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# Planning Committee (South)

Tuesday, 17th December, 2019 at 2.30 pm  
Conference Room, Parkside, Chart Way, Horsham

Councillors:	Brian Donnelly (Chairman)	
	Tim Lloyd (Vice-Chairman)	
	John Blackall	Mike Morgan
	Chris Brown	Roger Noel
	Karen Burgess	Bob Platt
	Jonathan Chowen	Josh Potts
	Philip Circus	Kate Rowbottom
	Paul Clarke	Jack Saheid
	Michael Croker	Jim Sanson
	Ray Dawe	Diana van der Klugt
	Nigel Jupp	Claire Vickers
	Lynn Lambert	

You are summoned to the meeting to transact the following business

Glen Chipp  
Chief Executive

## Agenda

	Page No.
<b>GUIDANCE ON PLANNING COMMITTEE PROCEDURE</b>	
1. <b>Apologies for absence</b>	
2. <b>Minutes</b>	7 - 14
<p>To approve as correct the minutes of the meeting held on 19<sup>th</sup> November 2019.  <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>	
To receive any declarations of interest from Members of the Committee	
4. <b>Announcements</b>	
To receive any announcements from the Chairman of the Committee or the Chief Executive	

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

5. **Appeals** 15 - 16

Applications for determination by Committee:

6. **DC/19/1294 - Setyres Ltd, High Street, Henfield** 17 - 26

Ward: Henfield

Applicant: Mr J Sattin

7. **DC/19/1211 - Setyres Ltd, High Street, Henfield** 27 - 36

Ward: Henfield

Applicant: Mr Julian Sattin

8. **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

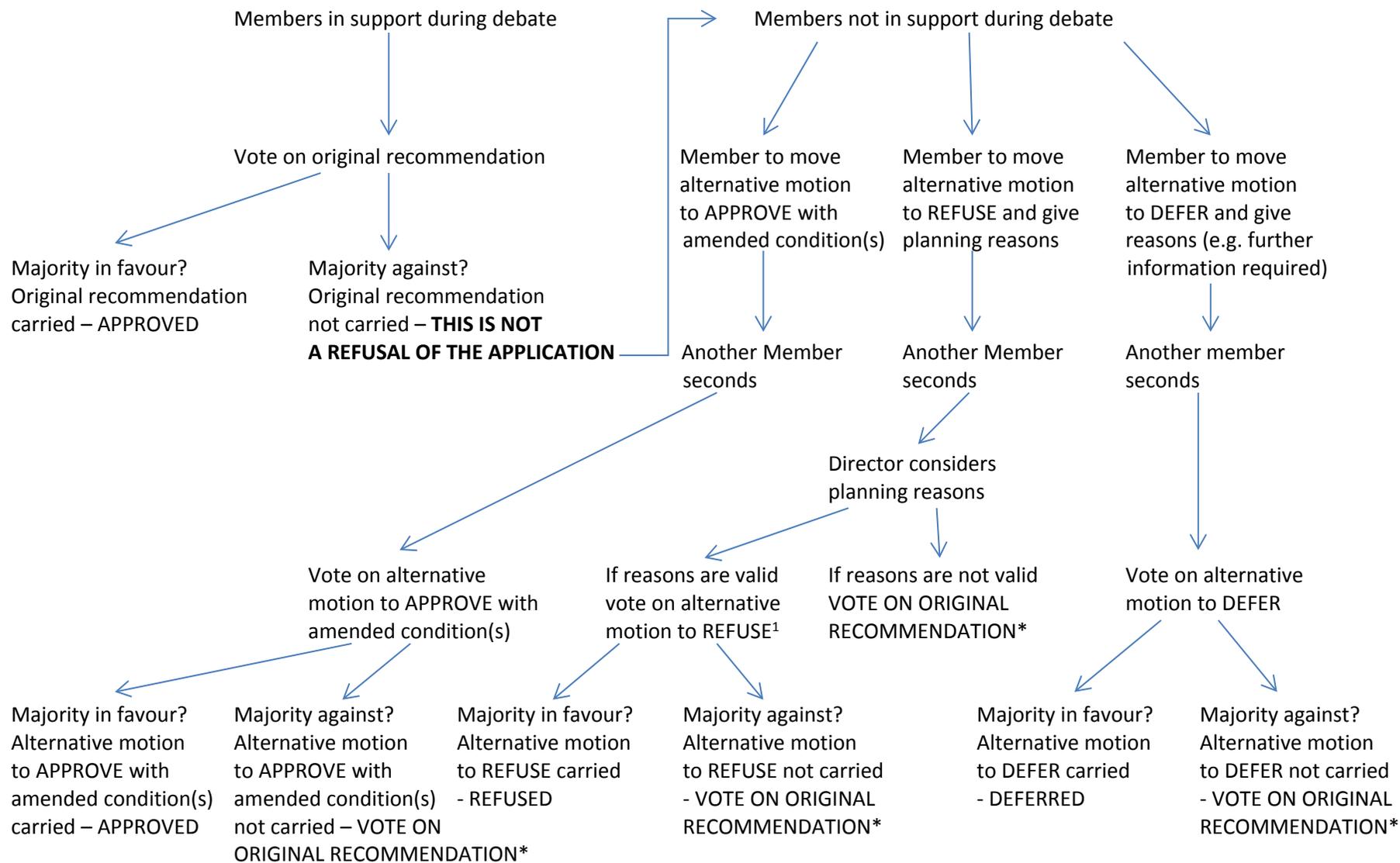
## GUIDANCE ON PLANNING COMMITTEE PROCEDURE

(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>5</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 Head of Development 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>

### Original recommendation to APPROVE application



\*Or further alternative motion moved and procedure repeated

<sup>1</sup> Subject to Director's power to refer application to Full Council if cost implications are likely.

