEDURE</b>	
1. <b>Apologies for absence</b>	
2. <b>Minutes</b>	5 - 8
<p>To approve as correct the minutes of the meeting held on 17 October 2017  <i>(Note: If any Member wishes to propose an amendment to the minutes they should submit this in writing to <a href="mailto:committeeservices@horsham.gov.uk">committeeservices@horsham.gov.uk</a> at least 24 hours before the meeting. Where applicable, the audio recording of the meeting will be checked to ensure the accuracy of the proposed amendment.)</i></p>	
3. <b>Declarations of Members' Interests</b>	
<p>To receive any declarations of interest from Members of the Committee</p>	
4. <b>Announcements</b>	
<p>To receive any announcements from the Chairman of the Committee or the Chief Executive</p>	

To consider the following reports of the Head of Development and to take such action thereon as may be necessary:

5. **Appeals** 9 - 10  
Applications for determination by Committee:
6. **DC/17/2025 - Land west of Mill Straight, Worthing Road, Southwater (Ward: Billilngshurst & Shipley) Applicant: Mr Robert Collett** 11 - 24
7. **DC/17/2111 - Robell Way, Storrington (Ward: Chantry) Applicant: Mr Glenn Pendry** 25 - 34
8. **DC/17/2107 - Upper Champions Farm Barn, Dukes Hill, Thakeham (Ward: Chanctonbury) Applicant: Mr Anthony James** 35 - 48
9. **SDNP/17/02592/FUL - Downsview Farm, Clay Lane, Cootham (Ward: Chantry) Applicant: Mr Richard Scott** 49 - 58
10. **DC/17/2117 - Longbury Hill Wood, Rock Road, Storrington (Ward: Chantry) Applicant: Mr Julian Hanbury-Aggs** 59 - 70
11. **Urgent Business**  
Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as urgent because of the special circumstances

# Agenda Annex

## GUIDANCE ON PLANNING COMMITTEE PROCEDURE

(Full details in Part 4a of the Council's Constitution)

<b>Addressing the Committee</b>	Members must address the meeting through the Chair. When the Chairman wishes to speak during a debate, any Member speaking at the time must stop.
<b>Minutes</b>	Any comments or questions should be limited to the accuracy of the minutes only.
<b>Quorum</b>	Quorum is one quarter of the total number of Committee Members. If there is not a quorum present, the meeting will adjourn immediately. Remaining business will be considered at a time and date fixed by the Chairman. If a date is not fixed, the remaining business will be considered at the next committee meeting.
<b>Declarations of Interest</b>	Members should state clearly in which item they have an interest and the nature of the interest (i.e. personal; personal & prejudicial; or pecuniary). If in doubt, seek advice from the Monitoring Officer in advance of the meeting.
<b>Announcements</b>	These should be brief and to the point and are for information only – <b>no debate/decisions</b> .
<b>Appeals</b>	The Chairman will draw the Committee's attention to the appeals listed in the agenda.
<b>Agenda Items</b>	The Planning Officer will give a presentation of the application, referring to any addendum/amended report as appropriate outlining what is proposed and finishing with the recommendation.
<b>Public Speaking on Agenda Items</b> (Speakers must give notice by not later than noon two working days before the date of the meeting)	Parish and neighbourhood councils in the District are allowed <b>2</b> minutes each to make representations; members of the public who object to the planning application are allowed <b>2</b> minutes each, subject to an overall limit of <b>6</b> minutes; applicants and members of the public who support the planning application are allowed <b>2</b> minutes each, subject to an overall limit of <b>6</b> minutes. Any time limits may be changed at the discretion of the Chairman.
<b>Rules of Debate</b>	<p><b>The Chairman controls the debate and normally follows these rules but the Chairman's interpretation, application or waiver is final.</b></p> <ul style="list-style-type: none"> <li>- No speeches until a proposal has been moved (mover may explain purpose) and seconded</li> <li>- Chairman may require motion to be written down and handed to him/her before it is discussed</li> <li>- Secunder may speak immediately after mover or later in the debate</li> <li>- Speeches must relate to the planning application under discussion or a personal explanation or a point of order (max <b>5</b> minutes or longer at the discretion of the Chairman)</li> <li>- A Member <b>may not speak again except:</b> <ul style="list-style-type: none"> <li>o On an amendment to a motion</li> <li>o To move a further amendment if the motion has been amended since he/she last spoke</li> <li>o If the first speech was on an amendment, to speak on the main issue (whether or not the amendment was carried)</li> <li>o In exercise of a right of reply. Mover of original motion</li> </ul> </li> </ul>

	<p>has a right to reply at end of debate on original motion and any amendments (but may not otherwise speak on amendment). Mover of amendment has no right of reply.</p> <ul style="list-style-type: none"> <li>○ On a point of order – must relate to an alleged breach of Council Procedure Rules or law. Chairman must hear the point of order immediately. The ruling of the Chairman on the matter will be final.</li> <li>○ Personal explanation – relating to part of an earlier speech by the Member which may appear to have been misunderstood. The Chairman’s ruling on the admissibility of the personal explanation will be final.</li> </ul> <ul style="list-style-type: none"> <li>- Amendments to motions must be to: <ul style="list-style-type: none"> <li>○ Refer the matter to an appropriate body/individual for (re)consideration</li> <li>○ Leave out and/or insert words or add others (as long as this does not negate the motion)</li> </ul> </li> <li>- One amendment at a time to be moved, discussed and decided upon.</li> <li>- Any amended motion becomes the substantive motion to which further amendments may be moved.</li> <li>- A Member may alter a motion that he/she has moved with the consent of the meeting and seconder (such consent to be signified without discussion).</li> <li>- A Member may withdraw a motion that he/she has moved with the consent of the meeting and seconder (such consent to be signified without discussion).</li> <li>- The mover of a motion has the right of reply at the end of the debate on the motion (unamended or amended).</li> </ul>
<b>Alternative Motion to Approve</b>	<p>If a Member moves an alternative motion to approve the application contrary to the Planning Officer’s recommendation (to refuse), and it is seconded, Members will vote on the alternative motion after debate. If a majority vote against the alternative motion, it is not carried and Members will then vote on the original recommendation.</p>
<b>Alternative Motion to Refuse</b>	<p>If a Member moves an alternative motion to refuse the application contrary to the Planning Officer’s recommendation (to approve), the Mover and the Secunder must give their reasons for the alternative motion. The Director of Planning, Economic Development and Property or the Development Manager will consider the proposed reasons for refusal and advise Members on the reasons proposed. Members will then vote on the alternative motion and if not carried will then vote on the original recommendation.</p>
<b>Voting</b>	<p>Any matter will be decided by a simple majority of those voting, by show of hands or if no dissent, by the affirmation of the meeting unless:</p> <ul style="list-style-type: none"> <li>- Two Members request a recorded vote</li> <li>- A recorded vote is required by law.</li> </ul> <p>Any Member may request their vote for, against or abstaining to be recorded in the minutes.</p> <p>In the case of equality of votes, the Chairman will have a second or casting vote (whether or not he or she has already voted on the issue).</p>
<b>Vice-Chairman</b>	<p>In the Chairman’s absence (including in the event the Chairman is required to leave the Chamber for the debate and vote), the Vice-Chairman controls the debate and follows the rules of debate as above.</p>

**Planning Committee (South)**  
**17 OCTOBER 2017**

Present: Councillors: Brian O'Connell (Chairman), John Blackall, Jonathan Chowen, Philip Circus, David Coldwell, Brian Donnelly, Nigel Jupp, Liz Kitchen, Gordon Lindsay, Tim Lloyd, Paul Marshall, Mike Morgan, Kate Rowbottom, Jim Sanson, Ben Staines, Claire Vickers and Michael Willett

Apologies: Councillors: Paul Clarke, Roger Clarke, Ray Dawe and David Jenkins

PCS/31 **MINUTES**

The minutes of the meeting of the Committee held on 19 September 2017 were approved as a correct record and signed by the Chairman.

PCS/32 **DECLARATIONS OF MEMBERS' INTERESTS**

DC/16/2963 and DC/16/0177 – Councillor Nigel Jupp declared a personal interest because he knew the applicant and their family.

DC/16/2963 and DC/16/0177 – Councillors Nigel Jupp, Liz Kitchen and Paul Marshal declared personal interests because they were Members of West Sussex County Council, which owned some land associated with the application site.

DC/16/0177 – Councillor David Coldwell declared a personal interest because he knew one of the public speakers.

PCS/33 **ANNOUNCEMENTS**

There were no announcements.

PCS/34 **APPEALS**

The list of appeals lodged, appeals in progress and appeal decisions, as circulated, was noted.

PCS/35 **DC/16/2963 - LAND AT BRINSBURY FIELDS, STANE STREET, BRINSBURY, PULBOROUGH (WARD: CHANCTONBURY) APPLICANT: CHICHESTER COLLEGE AND HARWOODS LTD**

The Head of Development reported that this application sought permission for three new car showrooms with associated offices for the Harwoods Group, with ancillary facilities, vehicle workshops, business units, parking spaces, soft landscaping, attenuation pond and infrastructure works. There would be a new

access junction from the A29. Development of the northern part of the field under concurrent application DC/17/0177 was also being considered by this Committee.

Since publication of the report a revised sequential test had been submitted by the applicant, which considered the possible use of the site for equestrian uses. This provided some justification for why the existing equestrian facility could not be relocated to the application site.

The applicant had links with the Chichester College and the development would enable the college to enhance educational facilities and help secure the longer term viability of the Brinsbury campus.

The application site was located outside the built-up area on the east side of Stane Street (A29) between Brinsbury College and Adversane. The railway line ran to the east and there were scattered trees and bushes along its western boundary with the A29. The track to the south led towards the adjacent Hepworths Brewery. Adversane Conservation Area was approximately 400 metres to the north.

Details of relevant government and council policies and relevant planning history, as contained within the report, were noted by the Committee. The responses from statutory internal and external consultees, as contained within the report, were considered by the Committee.

The Parish Council objected to the application. The neighbouring Parish of Billingshurst had also objected to it. The neighbouring Parish of Pulborough had commented on the proposal. CPRE Sussex had also objected. There had been 28 letters of objection, including one from Adversane Residents Association. One letter of support had been received. Two members of the public spoke in objection to the application, and a representative of the Parish Council also spoke in objection to it. The applicant, the applicant's agent and the application architect all addressed the Committee in support of the proposal.

Members considered the officer's planning assessment which indicated that the key issues for consideration in determining the proposal were: the principle of development; educational and training links; its impact on heritage assets; landscape character; the amenity of neighbouring occupiers; and highways issues including access and parking.

Members discussed the significant economic and educational benefits of the proposal and weighed these against any adverse impact on the landscape character and concerns regarding the impact on the community of Adversane. Members considered the principle of the proposal, having regard to the 'Brinsbury Centre of Rural Excellence Supplementary Planning Document', and after careful consideration concluded that the employment benefits and contribution to the viability of Brinsbury Campus outweighed the harm.

RESOLVED

- (i) That a legal agreement be entered into, within three months of the decision of this committee, to secure appropriate education and training links with the College.
- (ii) 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.
- (iii) That on completion of (i) above, planning application DC/16/2963 be determined by the Head of Development. The view of the Committee was that the application should be granted.

PCS/36 **DC/17/0177 - BRINSBURY FIELDS, BRINSBURY COLLEGE, PULBOROUGH (WARD: CHANCTONBURY) APPLICANT: CHICHESTER COLLEGE**

The Head of Development reported that this application sought permission for up to six commercial buildings in the northern part of an open and unused field that was part of the Brinsbury campus of Chichester College. All matters other than access via a new entrance junction from the A29 were reserved for future determination. Development of the southern part of this field, under concurrent application DC/16/2963, was also being considered by this Committee.

The application site was located outside the built-up area on the east side of Stane Street (A29) between Brinsbury College and Adversane. The railway line ran to the east and there were scattered trees and bushes along its western boundary with the A29 and trees and bushes along the northern boundary. There was a caravan park west of the A29 and Adversane Conservation Area was approximately 150 metres to the north.

Details of relevant government and council policies and relevant planning history, as contained within the report, were noted by the Committee. The responses from statutory internal and external consultees, as contained within the report, were considered by the Committee.

The Parish Council objected to the application. The neighbouring parishes of Billingshurst and Pulborough also objected to it. Nine letters of objection and one letter of support had been received. Two members of the public spoke in objection to the application, and two associates of Brinsbury College spoke in its support. The applicant's agent also spoke in support of the proposal. A representative of the Parish Council spoke in objection to it.

Members considered the officer's planning assessment which indicated that the key issues for consideration in determining the proposal were: the principle of development; educational and training links; design and landscape impact; its

impact on heritage assets; landscape character; the amenity of neighbouring occupiers; and highways issues including access and parking.

Members discussed the significant economic and educational benefits of the proposal and weighed these against any adverse impact on the landscape character and concerns regarding the impact on the community of Adversane. Whilst occupiers of the proposed units had not been confirmed, the Committee noted the shortfall of employment areas in the district. It was also noted that end users would be required, through a legal agreement, to maintain links that supported the college and its students.

Members considered the principle of the proposal, having regard to the 'Brinsbury Centre of Rural Excellence Supplementary Planning Document', and after careful consideration, considered on balance that the employment benefits and contribution to the viability of Brinsbury Campus outweighed the harm.

RESOLVED

- (i) That a legal agreement be entered into, within three months of the decision of this committee, to secure appropriate education and training links with the College.
- (ii) 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.
- (iii) That on completion of (i) above, planning application DC/16/2963 be determined by the Head of Development. The view of the Committee was that the application should be granted.

PCS/37 **DC/17/0861 - BUS TURNING CIRCLE, OLD MILL DRIVE, STORRINGTON  
(WARD: CHANTRY) APPLICANT: C/O AGENT (CUSHMAN & WAKEFIELD)**

Item withdrawn from the agenda.

*The meeting closed at 4.18 pm having commenced at 2.30 pm*

CHAIRMAN



## Planning Committee (South)

Date: 21<sup>st</sup> November 2017



Report on Appeals: 05/10/17 to 8/11/17

### 1. Appeals Lodged

HDC have received notice from the Department of Communities and Local Government that the following appeals have been lodged:-

Ref No.	Site	Date Lodged	Officer Recommendation	Committee Resolution
DC/17/1584	Coconino London Road Ashington Pulborough West Sussex RH20 3JR	10 <sup>th</sup> October 2017	Refuse	
DC/17/0753	Willards House Broomers Hill Lane Pulborough West Sussex RH20 2DU	11 <sup>th</sup> October 2017	Refuse	
DC/17/0553	Land To The South of Littleworth Lane Littleworth Partridge Green West Sussex	27 <sup>th</sup> October 2017	Refuse	
DC/17/1148	Land To The South of Mill Lane Littleworth Partridge Green West Sussex	27 <sup>th</sup> October 2017	Refuse	
DC/17/1375	Whiteoaks Shoreham Road Small Dole Henfield West Sussex BN5 9SD	30 <sup>th</sup> October 2017	Permit	Refuse
DC/17/1157	1 Hudson Way Henfield West Sussex BN5 9FD	1 <sup>st</sup> November 2017	Refuse	
DC/17/1600	26 Cricketers Close Ashington Pulborough West Sussex RH20 3JQ	1 <sup>st</sup> November 2017	Refuse	

## 2. Live Appeals

HDC have received notice from the Department of Communities and Local Government that the following appeals are now in progress:

Ref No.	Site	Appeal Procedure	Start Date	Officer Recommendation	Committee Resolution
DC/17/1161	Fringe Cottage Mouse Lane Steyning West Sussex BN44 3LP	Fast Track	26 <sup>th</sup> October 2017	Refuse	
DC/16/2376	Woodleigh Nutbourne Lane Nutbourne Pulborough West Sussex RH20 2HS	Public Inquiry	3 <sup>rd</sup> November 2017	Refuse	
DC/17/0338	Land Between The Paddocks and Fuchias West End Lane Henfield West Sussex	Written Reps	7 <sup>th</sup> November 2017	Refuse	
DC/17/0593	Tisserand Piggeries Stane Street Billingshurst West Sussex RH14 9AE	Written Reps	19 <sup>th</sup> October 2017	Refuse	
DC/17/1262	St Josephs Abbey Greyfriars Lane Storrington West Sussex	Written Reps	12 <sup>th</sup> October 2017	Refuse	

## 3. Appeal Decisions

HDC have received notice from the Department of Communities and Local Government that the following appeals have been determined:-

Ref No.	Site	Appeal Procedure	Decision	Officer Recommendation	Committee Resolution
DC/17/0274	49 Saltings Way Upper Beeding Steyning West Sussex BN44 3JH	Written Reps	Dismissed	Refused	
DC/17/0093	Land To The Front of Ling Heath Common Hill West Chiltington Pulborough West Sussex RH20 2NR	Written Reps	Allowed	Refused	



**Horsham  
District  
Council**

## **PLANNING COMMITTEE REPORT**

**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 21<sup>st</sup> November 2017

**DEVELOPMENT:** Proposed occupation of 20 dwellings in advance of completion of highway works (Variation of conditions 18 and 22 to previously approved application DC/14/2582- Outline application for residential development of up to 193 No. dwellings (including affordable housing) and associated works).

**SITE:** Land West of Mill Straight Worthing Road Southwater West Sussex

**WARD:** Billingshurst and Shipley

**APPLICATION:** DC/17/2025

**APPLICANT:** **Name:** Mr Robert Collett **Address:** Spinnaker House, Lime Tree Way Hants International Business Park Chineham Basingstoke RG24 8GG

**REASON FOR INCLUSION ON THE AGENDA:** More than 8 letters contrary to the Officers recommendation have been received

**RECOMMENDATION:** To grant permission, subject to conditions and completion of a Deed of Variation to the s106 Agreement of DC/14/2582

### **1. THE PURPOSE OF THIS REPORT**

To consider the planning application.

#### **DESCRIPTION OF THE APPLICATION**

- 1.1 The application proposes variation of conditions, and is made under Section 73 of the Town and Country Planning Act 1990. Details of the proposed amendments are set out in the following paragraphs. Should this application be permitted, a new decision notice would be issued and the developer then has the choice of completing the development subject to the conditions of the original permission, or as amended.
- 1.2 This application seeks to vary conditions 18 and 22 to previously approved application DC/14/2582 (Residential development of up to 193 No. dwellings (including affordable housing) and associated works (Outline)). This is to facilitate early occupation of 20 dwellings in advance of completion of highway works. Conditions 18 and 22 on DC/14/2582 read as follows:

### Condition 18

- 1.3 The access to the development from the public highway (Mill Straight) shall be designed, laid out and constructed in all respects to the satisfaction of the Local Planning Authority, prior to the occupation of any dwelling on the site.

**Reason:** In the interest of highway safety and in accordance with policy DC 40 of the Horsham District Local Development Framework: General Development Control Policies (2007) and the NPPF.

### Condition 22

- 1.4 The Toucan crossing on Mill Straight and the pedestrian/cycle links to it shall be designed, laid out and constructed in all respects to the satisfaction of the Local Planning Authority, prior to the occupation of any dwelling on the site.

**Reason:** In the interest of pedestrian and cyclist safety and in accordance with policy DC 40 of the Horsham District Local Development Framework: General Development Control Policies (2007) and the NPPF

### DESCRIPTION OF THE SITE

- 1.4 The application site lies to the south west of Mill Straight (or Worthing Road) adjacent to the southern boundary of Southwater. The site extends to approximately 10.74 hectares and prior to the commencement of development was comprised largely of open arable land, with an expanse of woodland to the western side, much of which is designated as ancient woodland. The site has a high point towards the south eastern corner with the land then falling away predominantly towards the west and the expanse of woodland. A tributary stream of the River Adur runs through the woodland area.
- 1.5 This application relates mainly to the eastern boundary of the site where works have commenced to implement DC/14/2582. In particular this includes the completion of 20 dwellings and the on-going construction of the approved highway works including the new roundabout off Mill Straight.

## 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:**

Chapter 4 – Promoting Sustainable Transport  
Chapter 7 – Requiring Good Design

#### **Horsham District Planning Framework (HDPF 2015)**

Policy 1 - Sustainable Development  
Policy 32 – Quality of Development  
Policy 33 – Development Principles  
Policy 39 – Infrastructure Provision  
Policy 40 – Sustainable Transport

## RELEVANT NEIGHBOURHOOD PLAN

Southwater Parish Neighbourhood Plan Area was designated on 25<sup>th</sup> February 2014. Amendments to the area were approved on 16<sup>th</sup> May 2016. The plan is currently in the early stages and therefore limited weight can be awarded to it in the consideration of this application.

## PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/14/2582	Residential development of up to 193 No. dwellings (including affordable housing) and associated works (Outline)	Application Permitted on 18.09.2015
DC/16/0642	Approval of Reserved Matters application for the erection of 193 dwellings relating to layout, scale, appearance and landscaping following outline application DC/14/2582	Application Permitted on 01.08.2016

### 3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at [www.horsham.gov.uk](http://www.horsham.gov.uk)

#### INTERNAL CONSULTATIONS

- 3.2 No internal consultations were undertaken.

#### OUTSIDE AGENCIES

- 3.3 **West Sussex County Highways:** The applicant sought pre-application advice from WSCC on this proposal. A Transport Note has been submitted in support of the variation application. No objections are raised to the proposal providing that the traffic signals will be manually controlled during the busier peak hours.

#### PUBLIC CONSULTATIONS

- 3.4 **Southwater Parish Council:** Objection due to the use of four way traffic lights having a significant and detrimental effect on local residents.
- 3.5 13 letters of objection have been received. The concerns raised can be summarised as follows:
- Road safety is already compromised and will be exacerbated if four way traffic lights are allowed.
  - There will be increased congestion.
  - Stationary traffic has to queue on the A24 when travelling north and around the main roundabout. This blocks the road for anyone travelling south and is also a road safety issue.
  - This is a very busy turn off into the village and the traffic builds up all through the day, not just at rush hour.
  - Noise levels are already increased by the queuing traffic and from screeching tyres and horns. This would only exacerbate the situation.

- It is already dangerous for people living on Mill Straight to exit their homes as a result of the traffic lights. Some people are forced to exit their properties blind. This will make the situation worse.
- People living in the area are already unable to freely access their properties due to queuing traffic blocking the driveway.
- The traffic lights worked much better when they were previously manned as there was less queuing in one direction at peak times.
- It is already dangerous for school children who get on and off the bus and to cross the road.
- The current arrangement is a significant pinch-point for emergency vehicles and this will be made worse by the proposed arrangement.
- There is no safety culture on site so the developer cannot be trusted to manage the increased risk associated with the 4 way traffic lights.
- The developer has not been a good neighbour and should not be allowed for cause increased disruption for their own financial aims.
- The original planning conditions were put in place for a reason and they should not be able to be changed.
- Allowing early occupation will delay the completion of the roundabout and crossing and diminish the incentive to finish it in good time.
- This application assumes that the 20 houses will only be exiting the development by car. What about pedestrians?
- Cars can drive at 40mph and the traffic lights have increased drivers using this high speed to get through the traffic lights which is dangerous.
- It is dangerous to allow people to live on what is effectively a building site.

#### **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 In 2015 outline planning permission was granted under DC/14/2582 which allowed for the development of 193 dwellings on the site. This planning consent included the development of an access junction and the construction of a four arm roundabout between Mill Straight, Roman Way and the site access. Conditions 18 and 22, as detailed in section 1.3 and 1.4, were attached to the permission to ensure the completion of the access and the implementation of the toucan crossing and the pedestrian and cycle links prior to the occupation of any dwelling on the site.
- 6.2 Mill Straight is currently subject to three way traffic lights which run along the eastern edge of the development. These traffic lights are in place to the north adjacent to Doneechka and Cripplegate House and to the South after joining the road from the A24 roundabout. Access is also controlled by temporary traffic lights from Roman Way which is located immediately opposite the development site.

- 6.3 This application seeks consent to vary conditions 18 and 22 to allow early occupation of the site via a temporary access following the completion of 20 dwellings. To facilitate early occupation the existing three way temporary traffic light control is proposed to be replaced with four way temporary traffic light control. This would involve the use of the partially constructed roundabout to allow access to the completed dwellings. The Applicant has stated that their timeframe for completing the access and additional highway works is mid December 2017. The Applicant anticipates that this temporary access arrangement will be required until mid-December at which point the highways works as originally approved under DC/14/2582 will have been completed.
- 6.4 To support this application the Applicant has provided a Transport Statement. Within this it is acknowledged that there is potential for increased vehicular traffic being held at the four way temporary lights and that this would result in some level of highways impact. As such, this is proposed to be mitigated through manual manning of the lights during peak hours which are 8.00-9.00 and 17.00-16.00. This Traffic Statement has been reviewed by West Sussex County Council Highways Officer who has not raised any objections to the proposal. Policy 40 requires the provision of safe and suitable access to new developments. In light of the WSCC Highways consultation response raising no objection, the proposal is considered to meet this requirement.
- 6.5 Notwithstanding this, Officers note that a number of objections have been received which raise particular concerns over pedestrian and driver safety as a result of the proposed works and early access arrangements. Officers have considered these concerns in detail and sought further guidance from West Sussex County Council. West Sussex County Council's Highways Officers have advised that the manual control of the traffic lights during peak hours will avoid potential queuing on the A24 roundabout and as such they do not raise any concerns in relation driver safety as a result of the scheme. In terms of pedestrian safety, although the County Council have requested confirmation on how pedestrian access will be addressed they have not raised this as an objection. Nevertheless, the Applicant has confirmed that the footpath into the site which connects with the wider footpath network will be in place prior to the occupation of any dwelling.
- 6.6 In light of the above, Officers consider that on balance, the proposed use of four way traffic temporary traffic lights and the use of the partially constructed roundabout to facilitate early occupation of the site would not have a harmful highways impact to a degree which would warrant a refusal on planning grounds, particularly given the relatively short period which the controls would be in place for. The Applicant is not seeking to amend the scheme itself, rather the trigger point for occupation. Given that this is for a relatively short period of time (until mid-December) and that works to the access and roundabout are already partially constructed, Officers consider the proposed scheme to be acceptable and is therefore recommended for approval. Conditions 18 and 22 pursuant to DC/14/2582 have been revised and are now addressed under conditions 4 and 5 respectively on this application.

#### Section 106

- 6.7 There are obligations set out in the original Section 106 agreement which require the developer to ensure to completion of the access and toucan crossing prior to any occupation. As such, a Deed of Variation is necessary (and is currently being drafted) to facilitate early occupation of 20 units on the site prior to the completion of the access and highway works.

## 7. RECOMMENDATIONS

- 7.1 To grant permission, subject to conditions and completion of a Deed of Variation to the s106 of DC/14/2582.

### Conditions:

1. A condition listing the approved plans.
2. **Standard Time Condition:** Applications for the approval of reserved matters shall be made to the Local Planning Authority before 18<sup>th</sup> September 2018.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

3. **Standard Time Condition:** The development hereby permitted shall be begun either before 18<sup>th</sup> September 2018, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

4. **Pre-Occupation Condition:** Prior to first occupation of the 21<sup>st</sup> dwelling within the development hereby permitted, the access to the development from the public highway (Mill Straight) shall have been designed, laid out, constructed and made available for use in accordance with the approved plans.

Reason: In the interest of highway safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

5. **Pre-Occupation Condition:** Prior to first occupation of the 21<sup>st</sup> dwelling within the development hereby permitted, the toucan crossing on Mill Straight and the pedestrian/cycle links to it shall have been designed, laid out, constructed and made available for use in accordance with the approved plans.

Reason: In the interest of pedestrian and cyclist safety and in accordance with Policies 33 and 39 of the Horsham District Planning Framework (2015).

6. **Pre-Occupation Condition:** Prior to first occupation, the pedestrian footway serving the development shall have been constructed in accordance with drawing no. C82946-SK-201 G, received by the Council on 19.08.2015.

Reason: To safeguard the amenities of pedestrian road users in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015).

7. **Pre-Occupation Condition:** Prior to the first occupation of any dwelling, the internal access roads, cycleways and footways serving that dwelling and connecting it to the public highway shall have been designed, laid out, constructed (to at least base course level) and made available for use in accordance with the approved plans.

Reason: In the interest of highway safety and to ensure that each dwelling has been provided with a suitable means of access, in accordance with Policy 40 of the Horsham District Planning Framework (2015).



8. **Regulatory Condition:** The submission of reserved matters applications pursuant to this Outline application shall demonstrate compliance with the following Parameter Plans submitted as part of the Outline application to fix the development principles:

- Red Line Boundary (Drawing No. 14050 / C01L);
- Land Use (Drawing No. 14050 /C02L);
- Density (Drawing No. 14050 / C03L);
- Building Heights (Drawing No. 14050 / C04L);
- Vehicular Movement and Access (Drawing No. 14050 / C05L);
- Pedestrian and Cycle Movement and Access (Drawing No. 14050 / C06L);
- Landscape and Ecology Strategy (Drawing No. 14050 / C07L);
- Phasing (Drawing No. 14050 / C08L)

Reason: To enable the Local Planning Authority to control the development in detail in accordance with the NPPF.

9. **Regulatory Condition:** (a) Approval of the details of the layout of the development, the scale of each building, the appearance of each building and the landscaping of the development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before the relevant phase of the development is commenced.

(b) Plans and particulars of the reserved matters referred to in part (a) of this condition above, relating to the layout of the development, the scale of each building, the appearance of each building and the landscaping of the development shall have regard to the approved parameter plans which establish the principles of the development, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(c) The reserve matters application for landscaping referred to in part (a) of this condition above shall be submitted concurrently with the plans and particulars relating to the other reserve matters for that phase (as identified on the phasing plan approved pursuant to Condition 6 below), and shall include full details of the on-site equipped play area, where relevant to that phase.

(d) The landscaping scheme to be submitted pursuant to part (a) of this condition above shall include the following information:

- A detailed plan and specification for topsoil stripping, storage and re-use on the site in accordance with recognised codes of best practice;
- Planting and seeding plans and schedules specifying species, planting size, densities and plant numbers;
- Tree pit and staking/underground guying details;
- A written hard and soft specification (National Building Specification compliant) of planting (including ground preparation, cultivation and other operations associated with plant and grass establishment);
- Existing and proposed levels, contours and cross/long sections for all earthworks, including SuDS features;
- Hard surfacing materials including layout, colour, size, texture, coursing and levels;
- Walls, fencing and railings, including location, type, heights and materials;
- Minor artefacts and structures - location, size, colour and type of any street furniture, play equipment, signage, refuse units and lighting columns and lanterns.

The landscaping scheme shall be carried out in accordance with a timetable to be agreed, in writing, with the Local Planning Authority and any plant forming part of the landscaping scheme 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 a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

10. **Regulatory Condition:** The development hereby permitted shall be carried out in accordance with the phasing plan approved by the local planning authority under DISC/16/0082 unless an alternative phasing plan has been submitted to, and approved in writing, by the Local Planning Authority.

Reason: To enable to local planning authority to control the development in detail and to ensure compliance with the NPPF.

11. **Regulatory Condition:** All phases of the development shall be carried out in accordance with the Landscape Management and Maintenance Plan as approved by the Local Planning Authority under reference DISC/16/0082 unless an alternative Plan has been submitted to, and approved in writing by, the Local Planning Authority. Areas of planting shall be retained and maintained in perpetuity in accordance with the approved Landscape Management and Maintenance Plan unless any variation is approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development and in the interests of amenity and nature conservation in accordance with Policy 25 of the Horsham District Planning Framework (2015).

12. **Regulatory Condition:** All phases of the development, including works of any description, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, the following preliminaries for that phase shall be completed in the sequence set out below:

- All required arboricultural works, including permitted tree felling and surgery operations and above ground vegetative clearance within such areas set out for development as indicated on the approved site layout drawing to be completed and cleared away;
- 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. No alterations or variations to the approved tree works or tree protection schemes shall be carried out without the prior written approval of the Local Planning Authority.

Reason: To ensure the successful and satisfactory retention of important trees and hedgerows on the site in accordance with Policy 25 the Horsham District Planning Framework (2015).

13. **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 25 of the Horsham District Planning Framework (2015).

14. **Regulatory Condition:** All phases shall be carried out in accordance with the details of all underground trenching required for services, including the position of soakaways, service ducts, foul grey and storm water systems, and all other underground service facilities approved under DISC/16/0258, unless alternative details have been submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development of the relevant phase. These details shall demonstrate effective coordination with the landscape scheme submitted pursuant to condition 9 and with existing trees on site. All such underground services shall be installed in accordance with the approved details.

Reason: To protect roots of important trees and hedgerows on the site in accordance with Policy 25 of the Horsham District Planning Framework (2015).

15. **Regulatory Condition:** All phases shall be carried out in accordance with the strategy for foul and surface water drainage and for water infrastructure approved under reference DISC/16/0082 unless alternative details have been submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development of the relevant phase(s). The approved details shall be fully implemented in accordance with the approved timetable and shall thereafter be retained and maintained as approved.

Reason: To ensure the development is properly drained, to prevent the increased risk of flooding and in the interests of highway safety, in accordance with Policy 38 of the Horsham District Planning Framework (2015).

16. **Regulatory Condition:** All phases of the development shall be carried out in accordance with the scheme of sound mitigation and insulation works, to provide sound attenuation against external noise to comply with the indoor ambient noise levels for dwellings as state within BS 8233:2014, as approved under reference DISC/16/0082 unless alternative details have been submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development of the relevant phase

Reason: In the interest of residential amenities by ensuring an acceptable noise level for the occupants and in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

17. **Regulatory Condition:** If during development, 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 and any pollution is dealt with in accordance with Policy 25 of the Horsham District Planning Framework (2015).

18. **Regulatory Condition:** All phases of the development shall be carried out in accordance with the scheme of air quality mitigation as approved under reference DISC/16/0082 unless alternative details have been submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development of the relevant phase.

Reason: In order to ensure that development does not contribute to unacceptable levels of air pollution, in accordance with paragraph 109 of the NPPF.

19. **Regulatory Condition:** All phases of the development shall be carried out in accordance with the programme of archaeological work as approved under DISC/16/0248, unless alternative details have been submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development of the relevant phase.

Reason: In order to ensure that archaeological features, deposits and artefacts revealed during development works will be adequately recorded in accordance with Policy 34 of the Horsham District Planning Framework (2015).

20. **Regulatory Condition:** The plans and particulars submitted in support of the reserved matters application shall include the following ecological details:

- wildlife protection and mitigation plan and method statement setting out the practical steps to be taken to avoid impacts on wildlife during site preparation and construction (which may be based on / incorporate the Precautionary Method of Working, Ref: J005445 by Ecosulis Ltd);
- a detailed lighting plan showing measures to be used to minimise light pollution of semi-natural habitats and newly created habitat, including modelled lux levels within woodland buffer, land adjacent to hedgerows and biodiverse soft landscaped areas;
- a detailed woodland management plan, based on the outline management plan submitted in support of this application, and including arrangements to secure long-term implementation and financing of the plan, provisions for managing recreational pressure and any anti-social behaviour, including fly-tipping of garden waste, and measures to protect and enhance the known archaeological features; and
- details of biodiversity enhancements as part of detailed landscape proposals and management plan, based on the outline landscape management plan submitted in support of this application.

If there is a delay of greater than 24 months between the submission of a reserved matters application and the date of the ecological surveys submitted in support of this application, an updated survey report shall be submitted to support the reserved matters application.

Reason: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with paragraphs 109 and 118 of the NPPF and Policy 25 of the Horsham District Planning Framework (2015).

21. **Regulatory Condition:** All phases of the development shall be carried out in accordance with the Construction Environmental Management plan as approved under DISC/16/0082, unless an alternative Plan has been submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development of the relevant phase. The approved Plan shall be implemented and adhered to throughout the entire construction period.

Reason: In the interests of highway safety and the amenities of the area and to ensure a satisfactory environment for future residents, in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

22. **Regulatory Condition:** The temporary construction access to the development hereby permitted shall be laid out, constructed in accordance with the details approved under DISC/16/0081, and shall be used only by vehicles in connection with the construction of the development hereby permitted.

Reason: In the interests of highway safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

23. **Regulatory Condition:** The retained agricultural / emergency access from Mill Straight shall be used only in connection with the existing agricultural use and by emergency service vehicles and shall be restricted by way of lockable bollards, or other such method as may be agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety and in accordance with Policies 33 and 39 of the Horsham District Planning Framework (2015).

24. **Regulatory Condition:** The development hereby permitted shall be carried out in accordance with the green travel plan approved under DISC/17/0238.

Reason: To offer and encourage the use of sustainable forms of transport to and from the site and ensure that development is sustainable in terms of transport emissions in accordance with Policy 40 of the Horsham District Planning Framework (2015).

25. **Regulatory Condition:** All phases of the development shall be carried out in accordance with the Finished Floor Levels as approved under DISC/16/0082, unless alternative floor levels for that phase have been submitted to, and approved in writing, by the Local Planning Authority prior to commencement of that phase.

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

26. **Regulatory Condition:** No external lighting or floodlighting in connection with the construction process shall be installed without the prior written approval of the Local Planning Authority. Any that is installed with the permission of the Local Planning Authority shall be maintained in accordance with the approved details.

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

27. **Regulatory Condition:** No work for the implementation of the development hereby permitted, including deliveries, loading and unloading, shall be undertaken on the site except between the hours of 8.00 and 18.00 on Monday to Friday inclusive and 8.00 hours and 13.00 hours on Saturdays. No work shall be undertaken on Sundays and Bank and Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of nearby residents in accordance with Policy 33 Horsham District Planning Framework (2015).

28. **Regulatory Condition:** The temporary traffic controls associated with the construction of the approved vehicle and pedestrian access and associated off-site highway works shown on approved drawing number 1264-TM05 shall be manually monitored and manually controlled daily during the hours of 8.00-9.00 and 17.00-18.00 until the removal of the traffic controls upon completion of the permanent access and roundabout.

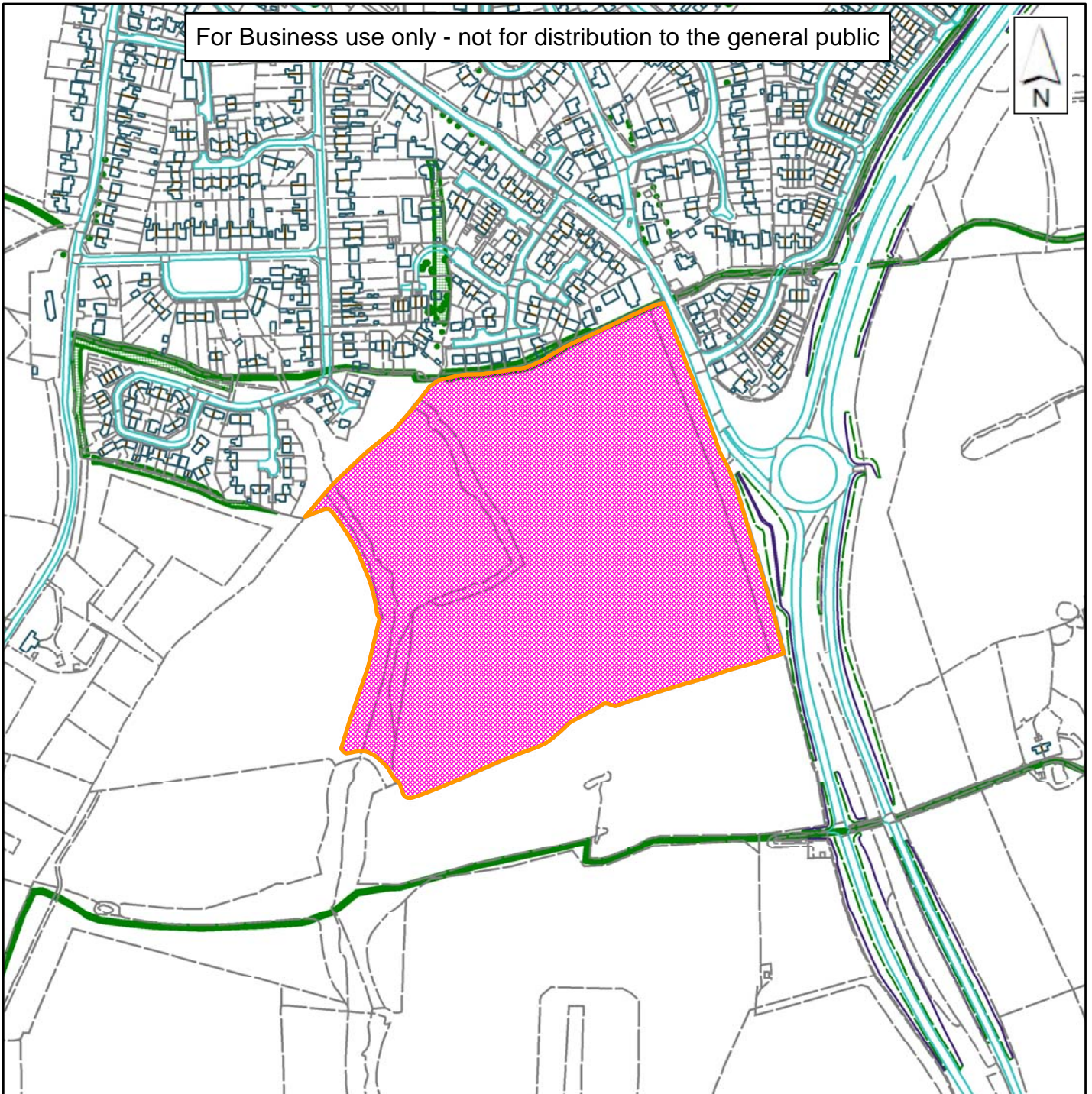
Reason: To safeguard the amenities of road users in accordance with Policy 33 of the Horsham District Planning Framework (2015).

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Land West of Mill Straight, Southwater

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Scale: 1:5,000

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Organisation	Horsham District Council
Department	
Comments	
Date	26/10/2017
BSA Number	100023865

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**Horsham  
District  
Council**

# **PLANNING COMMITTEE REPORT**

**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 21<sup>st</sup> November 2017

**DEVELOPMENT:** Realignment of southern kerb line, resurfacing of existing road and footpaths together with introduction of areas of soft landscaping.

**SITE:** Robell Way Storrington West Sussex RH20 3DW

**WARD:** Chantry

**APPLICATION:** DC/17/2111

**APPLICANT:** **Name:** Mr Glenn Pendry **Address:** BDW House Walnut Tree Close Guildford, Surrey, GU1 4SW

**REASON FOR INCLUSION ON THE AGENDA:** More than 8 letters contrary to Officers recommendation have been received.

**RECOMMENDATION:** To grant permission, subject to conditions

## **1. THE PURPOSE OF THIS REPORT**

To consider the planning application.

### DESCRIPTION OF THE APPLICATION

This is a full planning application which seeks permission for the following works along Robell Way:

- The installation of a new table top to slow vehicles entering and exiting Robell Way
- The re-alignment of the existing kerb and the widening of the southern footpath by 1m, part of which will incorporate a new landscaped verge
- The installation of 2 streetlights
- The installation of 5 bell bollards at corners vulnerable to wheel encroachment
- The installation of 18 bollards along the proposed southern grass verge to prevent vehicle encroachment
- The introduction of double yellow lines along the length of Robell Way to restrict parking
- All roads and footpaths to be planed off and resurfaced with new kerbs and drainage grilles as required
- 6mm kerbs are proposed at pedestrian crossing points and along the length of the existing vehicle crossover outside unit 6 for car parking. The remainder of the kerbs are proposed as 125mm

## DESCRIPTION OF THE SITE

- 1.1 The site comprises an area of approximately 0.9 hectares of land following the existing layout of Robell Way which is located to the south west of Water Lane in Storrington. Robell Way is an existing private roadway owned by the Applicant which runs roughly from east to south west and slopes upwards towards a high point to the western end of the road.
- 1.2 The roadway is the existing access point to the Water Lane Trading Estate and the recently approved Barratt Homes development site for 98 new dwellings. There are commercial units on both the north and south of the road. The new Barratts residential development site is located at the western end of Robell Way.
- 1.3 Robell Way is a private roadway measuring approximately 7m in width with pedestrian footways provided to either side. There are currently no parking restrictions and site visits indicate that cars park on either side of Robell Way partially straddling the pavements. An existing vehicle crossover provides access for approximately 8 car parking spaces outside of Unit 6 Robell Way. The area has an industrial / commercial character with limited landscaping and street furniture.

## 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:**

Chapter 1 – Building a strong, competitive economy  
Chapter 4 – Promoting Sustainable Transport  
Chapter 7 – Requiring Good Design

#### **Horsham District Planning Framework (HDPF 2015)**

Policy 7 – Economic Growth  
Policy 9- Employment Development  
Policy 32 – The Quality of New Development  
Policy 33 – Development Principles  
Policy 40 – Sustainable Transport

### RELEVANT NEIGHBOURHOOD PLAN

Storrington, Sullington and Washington Neighbourhood Plan has progressed to Regulation 18 which relates to the Publication of the Examiner's Report and Plan Proposal Decisions. Unfortunately the examiner found that the Neighbourhood Plan could not be progressed to Referendum. As such, an adopted Neighbourhood Plan is not currently in place for this area and therefore the Horsham District Planning Framework (2015) remains the current and up to date plan for the area at this time.

## PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/15/2788	The demolition of the existing buildings on site and the erection of 98 new dwellings, with associated amenity space and parking. The retention of the existing access from Robell Way, and the creation of a new pedestrian and cycle access from Sullington Copse	Permitted on 16.12.2015
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### 3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at [www.horsham.gov.uk](http://www.horsham.gov.uk)

#### INTERNAL CONSULTATIONS

- 3.2 There are no relevant internal consultees.

#### OUTSIDE AGENCIES

- 3.3 **West Sussex County Council Highways Officer:** Only a small section of the works proposed are within the adopted public highway; this being a section of the junction onto Water Lane. The majority of the works are proposed along that length of Robell Way that does not form part of the maintainable highway network. Comments made in regards of the works along the un-adopted Robell Way are for advice only. As part of this response, the Local Highway Authority are considering only the acceptability of the works from a planning perspective. There are no overriding concerns with the details as shown. The carriageway is to be narrowed slightly although the retained width is adequate to enable two large vehicles to pass. The applicant may wish to consider installing further measures to protect the proposed verge and planting from vehicle over-running. Waiting restrictions are also proposed. It's presumed that the applicant will pursue a traffic regulation order to enable these restrictions to then be made enforceable.

#### PUBLIC CONSULTATIONS

- 3.4 **Storrington and Sullington Parish Council:** No objections raised.
- 3.5 11 letters of objection have been received. The concerns raised can be summarised as follows:
- Units 7-11, 18A-C and 19A-D have been omitted for consideration with regard to access by flatbed and articulated lorries. This is a busy industrial estate with constant deliveries to all units. With the reduced width of the road it will not be possible to have essential deliveries made to these businesses.
  - The suggested changes will result in no access for large lorries (16.5m) to the rear of units 8, 9, 10 and 11 Water Lane and 18 and 19 Robell Way which will have an economic impact on the businesses operating out of these units.
  - The narrowing and addition of bollards on both sides of the road will prevent access to our premises for articulated lorries that deliver and collect from us. This will mean we are no longer able to trade from the premises.
  - It is impossible to accommodate the proposed redevelopment of this roadway due to the already seriously congested nature of this road with lorries and commercial traffic constantly needing access and turning space which already causes major problems.

- Narrowing of the road will make it impossible for lorries to gain access to our unit. We have large sheets of granite that need to be forklifted off the back of flatbed lorries. This will cause delays to any vehicle trying to pass whilst we unload the lorry on Robell Way instead of outside our unit. This will also require that the road is closed for health and safety reasons. On average it takes 1 hour to unload the lorry but could be more.
- If these plans are approved there will be no option other than to force large lorries to park on double yellow lines whilst they unload. This will impact highway safety, create a significant disturbance and impact the ability for through traffic to move freely.
- It is understood that the general idea is to make the entrance to the new housing estate look more appealing however, if potential residents are unable to access the entrance road due to the loading and unloading of HGV's then they are not likely to want to live on the new estate.
- The proposal to introduce double yellow lines reduces the amount of car parking available for employees of all the businesses operating in Robell Way.
- The design of the new housing estate should be revised to find alternative access routes that will integrate the development into the local community and not force businesses to consider moving from the area.
- There is a second route to this estate via Sullington Copse that is at present only for emergency vehicles. Opening this for all traffic will satisfy most objections and allow the existing businesses in this estate to continue.

#### **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 In 2016 full planning permission was granted under DC/15/2788 which permitted the removal of a number of existing industrial units located to the south west of Robell Way and allowed for their replacement with 98 dwellings. Under that permission the new dwellings are to be accessed via Robell Way. At the time of the previous application, no amendments to the existing road layout or street scene of Robell Way were proposed and were not required by the Highway Authority in order to make the development acceptable in planning terms, i.e. there were no objections to the use of the existing access for the residential development on the grounds of pedestrian and cyclists safety.
- 6.2 At present Robell Way has a commercial / industrial character, with industrial units running on either side. There are pavements on both sides of the road which are intermittently broken to accommodate the entrances to the existing industrial units. Pedestrian access is currently available to Water Lane via footpaths which are slightly set back and separated from the main vehicular entrance by triangular grass verges (although it should be noted that the northern most footpath leading to Water Lane has become overgrown and could benefit from some maintenance). There are currently no parking restrictions in place and site visits by the Officer indicate that cars park on either side of the road partially straddling

the pavement. A vehicle cross over is present on the northern side of the road outside Unit 6 (Carters Domestic Appliances) where there is parking for approximately 8 vehicles. Overall, the streetscene is functional in nature with small areas of grass constituting the main form of landscaping.

6.3 This application seeks permission for the following works:

- The installation of a new table top to slow vehicles entering and exiting Robell Way
- The re-alignment of the existing kerb and the widening of the southern footpath by 1m, part of which will incorporate a new landscaped verge
- The installation of 2 streetlights
- The installation of 5 bell bollards at corners vulnerable to wheel encroachment
- The installation of 18 bollards along the proposed southern grass verge to prevent vehicle encroachment
- The introduction of double yellow lines along the length of Robell Way to restrict parking
- All roads and footpaths to be planed off and resurfaced with new kerbs and drainage grilles as required. 6mm kerbs are proposed at pedestrian crossing points and along the length of the existing vehicle crossover outside unit 6 for car parking. The remainder of the kerbs are proposed as 125mm.

6.4 In term of hard and soft landscaping the Applicant proposes a mixture of 1m and 1.8m high instant hedging along Robell way with 4 trees, additional planting and a low level post and rail timber fence along the southern grass verge. The scheme also proposes that the existing boundary walls along Robell Way will be cleaned and repaired using matching weathered bricks.

6.5 The proposed scheme has been reviewed by Officers at West Sussex County Council Highways. The Highways Officers acknowledge that the road is not adopted by the County Council and as such have only provided comments from a planning perspective. They state that the slight narrowing of the carriageway does not present a concern as the revised width of the road still allows for two large vehicles to adequately pass one another. As such, they have no overriding concerns relating to the proposal.

6.6 Notwithstanding this, Officers note that a number of objections have been received in relation to the proposed scheme which raise concerns over the inability of existing businesses to access their units for operational purposes. In particular these concerns relate to the ability of large lorries to access the units along Robell Way due to the narrowing of the road. Objectors are generally of the opinion that the narrowing of the road would prevent access to the units and force lorries to load and unload from Robell Way where new parking restrictions would be in place. They argue that this would cause frequent blockages to the road and would create issues for those needing to access other businesses and dwellings. Furthermore they argue that this would come at a cost to the businesses located along Robell Way and that their right of access over the road would be compromised.

6.7 Throughout the duration of this application, Officers have been mindful of the need to protect the employment/economic function of Key Employment sites such as the Water Lane Trading Estate in accordance with Policies 7 and 9, whilst also balancing the visual amenity of the area in accordance with Policies 32 and 33 which require development to be of a high quality of design and to provide an attractive, functional, accessible, safe and adaptable environment. . Policy 40 is also relevant, and requires all development (whether commercial or residential) to provide safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods.

- 6.8 To address particular concerns raised in relation to this application, the Applicant has provided additional tracking plans which demonstrate how 16.5m lorries are able to access the units along Robell Way. In addition, Officers understand that the Applicant has met with local businesses to discuss the proposal. At the time of drafting this report, Officers understand that the Applicant is arranging a meeting with the remainder of the businesses affected by the scheme.
- 6.9 Notwithstanding this, the impact of the proposed scheme on local businesses has been carefully considered by Planning Officers and the WSCC Highways department. Whilst Officers acknowledge that the submitted tracking plans demonstrate that lorries would have to overrun the pavement to access some of the units, the existing tracking plans show this to already be the case. Furthermore, whilst the submitted plans propose bollards along the grass verge and on pavement corners to prevent overrunning by vehicles, site visits by the Officer indicate that cars frequently park along Robell Way which would already restrict the ability of lorries not only to overrun the verges, but also their ability to access the business units in the ways demonstrated on the submitted tracking plans. In light of this, the Applicant has proposed parking restrictions (double yellow lines) which will ensure that the resulting environment will be no worse than the existing. Officers consider that the proposed parking restrictions are therefore key to the acceptability of the scheme and as such these are proposed to be controlled by way of condition. Whilst Robell Way is a privately owned road, WSCC Highways have advised that a Traffic Regulation Order can be made for a private street if its deemed that the public have a right of way over it. If this is not considered to be the case, then the landowner can still privately enforce waiting restrictions. Therefore, a condition requiring the implementation of parking restrictions is considered appropriate in this instance. For clarity, this Council would have the ability to enforce the delivery of the parking restrictions through a condition, but the on-going enforcement of the restrictions would be the responsibility of either the police (as per other Traffic Regulation Orders on adopted roads) in the event that WSCC determine this to be a private street over which the public have a right of way, or otherwise the landowner would have the responsibility of managing parking on this private road and enforcing any parking restrictions. Notwithstanding this, the Applicant has confirmed that it is their intention to submit an amended plan prior to the committee date which looks to remove the proposed bollards to ensure that access to the existing business units is no worse than the current situation.
- 6.10 As such, whilst Officers acknowledge the concerns of businesses in relation to the proposed works, the Applicant has demonstrated that ability of large lorries to access the units on either side of Robell Way would be no worse than the existing situation and therefore that the proposed works will not prevent businesses from continuing to operate from this location in accordance with Policies 7 and 9 of the HDPF. In supporting this, Officers at West Sussex County Council Highways have not raised any concerns which would warrant a reason for refusal on highways grounds. As such, Officers consider that on balance the proposed works would be in accordance with Policies 32 and 33 of the HDPF as the scheme provides a positive visual enhancement to the streetscene of Robell Way, whilst maintaining safe access for pedestrians in conformity with Policy 40. In light of this, Officers consider the proposed scheme to be in accordance with the policies set out within the HDPF and would therefore recommend this application for approval.

## 7. RECOMMENDATIONS

7.1 To grant planning permission, subject to conditions.

### Conditions:

1. A condition listing the approved plans.
2. **Standard Time Condition:** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990

3. **Pre-Commencement Condition:** No development shall commence, 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 shown for retention on approved drawing number PHL 313-7 Rev B 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).

4. **Pre-Commencement Condition:** No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for, but not be limited to:

- i. loading and unloading of plant and materials
- ii. storage of plant and materials used in constructing the development
- iii. measures to control the emission of dust and dirt during construction
- vi. a scheme for recycling/disposing of waste resulting from demolition and construction works
- vii. Details of how access to Units 1-6, 7-11 and 18-19 located on Robell Way and numbers 10-12 Barker Road, including access for large lorries, shall be maintained throughout the construction of the development hereby approved.
- viii. Details of how safe pedestrian access to the dwellings and commercial units accessed from Robell Way will be provided during the development.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of the businesses which benefit from access via Robell Way during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

5. **Pre-Occupation Condition:** The hard and soft landscaping works shall be implemented in full accordance with drawing no. PHL 313-7 Rev B, unless an alternative hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The approved landscape scheme shall be fully implemented in accordance with the approved details within the first planting season following the completion of the realignment of the existing kerbs and verges as shown on drawing number 16-052-704 revision F received by the Local Planning Authority on 20 September 2017. Any plants, which within a period of 5 years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

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

6. **Regulatory Condition:** Prior to the installation of the bollards detailed on drawing PHL 313-7 Rev B double yellow lines shall have been implemented in accordance with drawing 16-052-709 Rev A, unless an alternative scheme for preventing the parking of vehicles along Robell Way has been submitted to and approved in writing by the Local Planning Authority. The double yellow lines, or any alternative scheme as approved in writing by the Local Planning Authority, shall be implemented and retained in accordance with the approved scheme.

Reason: to protect the amenity of businesses operating from Robell Way who require unrestricted access for large vehicles to their properties, in accordance with Policies 9 and 33 of the Horsham District Planning Framework (2015).

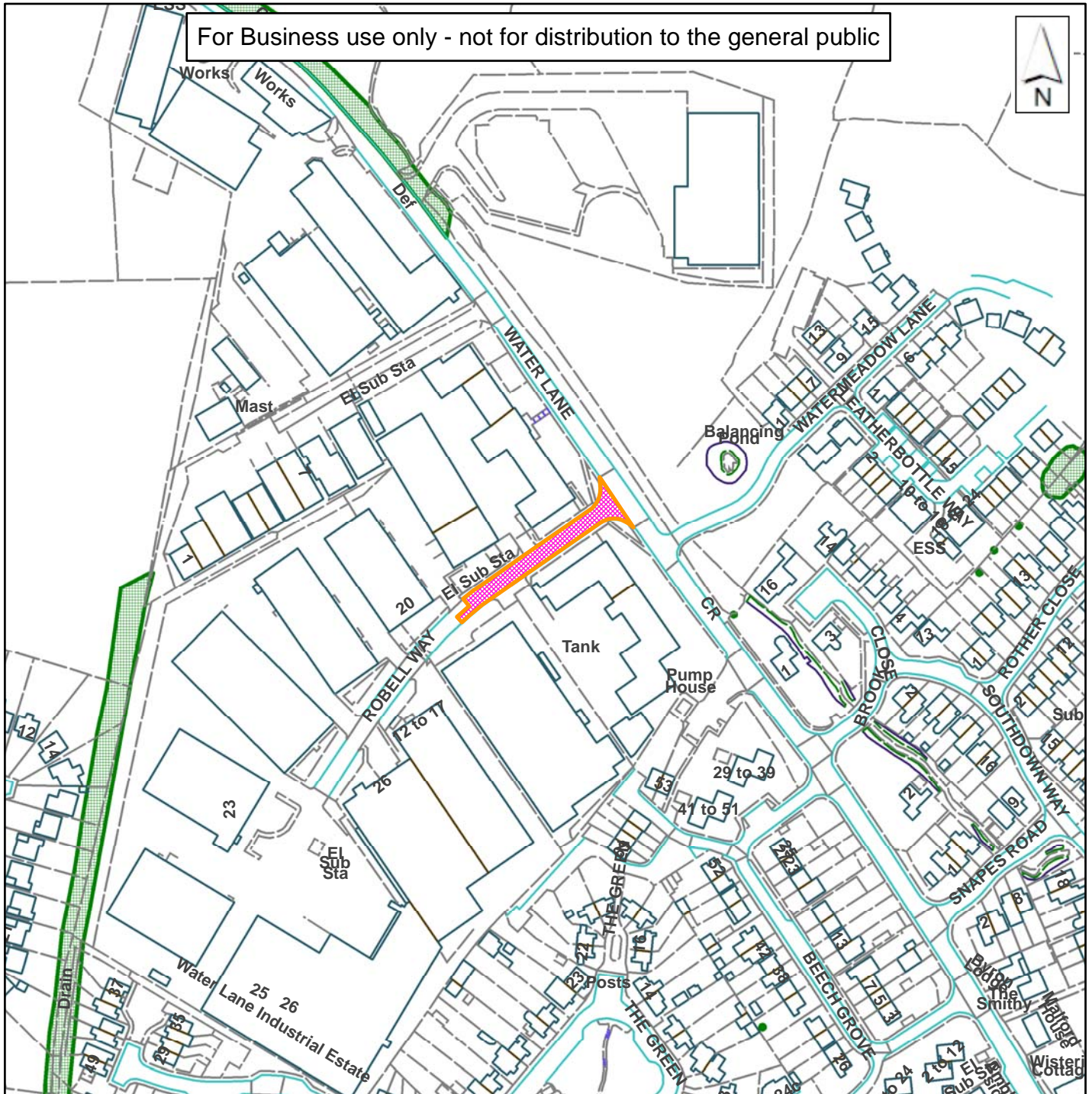
Background Papers: DC/17/2111





Robell Way, Storrington, RH20 3DW

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Scale: 1:2,500

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Organisation	Horsham District Council
Department	
Comments	
Date	09/11/2017
SA Number	100023865

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**Horsham  
District  
Council**

## **PLANNING REPORT**

### **COMMITTEE**

**TO:** Planning Committee (South)

**BY:** Head of Development

**DATE:** 21 November 2017

**DEVELOPMENT:** Proposed erection of a single storey five bedroom dwelling with associated landscaping and arboricultural works

**SITE:** Upper Champions Farm Barn Dukes Hill Thakeham West Sussex RH20 3EW

**WARD:** Chanctonbury

**APPLICATION:** DC/17/2107

**APPLICANT:** **Name:** Mr Anthony James **Address:** Upper Champions Farm Barn Dukes Hill Thakeham West Sussex RH20 3EW

**REASON FOR INCLUSION ON THE AGENDA:** The application, if approved, represents a departure from the development plan

**RECOMMENDATION:** To approve the planning application

#### **1. THE PURPOSE OF THIS REPORT**

To consider the planning application

#### DESCRIPTION OF THE APPLICATION

- 1.1 The application seeks full planning permission for the erection of a single storey 5-bed dwelling to be positioned in the eastern corner of the application site. The proposed dwelling would consist of adjoining elongated segments measuring to a total length of 55m and overall depth of 33m, with the dwelling oriented to face west. The proposal would be built into the ground by approximately 1.5m, so that the dwelling would stand at a height of 1.8m above the highest ground level. The dwelling would incorporate a flat roof laid to grass and wildflowers, with a roof terrace positioned centrally.
- 1.2 The proposed dwelling would provide a central area including kitchen, dining room, living room and snug, with 4 no. bedrooms (including en-suites) positioned to the north, and a 1-bed annexe for the elderly parents positioned to the south (incorporating living room, library, bedroom with en-suite, and kitchen/dining room). The residential amenity space would be built within the confines of the elongated stone walls, and would be extend from the central area of the dwelling.
- 1.3 It is proposed to continue the use of the wider site for grazing, and as such a ha-ha has been included along the western perimeter of the application dwelling. The proposal would

incorporate 2 no. designated parking spaces with hardstanding to the south-west of the dwelling, with tractor store positioned to the northern section of the dwelling.

- 1.4 The application is submitted as a paragraph 55 dwelling under the National Planning Policy Framework (NPPF), meaning that the proposed dwelling is of *“exceptional quality or innovative nature of design” which seeks to be truly outstanding, helping to raise standards of design in rural areas; reflect the highest standards of architecture; significantly enhance its immediate setting; and be sensitive to the defining characteristics of the local area.*”
- 1.5 The scheme has been subject of an independent design review panel by ‘*Design South-East*’. This has been undertaken to provide professional peer review of the design quality of the proposal, in order to ascertain how the design quality of the dwelling accords with paragraph 55 of the NPPF. Design Panel South-East concluded in their report that *“investigation into historic drainage channels and field patterns has been particularly informative, and we feel the strong linear elements of the proposal inspired by this have provided a positive starting point...the overriding design concept to create linear elements informed by drainage channels is a positive starting point, with the percolation and people being directed by the topography.”*

#### DESCRIPTION OF THE SITE

- 1.6 The application site consists of an open field positioned to the west of Duke Hill, outside of any built-up area boundary. The site is positioned to the far eastern corner of the field, and at the apex of the shallow incline which rises from west to east.
- 1.7 The wider site is characterised by an open undulating field, with a public bridleway which passes diagonally through the site. The agricultural field is bound by trees and hedging, with a mature tree line along the western boundary of the site.
- 1.8 A residential property, known as Thakeham Manor, is positioned to the north of the application site. This property is set at a distance of approximately 60m from the site, and is oriented to face north-south. This neighbouring property includes trees and hedges along the southern and western boundaries.
- 1.9 A number of agricultural buildings, including several residential dwellings are positioned to the south-east of the application site, separated at a distance of approximately 100m.

## 2. INTRODUCTION

#### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

#### RELEVANT PLANNING POLICIES

- 2.2 **National Planning Policy Framework:**
  - NPPF1 - Building a strong, competitive economy
  - NPPF3 - Supporting a prosperous rural economy
  - NPPF4 - Promoting sustainable transport
  - NPPF6 - Delivering a wide choice of high quality homes
  - NPPF7 - Requiring good design
  - NPPF11 - Conserving and enhancing the natural environment
  - NPPF14 - Presumption in favour of sustainable development

### 2.3 **Horsham District Planning Framework (HDPF 2015)**

HDPF1 - Strategic Policy: Sustainable Development  
HDPF3 - Strategic Policy: Development Hierarchy  
HDPF4 - Strategic Policy: Settlement Expansion  
HDPF15 - Strategic Policy: Housing Provision  
HDPF16 - Strategic Policy: Meeting Local Housing Needs  
HDPF25 - Strategic Policy: The Natural Environment and Landscape Character  
HDPF26 - Strategic Policy: Countryside Protection  
HDPF32 - Strategic Policy: The Quality of New Development  
HDPF33 - Development Principles  
HDPF40 - Sustainable Transport  
HDPF41 - Parking

#### RELEVANT NEIGHBOURHOOD PLAN

### 2.5 **Thakeham Neighbourhood Development Plan**

Policy 1 - A Spatial Plan for the Parish  
Policy 6 – Design  
Policy 8 – Sub division of Agricultural Land  
Policy 9 – Development in the Countryside  
Policy 10 – Green Infrastructure and Valued Landscapes

### 2.6 PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/14/2297	Erection of detached 7 bed dwelling with ancillary garaging and swimming pool buildings to replace existing grain store	Application Refused on 27.01.2015
DC/15/0892	New dwelling to replace redundant grain store	Application Refused on 26.06.2015
DC/16/1226	Notification for Prior Approval for a Proposed Change of Use of Agricultural Building to a Dwellinghouse (Class C3), and for Associated Operational Development	Prior Approval Required and REFUSED on 22.07.2016

## 3. **OUTCOME OF CONSULTATIONS**

3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at [www.horsham.gov.uk](http://www.horsham.gov.uk)

#### INTERNAL CONSULTATIONS

3.2 **Landscape Architect:** No Objection.

3.3 The proposed development (and removal of the grain store) would contribute positively to the visual attraction and interest of the site by virtue of its design and use of materials. The Landscape Character however, will be affected as it cannot be denied that this is a building to be used for habitation rather than agriculture, but again with the low stone walls and low key nature of the design is not unattractive and provides an interesting feature which echoes the form of agricultural buildings and enclosures expected in rural locations, therefore not totally incongruous and has a low negative impact on the landscape character of the site.

3.4 Careful thought has gone into the design of this building – and one of the primary drivers is the relationship between the built form and the landscape - both as it exists now and how the field functioned in its past. The process of design review panels has assisted in arriving

at a solution which sits in the landscape and relates sympathetically to its immediate surroundings. The proposed design **is** innovative, distinctive and makes use of existing landform to ensure the profile is less prominent in the landscape. The one storey, partially buried, building is nestled in a low point of the field facing West. The alignments of the walls deliberately follow the ancient drainage routes on the field and forms part of the design methodology used in its evolution – in a direct attempt to be relate to the existing landform and landscape history. The materials used are locally prominent and the associated green roofs and planting to the front of the property will contribute positively to the biodiversity of the site (providing native species will be used) and will help incorporate the design into the landscape.

- 3.5 The effect of the proposal on the Landscape Character of the site will be of a low negative nature, whilst the visual impact will be positive. There will be a net biodiversity gain derived from the green roofs and additional planting. The proposals is considered to accord with HDPF policies 31, 32 and 33 and in part with Policy 26, and are broadly in line with the guidance set out in the Landscape Character Assessment for area F1 Pulborough, Chiltington and Thakeham Farmland.

#### OUTSIDE AGENCIES

- 3.3 **Ecology Consultant:** No Comment.
- 3.4 **West Sussex County Highways:** No Objection.
- 3.5 **Southern Water:** No Objection.
- 3.6 **Public Rights of Way:** No Comment.

#### PUBLIC CONSULTATIONS

- 3.7 **Thakeham Parish Council:** No Objection
- 3.8 Five letters of objection were received from 3 separate households. These can be summarised as follows:
- Out of character with the wider locality
  - Harm to the landscape character of the field to which it forms a part
  - Impact on the public right of way and wider views
  - Impact on neighbouring property to the north

#### 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

### Principle of Development

- 6.1 The application site is located outside of any defined built-up area boundary as identified by Policy 3 of the Horsham District Planning Framework (HDPF), as such from a policy perspective the site is considered to be within a countryside location. New dwellings in the countryside are not generally permitted unless there are exceptional circumstances.
- 6.2 Paragraph 55 of the NPPF states that *“to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities...Local Planning Authorities should avoid new homes in the countryside unless there are special circumstances such as:*
- *the essential need for a rural worker to live permanently at or near their place of works in the countryside; or*
  - *where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or*
  - *where the development would re-use redundant or disused buildings and would lead to an enhancement to the immediate setting; or*
  - *the exceptional quality or innovative nature of the design of the dwelling. Such a design should:*
    - *be truly outstanding or innovative, helping to raise standards of design more generally in rural areas;*
    - *reflect the highest standards of architecture;*
    - *significantly enhance its immediate setting; and*
    - *be sensitive to the defining characteristics of the local area.”*
- 6.3 It is the last bullet point of this paragraph 55 against which the application seeks to justify the proposal. This requires the proposed dwelling to be of “exceptional quality or innovative nature of design” which seeks to be truly outstanding, helping to raise standards of design in rural areas; reflect the highest standards of architecture; significantly enhance its immediate setting; and be sensitive to the defining characteristics of the local area.”
- 6.4 Whether or not the proposal is a truly outstanding or innovative design is invariably a subjective matter. The scheme has though evolved through pre-application discussions which have been subject of an independent design review panel by ‘*Design South-East*’. This process reflects advice contained within the NPPF and Planning Practice Guidance which states that Local Planning Authorities should have design review arrangements in place to provide assessment and support to ensure high standards of design.
- 6.5 The Design Review Panel summarised that the rationale for the proposed dwelling was considered to be an informed approach that engaged with the landscape. The proposal was considered to incorporate strong linear elements which enclosed to form interior spaces; however, a number of concerns were raised with regard to the scale of the dwelling, the superfluous stone walls akin to an art installation, the sensitivity of boundary treatment given the relationship between the development and the historic footpath, and the orientation of the dwelling.
- 6.6 The Design Review Panel considered that the overriding design concept to create linear elements informed by drainage channels, with the percolation of water and people being directed by the topography, as a positive and successful approach.

**Is the design truly outstanding or innovative and represent the highest standards in architecture?**

- 6.7 The scheme proposes a contemporary approach with a dwelling that would consist of adjoining elongated segments measuring to a total length of 55m and overall depth of 33m, with the dwelling oriented to face west. The proposal would be built into the ground by approximately 1.5m, so that the dwelling would stand at a height of 1.8m above the highest ground level. The dwelling would incorporate a flat roof laid to grass and wildflowers, with a roof terrace positioned centrally.
- 6.8 The Design Review Panel concluded that the overriding design concept to create linear elements, informed by drainage patterns, and linked by perpendicular infill pieces, is a successful approach. However, they felt that the form and orientation of the dwelling needed to be more clearly presented, with a clear hierarchy of lightweight infill panels that are obviously different from the stone walls necessary. In addition, it was considered that the scale of the proposal needed to be reduced, with a staggered approach to reflect the drainage patterns on the site considered to be truer to the design concept.
- 6.9 The proposed dwelling has been reduced in footprint and extent to seek to address the concerns of the Design Review Panel, and has been oriented to face west, mirroring the historic drainage channels and field patterns of the site. The design has been informed by the perception and experience of the site, and has been designed to act as much as an art installation as a functional dwelling. The linear pattern of the dwelling seeks to interact with the undulating landscape, and accentuate and frame the historic field patterns.
- 6.10 The proposed scheme as described in the submitted Planning Statement has been informed by the fieldscape context and surrounding landmarks. The proposed form and segmentation of the dwelling has evolved through lines, points and patterns in the landscape, taken from historic field and drainage patterns of the application site. The proposed positioning of the walls seek to create their own pattern, which organises the building and its spaces, whilst also aiming to integrate with the surrounding landscape by recessing the dwelling so that it emerges from the topography of the site.
- 6.11 The design rationale, focused on the historic drainage channels and field patterns of the site is considered to be an innovative approach, which creates and informs a narrative and perceptual experience of the dwelling, the site, and the surroundings. Given this narrative and design rationale, the proposal is therefore considered to be innovative and of an outstanding standard of design and architecture.

#### **Would the design significantly enhance its immediate setting?**

- 6.12 Paragraph 55 of the NPPF requires designs to significantly enhance their immediate setting. In this case, the immediate setting consists of the open agricultural field, under the ownership of the applicant, which extends to a total area of 73 acres of pasture land. The enhancement of the immediate setting is particularly relevant given the historic public right of way which transects the setting from north-west to south-east, and the relatively unspoilt and highly attractive and open area of the field.
- 6.13 The Design Panel Review considered that the open aspect from the public bridleway should be maintained, allowing the existing grassland character to be maintained closer to the dwelling, and the boundary between the pasture and the domestic area handled further towards the dwelling. It was advised that the boundary, possibly with a level change between the wider landscape and the domestic garden area, could follow the pattern of the house elevations, providing an opportunity to stagger the boundary between house and pasture to create a less abrupt separation and reducing the impact on the existing setting.
- 6.14 The proposed dwelling has sought to integrate the built form with the surroundings by recessing the dwelling into the topography of the site, and incorporating the amenity space between the stone walls. A ha-ha is proposed to the western perimeter to separate the



dwelling from the pasture land, whilst allowing the dwelling to be read within the wider surroundings.

- 6.15 Following consultation with the Landscape Architect, it is noted that the existing grain store on the site is large and prominent, without architectural merit or interest. The proposed development therefore has to be weighed against the current visual impact and landscape character of the grain store, and consideration must be given to what the proposal would introduce into the landscape, and how that will be perceived.
- 6.16 Careful thought has gone into the design of the dwelling, with one of the primary drives being the relationship between the built form and the landscape, both as it exists now and how the field functioned in its past. The proposal is considered to sit well in the landscape and relate sympathetically to its immediate surroundings. Whilst the proposal would impact on the landscape character of the site, it is considered to contribute positively to the visual attraction and interest of the site through its design and use of materials.
- 6.17 The proposed dwelling would sit low on the landscape, inset and extending from the surrounding topography, with the walls and inlaid elements reflecting historic drainage channels. The proposal is therefore considered to reflect and take reference from the surrounding environment, with a natural and fluid form that would follow the contours of the site and the surrounding landscape. The proposed scheme is considered to positively contribute to the visual attraction and immediate setting of the site and surroundings, utilising a design and material palette that would contribute to the visual interest of the land and pathways, which would significantly enhance the immediate setting.

#### **Would the design be sensitive to the defining characteristics of the local area?**

- 6.18 The locality is characterised by sporadic residential development, with the application site and the wider surroundings defined principally by relatively unspoilt, open agricultural farmland. The application site sits at the apex of the surrounding undulating topography.
- 6.19 The proposed scheme has been designed to sit as a low-key building within the wider landscape, and is defined by its linear composition that interacts with the undulating topography of which it seeks to form a part.
- 6.20 It is noted that any development on the site would be prominent given the open character and aspect of the site, and it is acknowledged that the proposal seeks to limit this through its use of scale and built form. The dwelling has been designed as a single storey building, recessed into the ground, so that it appears as an integrated extension to the landscape. This design rationale is considered to integrate the dwelling into the defining characteristics of the site, creating a low-key dwelling that sits comfortably within its direct surroundings.
- 6.21 Whilst the dwelling would not reflect the recognised Sussex vernacular of surrounding residential development within the locality, it is nonetheless considered that the proposal reflects and responds to the character of the local area, and principally that of the direct surroundings.
- 6.22 When viewed and weighed against surrounding development, the proposed dwelling is considered to be designed to sit sensitively and modestly within the locality.

#### **Amenities of the occupiers and users of adjoining properties and land**

- 6.23 Policy 33 states that development should consider the scale, massing and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties.
- 6.24 The application site would be positioned within the north-eastern corner of the application site, which is bound by mature trees and hedging to the northern and eastern boundaries.

The adjoining neighbours are positioned to the north and south-east of the application site, positioned at a distance of 60m and 100m respectively.

- 6.25 The application dwelling would consist of a single storey dwelling, recessed into the ground by approximately 1.5m. The dwelling would extend to a height of 1.8m above the highest ground level, and would be oriented to face west. A single door would be positioned on the northern elevation, opening to a tractor store, with a window and door positioned on the southern elevation, opening to a boot room and secondary bedroom window. A roof terrace would be positioned centrally, with the stone walls to the north and south extending to a height of 1.25m above the floor level of the terrace.
- 6.26 It is noted that an objection has been raised stating that the proposed dwelling would result in overlooking and loss of privacy to the neighbouring property of Thakeham Manor.
- 6.27 The proposed dwelling would be positioned to the eastern corner of the site, and would be positioned in line with the western boundary of the neighbouring property. This boundary benefits from scattered trees, with the neighbouring property positioned approximately 78m from the front elevation of Thakeham Manor. This neighbouring property benefits from substantial grounds, with the aspect of the dwelling providing primary amenity space to the north.
- 6.28 Given the recessed nature of the dwelling, which would measure to a total height of 1.8m above the highest ground level, the proposal is considered to result in limited impact upon the neighbouring property to the north. The distance between the proposed dwelling and the existing neighbour is considered sufficient to limit potential impact, with the single storey and recessed nature considered to limit prominence.
- 6.29 For the above reasons, the proposed dwelling is not considered to result in unacceptable harm to the amenities and sensitivities of neighbouring properties and users of land, in accordance with Policy 33 of the Horsham District Planning Framework (2015).

### **Existing Parking and Traffic Conditions**

- 6.30 Policies 40 and 41 of the HDPF promote development that provides safe and adequate access, suitable for all users.
- 6.31 The proposed development would incorporate allocated parking space for 3 no. vehicles (consisting of a single garage and 2 no. designated parking spaces), with an area of hardstanding proposed to the south-east of the dwelling. This parking area would extend from the proposed driveway which would adjoin the existing access track which runs from the east of the public highway.
- 6.32 Following consultation with WSCC Highways, the proposed development is not considered to result in harm to the function and safety of the public highway network, with the proposed number of parking spaces considered sufficient for the size of the dwelling. As such, the proposal is considered to provide safe and adequate access, suitable for all users, in accordance with Policies 40 and 41 of the Horsham District Planning Framework (2015).

### **Conclusion**

- 6.33 Having considered the advice of the Design South-East Review Panel, and the amendments which have been made in response to their comments, as well as all material considerations, it is considered that the proposal meets the requirements of paragraph 55 of the NPPF due to its "*exceptional quality or innovative nature of design*". It is therefore considered that a countryside location for the proposed dwelling can be justified in this very

special circumstances. . The development would not impact upon highway safety or neighbouring amenity.

### COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1<sup>st</sup> October 2017.

**It is considered that this development constitutes CIL liable development.** At the time of drafting this report the proposal involves the following:

Use Description	Proposed	Existing	Net Gain
District Wide Zone 1	97.4	0	97.4
	<b>Total Gain</b>		<b>97.4</b>
	<b>Total Demolition</b>		<b>0</b>

Please note that exemptions and/or reliefs may be applied for up until the commencement of a chargeable development.

In the event that planning permission is granted, a CIL Liability Notice will be issued thereafter. CIL payments are payable on commencement of development.

## **7. RECOMMENDATIONS**

7.1 To approve the application subject to the following conditions:-

1 **Approved Plans Condition**

2 **Standard Time Condition:** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3 **Pre-Commencement Condition:** No development shall commence until sample elevations and sections at a 1:20 scale of the projecting walls; glazing, including the associated reveals, timber fascia and green roof; and balustrading have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason: As this matter is fundamental to ensure that the development is of exceptional design quality in accordance with Policies 25 and 33 of the Horsham District Planning Framework (2015).

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

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

5 **Pre-Commencement Condition:** No development shall commence until an Ecological Mitigation and Enhancement Strategy has been submitted to and

approved in writing by the Local Planning Authority. The strategy shall reflect the Preliminary Ecological Appraisal and Phase 1 Habitat Assessment and Reptile Presence/Absence Survey Report by the Ecology Co-op., dated 2017, and shall include appropriate avoidance measures for reptiles, as well as precautionary pre-clearance checks for nesting birds and badgers, and enhancement measures for biodiversity. The development shall thereafter be carried out in accordance with the agreed strategy, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To provide ecological protection and enhancement in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), NPPF 118 and Policy 31 of the Horsham District Planning Framework.

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

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

- 7 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a landscape management plan (including long term design objectives, management responsibilities, a description of landscape components, management prescriptions, maintenance schedules and accompanying plan delineating areas of responsibility) for all communal landscape areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape areas shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure a satisfactory development and in the interests of visual amenity and nature conservation in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 8 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, details of the vehicular access serving the development (including a bound material from the back edge of the Highway boundary to prevent gravel overspill and details of any gate set-back) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be retained as such.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles clear of all highways in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 9 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, details of the maximum visibility splays from the site access onto Dukes Hill shall be submitted to and approved in writing by the Local Planning Authority. These splays shall thereafter be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles clear of all highways in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 10 **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied (or use hereby permitted commenced) unless and until provision for the storage of refuse/recycling has been made for that dwelling (or use) in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.

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

- 11 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, details of secure (and covered) cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the approved cycle parking facilities associated with that dwelling or use have been fully implemented and made available for use. The provision for cycle parking shall thereafter be retained for use at all times.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

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

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

- 13 **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until confirmation has been submitted, in writing, to the Local Planning Authority that the relevant Building Control body shall be requiring the optional standard for water usage across the development. The dwellings hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to 110 litres per person per day. The subsequently approved water limiting measures shall thereafter be retained.

Reason: As this matter is fundamental to limit water use in order to improve the sustainability of the development in accordance with Policy 37 of the Horsham District Planning Framework (2015).

- 14 **Regulatory Condition:** The annexe accommodation within the southern section of the dwelling hereby permitted shall be occupied solely for purposes ancillary to the occupation and enjoyment of the dwelling as a whole and shall not be used as a separate unit of accommodation.

Reason: The establishment of an additional independent unit of accommodation would give rise to an over-intensive use of the site and/or lead to an unsatisfactory relationship between independent units of living accommodation contrary to Policies 26 and 33 of the Horsham District Planning Framework (2015).

- 15 **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 A, B, C, D, E, and F of Part 1 of Schedule 2 of the order shall be erected, constructed or placed within the curtilage of the development hereby permitted without express planning consent from the Local Planning Authority first being obtained.

Reason: In the interest of visual amenity and due to wider landscape impact in accordance with Policy 33 of the Horsham District Planning Framework (2015).

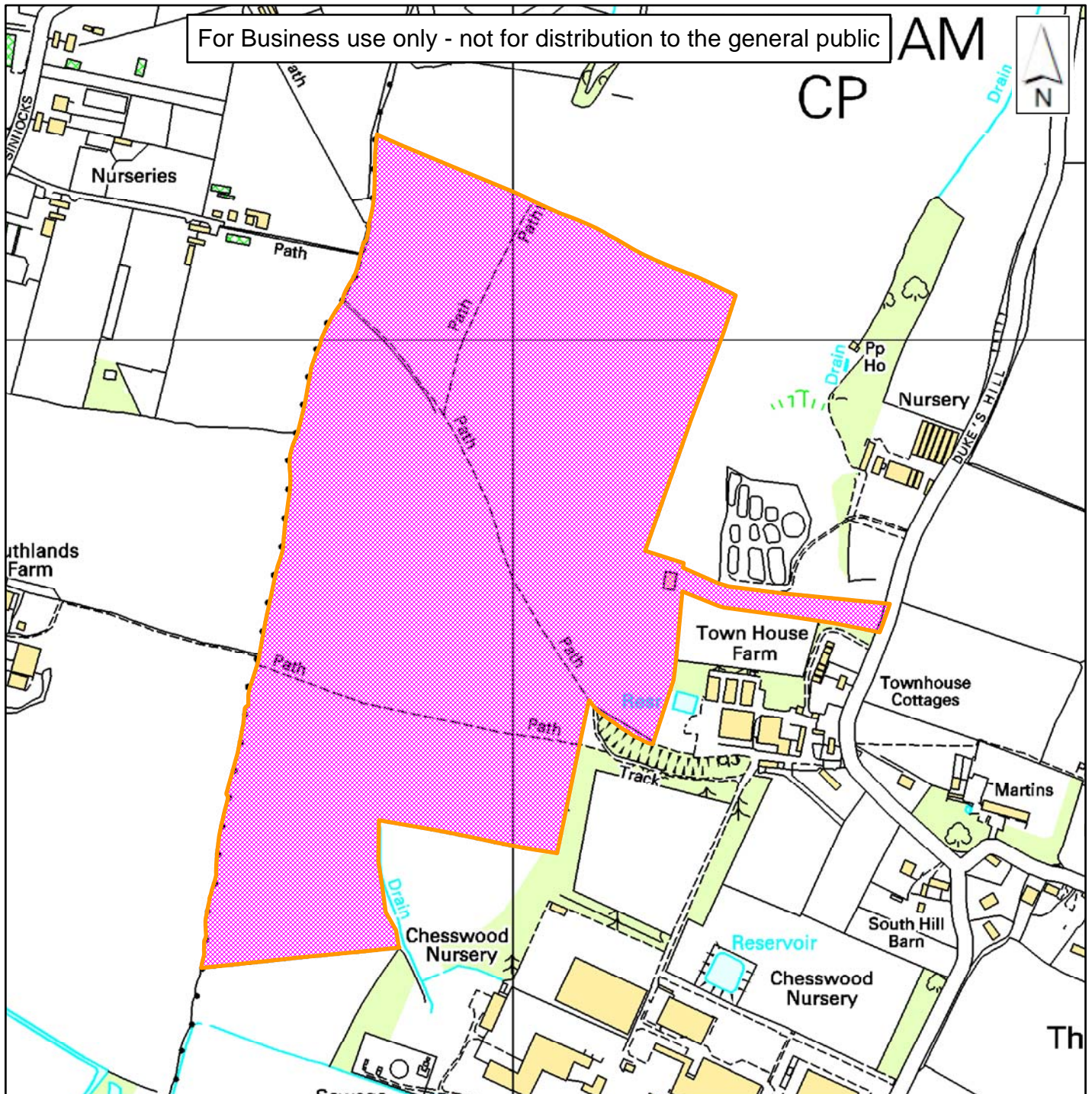
- 16 **Regulatory Condition:** No external lighting or floodlighting shall be installed other than that shown on the approved plans. Any that is installed with the permission of the Local Planning Authority shall be maintained in accordance with the approved details.

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

Background Papers: DC/17/2107



Upper Champions Farm Barn, Dukes Hill, RH20 3EW



Scale: 1:6,000

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Organisation	Horsham District Council
Department	
Comments	
Date	09/11/2017
MSA Number	100023865

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Report to **Planning Committee**  
Date **21/11/2017**  
By **Director of Planning, South Downs National Park Authority**  
Local Authority **Horsham District Council**  
Application Number **SDNP/17/02592/FUL**  
Applicant **Mr Richard Scott**  
Application **Proposed erection of single storey training/accommodation building for agricultural and butchery courses**  
Address **Downsview Farm  
Clay Lane  
Cootham  
RH20 4HL**

---

**Recommendation: That the application be Approved for the reasons and subject to the conditions set out in paragraph 10 of this report.**

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## Executive Summary

### 1 Site Description

The application relates to a working farm located within the South Downs National Park, south-west of the built up area of Storrington. The application site consists of a working yard to the farm, which is accessed via a track from Clay Lane, and hosts an existing cold store and other associated agricultural outbuildings. To the north, a natural bund screens the site, and includes established shrubs and trees on a raised grassed verge to the south.

### 2 Proposal

Planning permission is sought for the erection of an agricultural training building within the grounds of the yard of the farm, formed of a 19m wide by 6.2m deep pitched roof building with an eaves height of 2.5m and ridge height of 3.6m. The building would be used for teaching and training butchery courses in relation to the use of the farm, hosting overnight accommodation, kitchen areas, bathroom/WCs, and training rooms.

### 3 Relevant Planning History

DC/11/0751	Cold store facility to store approx. 50 - 60 carcasses per week, installation of an emergency super silent generator, toilet, changing area and 2 No. deep freezers	Approved	13-MAY-2011
DC/08/1741	Prior notification to erect 5 feed bin stores	Approved	18-AUG-2008

### 4 Consultations

#### **HO - Public Health & Licensing (Env. Health)**

No objection.

#### **WSSC - Highways**

No objection, following the confirmation of information regarding course dates and number of attendees.

## **Parish Council Consultee**

No objection, subject to a non-severance condition.

## **5 Representations including a letter from The Wiggonholt Association**

Ten letters of representation received objecting to the proposal on the following grounds:

- Inappropriate residential accommodation within the SDNP
- Other courses are available nearby
- Adverse harm to existing traffic in area
- Scale and size of building would be visually prominent
- Impact on Grade II listed dwelling (Cootham Farmhouse)
- No confirmation of materials
- Contrary to agricultural practice and guidance
- No existing butchery use or licence on the site
- Threat of proposed building to be used as residential accommodation over time
- Threat of proposed industrial use on the site over time
- The proposal would result in an adverse increase in journeys within the countryside
- The accommodation is disproportionate to the size of the farm

## **6 Planning Policy Context**

Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory development plan in this area is the Horsham District Local Development Framework: General Development Control Policies (2007).

The relevant policies to this application are set out in section 7, below.

### National Park Purposes

The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage,
- To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

If there is a conflict between these two purposes, conservation takes precedence. There is also a duty to foster the economic and social well-being of the local community in pursuit of these purposes.

## **7 Planning Policy**

### Relevant Government Planning Policy and Guidance

Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and The National Planning Policy Framework (NPPF) which was issued and came into effect on 27 March 2012. The Circular and NPPF confirm that National Parks have the highest status of protection and the NPPF states at paragraph 115 that great weight should be given to conserving landscape and scenic beauty in the national parks and that the conservation of wildlife and cultural heritage are important considerations and should also be given great weight in National Parks.

### National Planning Policy Framework (NPPF)

The following National Planning Policy Framework documents have been considered in the assessment of this application:

- NPPF3 – Supporting a Prosperous Rural Economy
- NPPF7 – Requiring Good Design

The development plan policies listed below have been assessed for their compliance with the NPPF and are considered to be compliant with the NPPF.

The following policies of the **Horsham District Local Development Framework: The Core Strategy (2007)** are relevant to this application:

- CP3 - Improving the Quality of New Development
- CPI - Landscape and Townscape Character

The following policies of the **Local Development Framework: General Development Control Policies (2007)** are relevant to this application:

- DC1 - Countryside Protection
- DC4 - Areas of Outstanding Natural Beauty (AONBs)
- DC9 - Development Principles
- DC23 - Sustainable Farm Diversification
- DC25 - Rural Economic Development and the Expansion of Existing Rural Commercial Sites/Intensification of Uses
- DC39 - Tourism
- DC40 - Transport & Access
- DC41 - Parking

#### Partnership Management Plan

The South Downs Partnership Management Plan (SDPMP) was adopted on 3 December 2013. It sets out a Vision and long term Outcomes for the National Park, as well as 5 year Policies and a continually updated Delivery Framework. The SDPMP is a material consideration in planning applications and has some weight pending adoption of the SDNP Local Plan.

The following Policies and Outcomes are of particular relevance to this case:

- Outcome 1 – The landscape character of the National Park, its special qualities and local distinctiveness have been conserved and enhanced
- Policy 1 – Conserve and enhance the natural beauty and special qualities of the landscape and its setting
- Policy 50 – Housing and other development in the National Park should be closely matched to the social and economic needs of local people, and should be of high design and energy efficiency standards

The South Downs Local Plan: Preferred Options was approved for consultation by the National Park Authority on 16<sup>th</sup> July 2015 to go out for public consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The consultation period ran from 2<sup>nd</sup> September to 28<sup>th</sup> October 2015. The responses received are being considered by the Authority. The next stage in the plan preparation will be the publication and then submission of the Local Plan for independent examination. Until this time, the Preferred Options Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 216 of the National Planning Policy Framework, which confirms that weight can be given to policies in emerging plans following publication.

## **8 Planning Assessment**

### **Principle and Use**

The site is located outside of the defined built up area, and is therefore considered to be located within the countryside. Policy DC1 of the Horsham District Local Development Framework states that development will not be permitted unless it is considered essential to its countryside location and does not lead, either cumulatively or individually, to a significant increase in the overall level of activity in the countryside.

Policy DC23 states that proposal for new rural enterprises within established agricultural holdings will be permitted if the diversification scheme would not harm the countryside's rural character, landscape, historical landscape features and wildlife by the nature and level of activity.

Policy DC25 states that development will be permitted where it can be demonstrated that the development delivers economic benefits to the rural area, in which intensified uses on existing sites is limited to the expansion and/or adaptation plans which are essential to the operation of the established business.

The application proposes to diversify the existing agricultural use on the site, by utilising a proposed building (adjacent to the existing cold store building) for teaching butcher courses to farmers and members of the public. The proposed use would be contained within the proposed building, in which all other existing operations on the site would not be affected. Whilst the provision of an associated agricultural facility, which would be open to the public, would result in the increase in trip generation to the farm, the proposed use on the site is not considered to be of a scale that would result in an adverse increase in activity within the countryside. Further to this, the proposed use of the site would result in a reasonable diversification of the existing agricultural use, which would demonstrate local economic benefits. With this in mind, the principle of the application is therefore accepted.

Neighbouring concerns regarding to the provision of accommodation within the building are noted. However, there is no indication that the accommodation would be used for permanent residential use, and the nature of the use can be controlled via condition.

### **Visual Impact and Setting**

Policy DC4 states that development within or near the Sussex Downs that would adversely affect the character, quality, views, distinctiveness, or threaten the public enjoyment of these landscapes will not be permitted.

Policy DC9 relates to general development principles. It seeks to ensure that development proposals make efficient use of land, integrate effectively with the character of the surrounding area, use high quality and appropriate materials, retain landscaping where feasible (and mitigate loss if necessary) and ensure no conflict with the character of the surrounding town or landscape.

The proposed training building would be sited adjacent to the existing cold store building within the yard of the holding, measuring 19m in width, 6.2m in depth, and would host a pitched roof with an eaves height of 2.5m and a maximum ridge height of 3.6m. Though large, the proposed building would be comfortably accommodated within the wider yard of the farm and would be sited close to an existing building on the site – thus consolidating the built form to one area. The pitched roof and simple form of the proposed building is considered appropriate for its setting, which is of a scale and massing sympathetic with the site and wider surroundings, and would not appear out of context within the rural setting.

The shorter side of the building would be visible from the approach track from Clay Lane, in which the longer side of the building would run parallel to the raised bund to the northern boundary of the site. Given the topography and screening surrounding the application site, coupled with the orientation and relatively low height of the proposed building, views of the building would be largely obscured from view from the north and south, which is within the ownership of the applicant. With this in mind, the proposed building would not result in any harm to the character and appearance or the quality, views, distinctiveness, or threaten the public enjoyment of the South Downs National Park, in accordance with Policy DC4 of the Horsham District Planning Framework: General Development Control Policies (2007). A condition is recommended to secure further details of the building's appearance and materials.

### **Impact on Amenity**

Policy DC9 states that permission will be granted for development that does not cause unacceptable harm to the amenity of the occupiers/users of nearby properties and land.

Given the site's isolated location within the countryside, the proposed building would not directly neighbour any residential dwellings. The proposed training building would not result in any adverse harm to neighbouring amenity by way of overshadowing or overlooking. Further to this, given the low scale operation of the proposed dwelling, coupled with the existing use of the adjacent cold store, the proposed building would not result in any undue harm by way of noise, smell or nuisance detrimental to neighbouring amenity. The application is therefore considered in

accordance with Policy DC9 of the Horsham District Planning Framework: General Development Control Policies (2007).

### **Transport and Parking**

Policy DC40 relates to transport and access, which states that development should be of a scale that is appropriate to its location, and provides a safe and adequate means of transport.

The proposed training building would be accessible via the existing access to the farm from Clay Lane, in which WSCC Highways have stated access provides adequate and safe visibility and space for cars to access and exit the site. The area leading to and surrounding the application site provides ample space for cars to turn. No alterations to the highway are required to accommodate the use of the building.

As noted, the proposed use on the site would generate additional trips to the farm. In addition to this, the site is not within a sustainable location for access via public transport – as such, it is more than likely that users will be required to drive to the site. Given the use and location of the proposed building/use, the proposal is not likely to generate adverse additional trips which would warrant a refusal of the application on highway grounds. Whilst provision of parking has been indicated on the proposed plans, the application lacks a detailed parking arrangement. Though the principle of the application is accepted, on transports grounds, a condition is attached to ensure that a detailed parking arrangement and management plan is submitted and approved prior to the occupation of the development.

The applicant has advised that courses will run throughout the year, in which accommodation would be included as part of the course, and would accommodated 3-6 people per week. The proposed level of custom indicated is not considered to result in a harmful increase in traffic movement from the site, nor amount to any increased risk on the safety of the highway. With this and the above in mind, the proposal is considered in accordance with Policies DC40 and DC41 of the Horsham District Planning Framework: General Development Control Policies (2007).

## **9 Conclusion**

The proposed development is considered to be appropriately integrated with the character of its surroundings, and would not result in any adverse impact on the quality or enjoyment of the views of the South Downs National Park. Officers therefore recommend the application for approved, subject to the satisfaction of the listed conditions.

## **10 Reason for Recommendation and Conditions**

It is recommended that the application be Approved for the reasons and subject to the conditions set out below.

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

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990.

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

**Reason:** As this matter is fundamental to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policies DC4 and DC9 of the Horsham District Planning Framework: General Development Control Policies (2007).

3. The hereby approved building shall only be used for the provision of agricultural and butchery courses, and associated accommodation, in association with the agricultural holding.

**Reason:** The site lies in an area where, in accordance with policy DC1 of the Horsham District Local Development Framework: General Development Control Policies (2007), development unrelated to an essential rural activity would not normally be permitted.

4. The residential accommodation within the hereby approved building shall be occupied solely for purposes ancillary to the primary use of the building for agricultural and butchery courses, and shall not be used as a separate or permanent unit of residential accommodation.

**Reason:** The establishment of an additional independent unit of accommodation would give rise to an over-intensive use of the site and lead to an unsatisfactory relationship between independent units of living accommodation contrary to Policies DC1 and DC9 of the Horsham District Planning Framework: General Development Control Policies (2007).

5. Prior to the occupation of the proposed training hereby permitted, a detailed parking arrangement plan, indicating the proposed parking area to the site, including a statement detailing the proposed expected customer movement to and from the site, stating how movement will be managed, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details prior to the commencement of the approved use and shall be retained as such thereafter.

**Reason:** As this matter is fundamental to enable the Local Planning Authority to control traffic movement to and from the site, in the interests of amenity by endeavouring to achieve sustainable transport in accordance with Policies DC40 and DC41 of the Horsham District Planning Framework: General Development Control Policies (2007).

6. No external lighting or floodlighting shall be installed without the prior written approval of the Local Planning Authority. Any that is installed with the permission of the Local Planning Authority shall be maintained in accordance with the approved details.

**Reason:** In the interests of the amenities of the locality and in accordance with Policy DC9 of the Horsham District Planning Framework: General Development Control Policies (2007).

## **11. Crime and Disorder Implications**

- 11.1 It is considered that the proposal does not raise any crime and disorder implications.

## **12. Human Rights Implications**

- 12.1 This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

## **13. Equality Act 2010**

- 13.1 Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

**14. Proactive Working**

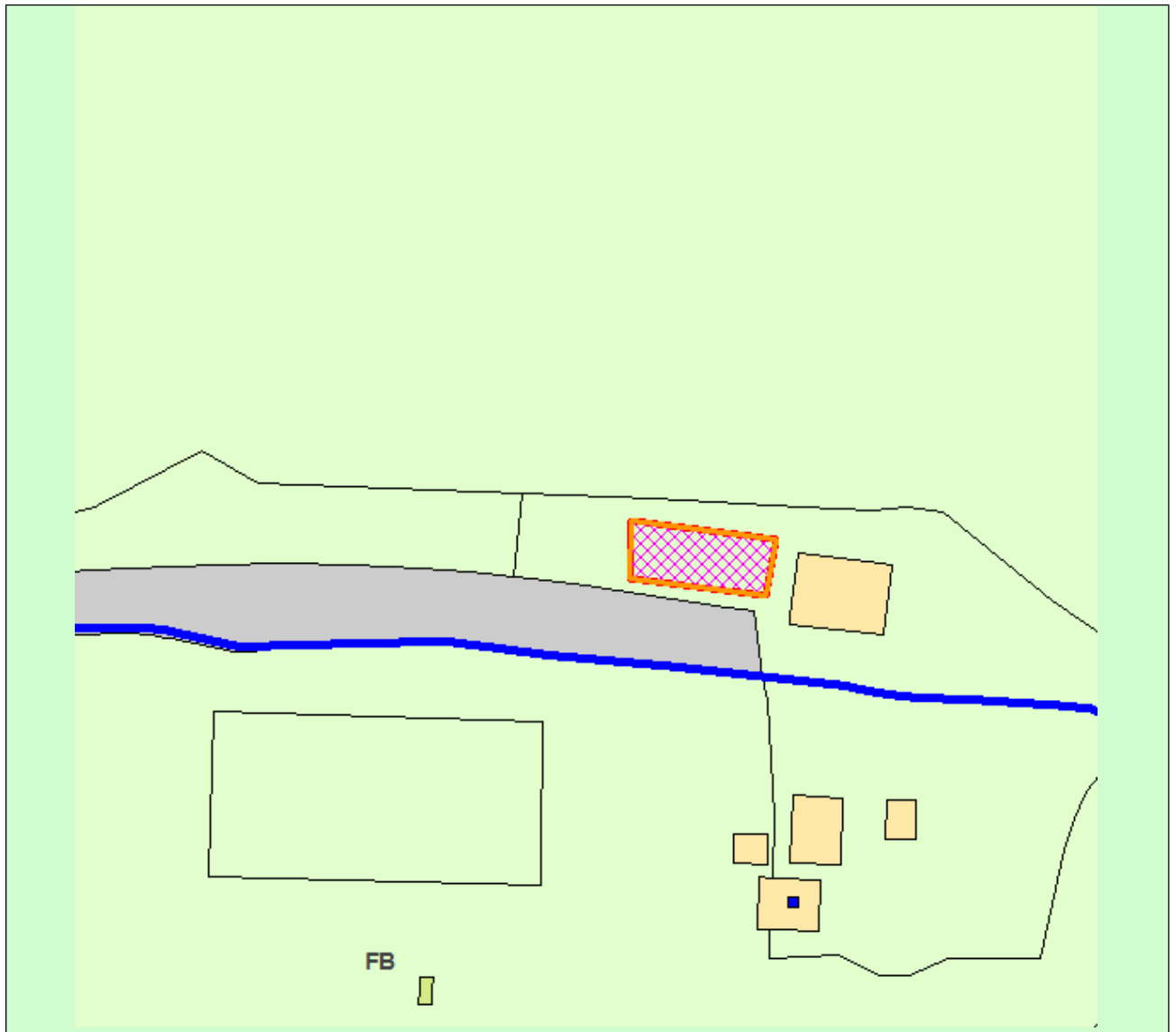
Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

**Tim Slaney**  
**Director of Planning**  
**South Downs National Park Authority**

Contact Officer:	Robert Hermitage
Tel:	01403 215382
email:	Robert.Hermitage@horsham.gov.uk
Appendices	Appendix 1 - Site Location Map Appendix 2 – Plans Referred to in Consideration of this Application
SDNPA Consultees	
Background Documents	SDNP/17/02595/FUL

## Appendix I

### Site Location Map



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## Appendix 2 – Plans Referred to in Consideration of this Application

The application has been assessed and recommendation is made on the basis of the following plans and documents submitted:

Plan Type	Reference	Version	Date on Plan	Status
Plans - Location	NONE		16.06.2017	Approved
Plans - Block	NONE		16.06.2017	Approved
Plans - Proposed Elevations	NONE		06.06.2017	Approved
Plans - Proposed Floor	NONE		06.06.2017	Approved
Reports - Noise impact assessment	NONE		18.05.2017	Approved

**Reasons:** For the avoidance of doubt and in the interests of proper planning.

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**Horsham  
District  
Council**

**PLANNING COMMITTEE  
REPORT**

**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 21 November 2017

**DEVELOPMENT:** Proposed creation of new vehicular access into woodland from Rock Road, laying of hardstanding to form stacking area, loading bay and access track associated with forestry management activities.

**SITE:** Longbury Hill Wood Rock Road Storrington West Sussex

**WARD:** Chantry

**APPLICATION:** DC/17/2117

**APPLICANT:** **Name:** Mr Julian Hanbury-Aggs **Address:** Little Thakeham Farm Merrywood Lane Storrington RH20 3HE

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

**RECOMMENDATION:** To approve planning permission

**1. THE PURPOSE OF THIS REPORT**

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The proposal is for the the creation of a vehicular access off Rock Road to form a loading bay / stacking area which would be used to facilitate the wider forestry works on the site.

1.3 The proposed new access / loading bay would be sited some 85m west of Gorsebank Close, and would be 40m in length and 7.5m wide with a timber stacking area indicated along its eastern side. A 15m x 5m wide turning spur would be formed along the western side to allow vehicles to turn within the site and exit onto Rock Road in forward gear. The proposed access would be provided with a 10m wide bell-mouth access to the road, to a depth of some 2.5m into the site, allowing visibility splays in each direction of in excess of 120m.

1.4 The proposed new access / loading bay would be formed of a geotextile membrane under 0.175m depth of compacted MOT type 2 sub-base with a 0.05m top layer of MOT type 1 top surface (limestone aggregate). The spur and access would be formed with a camber and drainage gulleys, which would maintain the existing gully running alongside Rock Road. The road edge would be reinforced with granite setts to prevent degradation through use.

- 1.5 No building up or excavation of the site is required and the access / loading bay will have an expected height variation above the natural ground level of some 0.25m. No gates are proposed and a simple timber barrier would be used to prevent unauthorised access to the site.

#### DESCRIPTION OF THE SITE

- 1.6 The application site is a small part of a larger area of privately owned and maintained woodland set on the southern side of Rock Road and to the east off Hampers Lane, amounting to an overall area of about 10ha. The wider site lies adjacent to the defined built-up area boundary of Storrington along its western and northern sides, and for planning purposes, lies within the rural area.
- 1.7 The smaller area concerning the current planning application proposal is located along the northern edge of the site, abutting Rock Road, amounts to an area of some 395sq.m. There are two residential properties which lie directly opposite the application site, Welmdene and Spring Cottage, both of which are screened from the road by reasonably robust vegetated front boundaries.
- 1.8 The wider site includes an existing vehicular access off Hampers Lane, a private single track road which serves a large number of residential properties within the Heath Common area, and was formerly used in association with the sandpit quarry located within the site along its western side. The applicant also indicated during the site visit, that there is a right of vehicular access to the site from the south, along a single-width residential access drive to 'Rosebay' which leads off Hampers Lane.
- 1.9 The wider site includes a plantation of Scots Pine which are some 50 years old and were intended as a forestry 'crop'. Historic maps depict this area within the site as a 'plantation'. Also evident across the site was an understory of sprawling *Rhododendron ponticum* with some heathland habitat returning to previously cleared areas.
- 1.10 There are no designations on the land in terms of tree preservation orders, ancient woodland or archaeological areas of interest. The site does not lie in a designated flood zone, and there are no public rights of way or bridle paths through the site, although it is noted that Hampers Lane forms a public footpath which runs along the wider site's western boundary.
- 1.11 It is noted that there is a Forestry Commission Felling Licence for the site (FLA/019/180/17-18) covering the felling of the commercial forestry crop consisting of mature Scots Pine plantation that was established approximately 50 years ago within the central swathe of the site, and which is ready for harvesting. The Felling Licence is conditional on the areas being re-stocked to maintain woodland cover.
- 1.12 In addition, the works set out under the Felling Licence also involve the coppicing of Chestnut, Birch and Oak trees within the northern sectors of the site, which will regenerate the woodland. The maintenance works will seek to eradicate the non-native invasive *Rhododendron ponticum* growth that has spread throughout the understory of the site, at the expense of the native species.
- 1.13 Currently, the only access in to the site is via the private Hampers Lane to the west of the site, which is narrow and has limited passing places, as well as a narrow junction onto Rock Road at a blind summit off the public highway, presenting problems with large forestry trucks accessing the site in order to carry out maintenance and improvement works. It would appear that some of the neglect to the woodland over the last 50 years has been in response to access difficulties from Hampers Lane.

- 1.14 In September 2017 an Agricultural Prior Notification (DC/17/1727) was refused on account of the works not complying with the criteria of Class E of Part 6 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015. In essence, the proposed creation of the forestry access track required full planning permission, as it would adjoin a classified public highway. This type of Prior Notification is not subject to a public / neighbour notification procedure. The formal planning application has therefore been submitted for full consideration.

## 2. INTRODUCTION

### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

### RELEVANT PLANNING POLICIES

- 2.2 **National Planning Policy Framework:**  
NPPF1 - Building a strong, competitive economy  
NPPF4 - Promoting sustainable transport  
NPPF7 - Requiring good design  
NPPF10 - Meeting the challenge of climate change, flooding and coastal change  
NPPF11 - Conserving and enhancing the natural environment

- 2.3 **Horsham District Planning Framework (HDPF 2015)**

HDPF1 - Strategic Policy: Sustainable Development  
HDPF25 - Strategic Policy: The Natural Environment and Landscape Character  
HDPF26 - Strategic Policy: Countryside Protection  
HDPF31 - Green Infrastructure and Biodiversity  
HDPF32 - Strategic Policy: The Quality of New Development  
HDPF33 - Development Principles  
HDPF40 - Sustainable Transport

### RELEVANT NEIGHBOURHOOD PLAN

- 2.4 The Storrington, Sullington and Washington Neighbourhood Plan is currently subject to another pre-submission consultation and therefore has limited weight

- 2.5 PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/17/1727	Prior approval for the creation of a forestry access track and stacking area	OBJECTION to Notification on 25.08.2017
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## 3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at [www.horsham.gov.uk](http://www.horsham.gov.uk)

### INTERNAL CONSULTATIONS

- 3.2 Arboricultural Officer: No Objection:-

- Longbury Hill Wood is a tract of woodland measuring around 10 hectares in square area and constitutes primarily a plantation of Scots pine trees. Along its northern boundary, abutting Rock Road, are two roughly delineated areas containing a high

proportion of coppiced Sweet chestnut, standard Silver birch and other mixed broadleaves trees; the two largely peripheral areas abutting its eastern and western boundaries would be more accurately described as mixed woodland.

- This woodland is not subject to any constraint or designation. It is not subject to a tree preservation order; it does not lie within a conservation area or Area of Outstanding Natural Beauty (AONB); nor is it considered to be ancient woodland. As a plantation, it is inevitable that the time will come when it is set to be harvested.
- The woodland is presently unmanaged and in very poor condition, primarily on account of an intensive colonisation by rhododendron. The Scots pine is now semi-mature and in a condition, and at a size, making timber extraction viable. It is understood that a felling licence has been applied for from the Forestry Commission to clear fell the central area of Scots pine (approximately half the square area of the site), subject to a re-stocking order. At the same time the areas of coppice stool, abutting Rock Road, are to be re-coppiced, and the rhododendron on the whole site cleared. In general terms, these actions represent standard beneficial woodland management, improving the area's biodiversity, though the specific matter of the determination of the felling licence application, and compliance with the re-stocking order, are under the jurisdiction of the Forestry Commission.
- Should a licence be granted, an off-road loading bay will clearly be required somewhere on the site enabling timber extraction to be carried out, without causing obstruction to the local highways abutting the site. The position selected will require a measure of levelling, importation of roadstone, and the clearing of a relatively small number of trees. Within the context of the works as a whole, this will not result in any damage to the woodland, nor any long-term alteration of the natural hydrological patterns in the locality. It should be noted that the design for the loading area is recommended as best practice as set out in the **UK Forestry Standards Operations Note 25 'Forest Roads and Tracks'** (Aug 2011). Some cutting back of the boundary trees abutting Rock Road will be required to create suitable visibility splays in each direction from the access; but this is readily achievable without requiring the removal of any large roadside trees and will also not result in any harm to the area.
- In terms of this stand-alone application, the activities required for creation of the access, visibility splays, and internal works, including minor tree felling and creation of a loading and turning area, will not result in any long-term damage or harm to the wooded area, nor to its overall visual contribution to the local area. In terms of what the proposal facilitates, it contributes to the overall long-term enhancement of the site, making a positive contribution to biodiversity in compliance with policy 31 of the Horsham District Planning Framework (November 2015).

3.3 Drainage Engineer: Any comments will be reported at Planning Committee.

#### OUTSIDE AGENCIES

3.4 West Sussex Highways: No Objection:-

- Additional information demonstrating the Vehicle Tracking Plan has been submitted and the details considered to be sufficient;
- No Highway Objection is raised subject to the inclusion of conditions regarding provisions of visibility splays and turning space prior to first use of the access.

3.5 Washington Parish Council Consultation: No Objection:-

- It was noted that the felling of the mature Scots Plan plantation in Longbury Hill is subject to licence by the forestry commission and is not the subject to this application, with a restocking order to maintain woodland cover;
- It was also noted that the existing Hampers Lane access is inadequate with poor visibility onto Rock Road, and has resulted in the woodland becoming neglected and infested with invasive non-native Rhododendron;
- No Objections to the principle of the proposed Rock Road access, owing to concern that refusal of the proposal would result in access to the site via Hampers Lane by large lorries, which is considered dangerous, particularly due to the blind junction.

3.6 Thakeham Parish Council Consultation: No Objection:-

- Council notes that the forestry aspects of this proposal are subject to a separate license, and that the proposal addresses key ecological aspects including the requirement to replant the area and to control rhododendron infestation;
- Officers are requested to further review and advise on appropriate measures to mitigate risks particularly relating to eastbound vehicles on Rock Road cresting the blind ridge, some 150m from the proposed access point, where vehicle speeds are frequently in excess of 40m.p.h;
- Concern particularly relates to the logging period (some 2-3 months) so there may be a role for temporary signage;
- Measures to tackle muddy surface water run-off from the new hard-standing onto Rock Road – can permeable design be utilised to address this?
- Council requests HDC and WSCC Highways officers to engage with the applicant to put in place an explicit logistic plan for vehicles carrying logs from the site. The strongly preferred direction of vehicle movements is via the easterly section of Rock Road to access the A24. It was noted that (dependent on expected length of timbers being carried) there may be a problem with the sharp bend at Muttons Farm; however, it may be possible to navigate around this issue via Newhouse Lane and Muttons Lane. The route north-westwards via Merrywood Lane and the B2139 northwards is problematic and should be ruled out, as long vehicles already regularly get stuck in the narrow/steep-sided bends over Dukes Hill. If there is no alternative to vehicles moving west along Rock Road, they need to be directed south along Water Lane to the A283 (although that junction may be problematic), and not through central Storrington. And if this route is to be used, then timing of lorry movements should be restricted to between 9.30am and 2.30pm, to avoid clashing with peak vehicle movements around the Rock Road school site. The applicant has signalled flexibility on these issues.

PUBLIC CONSULTATIONS

3.7 Letters of objections from 90 properties have been received citing the following concerns:-

- destruction of old / ancient woodland
- change of character from natural woodland reserve to intensive commercial forestry site is unexpected at this site
- Scots Pines are good for wildlife - not good for commercial purposes

- Space designated as a 'green space' in the emerging Neighbourhood Plan / site to be enjoyed and conserved as an 'unmanaged site' in Storrington, Sullington & Washington 2016 'Local Green Spaces Report'
  - radical impact on wildlife arising from clearance of trees - no appropriate wildlife / habitat survey conducted
  - large-scale habitat destruction from tree clearance works
  - worrying use of herbicides to 'eradicate' Rhododendron - has not taken over the site
  - moral obligation to maintain woodland cover
  - focussing on the harvesting of the plantation crop of Scots Pine overlooks irreplaceable value of woodland trees
  - how much useable timber is there on the site and what will it be used for?
  - Will work be phased to maintain tree cover throughout the site and avoid gaps in the woodland?
  - Works to TPO's in nearby / adjacent residential gardens often met with resistance in terms of 'character' - proposal to remove thousands of trees will permanently affect rural character
- 
- coppicing required to provide visibility splays but will open site to fly-tipping, anti-social behaviour such as moto-cross, and security issues
  - removal of vegetation will allow wildlife to exit onto highway - increased risk to highway users
  - existing access to the woodland should be used
  - loss of Anglo-Saxon boundary bank onto Rock Road
  - loss of character
  - increased noise from intensive forestry activity and loss of a sound barrier
  - historically, land-owner has allowed Hampers Lane residents to access the woodland site for amenity purposes - hence it is covered in 'well-trodden paths' - loss of amenity in event of woodland clearance
  - proposed timber barrier may not be sufficient to prevent unwanted activity occurring within the site
  - potential plans to redevelop the site
  - site has great amenity value and provides families and dogs with an area to exercise
  - loss of peace and quiet to local residents overlooking the site
  - question on the need for an area of hard-standing as large as proposed when it is for a temporary period of works
  - potential for remaining trees to fall on homes during storms if natural windbreak in the form of the woodland is removed
  - increased water run-off to properties north of the site - properties in Melrose Place and Gorse Bank Close have high water table resulting in standing water -
  - use of tarmac in woodland area is inappropriate
- 
- loss of tranquil amenity value and environment
  - any new homes on the site will increase traffic
  - no idea on length of time required to undertake works - so potentially an ongoing level of disturbance
  - loss of view from properties opposite proposed access - proposed industrial site
  - loss of privacy to nearby neighbours on account of people / workers coming and going
  - residents may have purchased properties on the understanding of the site being identified as a wooded area rather than a commercial plantation site
  - no evidence of felling licence
  - lack of security could encourage trespassing
  - distress to nearby residents awaiting uncertain future of cleared site
- 
- unsuitable exit onto Rock Road
  - HGV traffic is not encouraged along Rock Road



- speeding traffic in excess of 40mph limit
  - provision of access will encourage people to use it to pull in, increase in litter, noise and other unwarranted activities
  - scale of access proposed is not commensurate with the woodland size and poor quality of crop
  - visual impact of new access once works are complete
  - additional 100+ vehicles will impact on local traffic, pollution and congestion issues
  - slow-moving and turning trucks along fast stretch of road will cause accidents
  - Rock Road used by school children / drop-offs along road from coaches
  - concealed driveways opposite - poor location along Rock Road
  - damage to road surface from turning vehicles
  - provisions for wheel cleaning at the site?
  - more suitable site directly opposite Gorsebank Close and within Scots Pine plantation
  - increased visibility along Rock Road from clearance works will encourage speeding along road
  - scale of proposed industrial-sized logging operation unsuited to Rock Road
  - WSCC comments should take account of make-up of the new roadway, how speeds will be reduced along Rock Road off the brow of the hill, how mud / debris will be prevented on the public highway
  - inappropriate to allow a new access into Longbury Hill Wood from Hampers Lane at the blind summit
  - lorries waiting to turn will block driveways opposite and block the whole road
  - increased risk to pedestrians and horse riders along Rock Road
- Queries on whether there will be operation time limits on works, restriction on vehicle size to prevent damage to road surface, whether the site would be locked / secured once clearance works has finished
  - Whether this is precursor to other development of the site, and if the track is temporarily needed, could surface be removed once no longer needed?
  - Concern that the proposal was not more widely notified / publicised – leading to concern that there was insufficient notice and time for more affected residents to comment on the proposal
  - Assurances necessary that woodland management means the nature of the woodland is unchanged

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

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

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

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

## 6. PLANNING ASSESSMENTS

### Background:

- 6.1 The application does not seek planning permission for felling or coppicing of the woodland, and no permission would be required for such works. The works instead require a 'Felling Licence' from the Forestry Commission, such a licence exists (under ref: FLA/019/180/17-18) covering the felling of a commercial crop of mature Scots Pine that was established approximately 50 years ago within the central swathe of the site. It should be noted that the Felling Licence is conditional on the areas being re-stocked to maintain woodland cover. Although outside the scope of this application the Felling Licence represents best practice in terms of the long-term woodland management, with the previous lack of management of the woodland resulting in the incursion of the *Rhododendron ponticum*, which is an invasive and non-native species that can have some very negative impacts on woodland habitat as it excludes other native species.
- 6.2 The planning application seeks only to install / construct a vehicular access and loading bay off Rock Road, which would facilitate vehicular access to the site, thus assisting with planned forestry management works across the site. The proposal would therefore support the needs of forestry and would be essential to the countryside location, thereby according with policy 26 of the HDPF.

### Impact on trees / biodiversity:

- 6.3 HDPF policy 31 requires proposals to 'maintain or enhance' existing green infrastructure networks. Proposals that result in the loss of existing green infrastructure would be resisted unless the proposal demonstrates that new mitigating opportunities will be provided to retain the wider ecosystem. Furthermore, this policy sets out support for proposals which retains and enhances significant features of nature conservation interest.
- 6.4 The proposed track would affect some 0.4% of the wider site, resulting in the loss of some trees in the location of the proposed access track. The area covered by the proposed access and loading bay would therefore be minimal in terms of the wider site, and is considered to represent benefits to the overall long-term positive management strategy for the woodland site, which the current owner appears to be implementing. As such, the proposed access track would facilitate this positive management approach, and the loss of trees in what is a very small proportion of the wider site would not be considered contrary to the aims of policy 31 of the HDPF.
- 6.5 The Council's Arboricultural Officer has raised no objections to the proposal, noting that the site is not subject to a TPO / woodland protection order or Ancient Woodland status, with most of the woodland comprising reasonably 'young' stock of Scots Pines, planted around 50 years ago.

### Visual Impact:

- 6.6 There would be a loss of approximately a 9m width of vegetation to facilitate the required bell-mouth access. This loss would be viewed in relation to the wider site, which encompasses a retained road frontage of some 180m to the west and some 200m to the east. Therefore, in relation to the scale of woodland maintained along the site's northern boundary, the proposed vehicular access track would represent a reasonably modest break in the continuous vegetated site boundary, and no adverse visual harm is judged to occur as a result of the proposal.

- 6.7 The proposed access would be constructed in a manner that seeks to provide a visually recessive surface of aggregate, rather than tarmac, which would be commensurate with the woodland location. The proposal does not seek permission for gates across the access, only a timber bar to prevent trespassing and other vehicular access. This light-weight barrier would also been considered to be commensurate with the woodland site and the overall rural appearance of the area,
- 6.8 Furthermore, it is noted that the siting of the loading bay and access would be set opposite a vegetated front boundary of residential properties Welmdene and Spring Cottage. Visually, the staggered positions of the respective vehicular accesses off Rock Road would maintain the rural aspect of the area.

Neighbour Impact:

- 6.9 Policy 33 of the HDPF requires that proposals do not lead to unacceptable harm to the amenities of neighbouring occupiers / users, for example, through overlooking or noise.
- 6.10 The volume of representations received in response to the proposal is noted, along with comments made, many of which refer to the loss of woodland and habitat, noise and environmental impact arising as a result of the felling works, rather than the proposed access track / loading bay itself. The coppicing works and wider clearance / felling works to the Scots Pine plantation do not require planning permission and cannot therefore be considered as part of the current application. If complaints did arise from these works they could potentially be investigated under separate, Environmental Health, legislation.
- 6.11 The planning application deals with the merits of the proposed access / loading bay which would assist in facilitating the wider works, but are not essential to the implementation of the felling licence. The use of the access would not be expected to generate significant or harmful levels of noise or disturbance for adjoining properties given existing traffic flows and vehicular background noise levels in this section of Rock Road. The proposal is not therefore considered to be contrary to the above policy.

Impact on Highways:

- 6.12 HDPF policies 33 and 40 both require safe and suitable access, parking and integration with existing routes.
- 6.13 The site has an existing gated access to the western section of the site from Hampers Lane, a private lane with limited passing places. This part of the site appears to be significantly lower than the area of land which is to be coppiced and felled, and is sited within the area of mixed woodland which is to be retained at the site. This access was not deemed suitable to provide access to the site in association with the required forestry works; this proposal therefore seeks permission for the access onto Rock Road.
- 6.14 Washington and Thakeham Parish Councils accept the limitations of accessing the site as it currently stands and consider a new access directly off Rock Road would be desirable. The proposed access directly off the public highway along Rock Road, which is straight and provides for optimal visibility in each direction, is considered to represent the most favourable option in terms of facilitating the imminent and any future forestry maintenance works across the sider site.
- 6.17 The applicant has provided swept path analysis, drawn to incorporate a lower turning speed of the vehicles entering the site, to demonstrate sufficient space within the site to manoeuvre a forestry vehicle and exit the site in forward gear. There would be visibility splays of 120m in both directions along this straight section of road and this would prevent any safety hazard for users of Rock Road. The Highway Authority has raised no objection to the proposal, which is considered acceptable in terms of highway impacts.

Other Matters:

- 6.18 The site is not subject to any statutory designation and there are no identified archaeological sites within the application site. The works do not propose ground disturbance works with the exception of drainage ditches along the edges of the storage / loading bay.
- 6.19 While the site is not defined as being at risk of flooding under Flood Zone the Environment Agency has recorded instances of surface water flooding along Gorse Bank Close, to the south-east of the site, resulting in a 'low' risk along this nearby roadway. The nature of the proposal is not though anticipated to adversely affect a current 'low' risk area situated some 100m to the north-east.

Conclusion:

- 6.20 The proposed new vehicular forestry access track of some 40m depth and turning spur to facilitate the stacking and loading of logs and associated forestry trucks, which would facilitate imminent and future forestry maintenance works at the 10ha privately-owned woodland site, accord with the local and national planning policies. Accordingly, the proposal is recommended for approval subject to the following conditions.

## 7. RECOMMENDATIONS

- 7.1 To approve the application subject to the following conditions.

1 **Approved Plans Condition**

- 2 **Standard Time Condition:** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

- 3 **Pre-Occupation Condition:** Prior to the first use of the hereby approved access the vehicle turning space shall be constructed in accordance with the approved site plan. The turning space shall thereafter be retained at all times for its designated use.  
Reason: In the interests of road safety in accordance with Policy 40 of the Horsham District Planning Framework (2015).

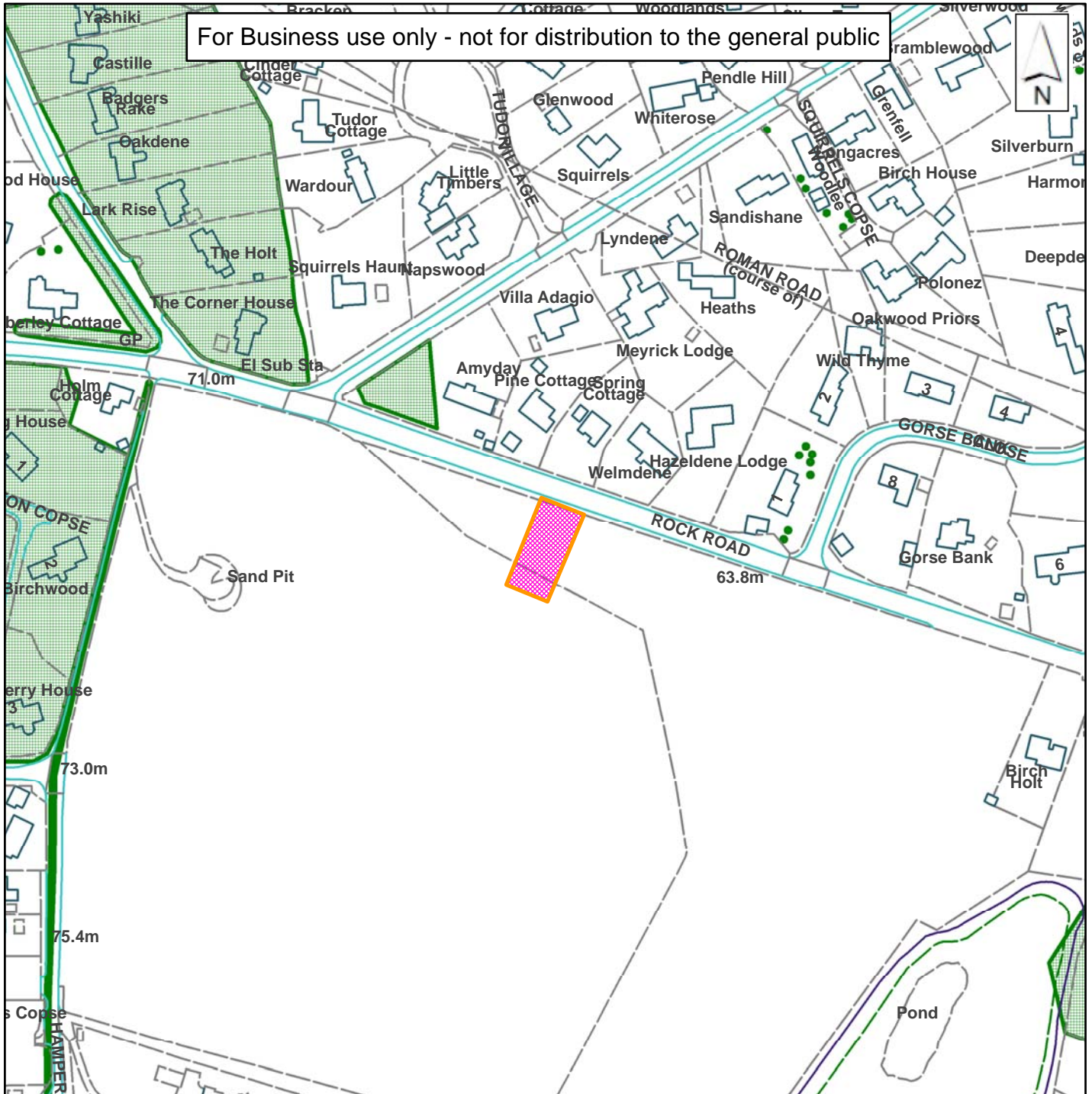
- 4 **Pre-Occupation Condition:** Prior to the first use of the hereby approved access visibility splays of 120 metres by 2.4 metres shall be provided either side of the vehicular access onto Rock Road. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.  
Reason: In the interests of road safety in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 5 **Regulatory Condition:** The materials to be used in the development hereby permitted shall strictly accord with those indicated on the Loading Bay drawings submitted on 20 September 2017.  
Reason: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).



Longbury Hill Wood, Rock Road, Storrington

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Organisation	Horsham District Council
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Comments	
Date	09/11/2017
MSA Number	100023865

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