**Original recommendation to REFUSE application**



\*Or further alternative motion moved and procedure repeated

<sup>2</sup> Oakley v South Cambridgeshire District Council and another [2017] EWCA Civ 71

## **Planning Committee (South)** **19 NOVEMBER 2019**

Present: Councillors: Brian Donnelly (Chairman), Tim Lloyd (Vice-Chairman), John Blackall, Jonathan Chowen, Philip Circus, Paul Clarke, Michael Croker, Ray Dawe, Nigel Jupp, Lynn Lambert, Mike Morgan, Roger Noel, Bob Platt, Josh Potts, Jack Saheid, Jim Sanson, Diana van der Klugt and Claire Vickers

Apologies: Councillors: Chris Brown, Karen Burgess and Kate Rowbottom

### PCS/37 **MINUTES**

The minutes of the meeting of the Committee held on 17 September were approved as a correct record and signed by the Chairman.

### PCS/38 **DECLARATIONS OF MEMBERS' INTERESTS**

DC/19/0295 – Councillor Nigel Jupp declared a personal interest in this item.

DC/19/1226 – The Chairman of the Committee advised that the owner of the application site was closely involved in the selection of Conservative party District and County candidates in one part of the constituency.

The following Councillors declared a prejudicial interest because of this close association: John Blackall, Phillip Circus, Paul Clarke, Ray Dawe, Brian Donnelly, Roger Noel, Jack Saheid, Jim Sanson and Diana van der Klugt.

The following Councillors declared a personal interest because they were acquainted with the owner of the application site: Jonathan Chowen, Nigel Jupp, Lynn Lambert, Tim Lloyd, Josh Potts and Claire Vickers.

### PCS/39 **ANNOUNCEMENTS**

There were no announcements.

### PCS/40 **APPEALS**

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

PCS/41 **DC/19/0295 - LAND AT PLATTS ROUNDABOUT, NEWBRIDGE ROAD, BILLINGSHURST**

The Head of Development reported that this hybrid application sought permission for the erection of a petrol station with convenience store and sandwich bar, car wash and parking, and a motorcycle showroom and workshop. It also sought outline planning permission for a flexible employment space with car parking and new access to the site from the A272 and a pedestrian link to the footbridge over the A29.

The site was located west of Billingshurst, outside the built-up area, and was bounded by the A29 to the east, the A272 to the north, and Newbridge Road to the south. Platts Roundabout was to the northeast of the site. A WSCC Household Waste Recycling facility and the Jubilee Fields Sports Pitches were opposite the site. The site comprised part of a field currently in agricultural use.

Billingshurst Parish Council supported the application. Chichester District Council raised no objection to the proposals. In response to the initial consultation, there had been 20 representations objecting to the application, 34 in support and two commenting on the proposal. In response to further consultation on revised plans, eight objections and one letter of support had been received. The Local Members had raised concerns regarding the height of the commercial units, and circulation space and parking provision. Two members of the public spoke in objection to the application and one member of the public spoke in support of it. The Applicant's agent also spoke 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; assessment of need; retail impact; landscape impact; highways impact; and layout, appearance and amenity.

Members noted the sustainable location, in close proximity to the village, and the employment benefits of the scheme. Having weighed these against concerns regarding road safety, noise and impact on visual amenity, Members concluded that the proposal was acceptable.

In response to comments from the Committee, it was agreed that Conditions 16 and 43, as printed in the report, be amended to include reference to a minimum number of EV charging points. It was also agreed that the footpath link along the eastern boundary should include provision for cyclists and that Condition 45 be amended accordingly.

**RESOLVED**

- (i) That a legal agreement be entered into to secure a Highways Works Scheme, and a covenant to require the Phase 2 Employment Units

to be offered to existing businesses within the District for a 12 month period.

- (ii) That subject to (i) above, planning application DC/19/0295 be determined by the Head of Development with a view to approval, subject to appropriate conditions.
- (iii) In the event that the legal agreement is not completed within three months of the decision of the committee, the Director of Place be authorised to refuse permission on the grounds of failure to secure the Obligations necessary to make the development acceptable in planning terms.

PCS/42 **DC/19/1283 - CAPONS HILL FARM, UNIT 3, STATION ROAD, COWFOLD**

The Head of Development reported that this retrospective application sought permission for the change of use of an existing building to a club for teaching various martial arts.

The application site comprised a single unit within a small rural industrial / agricultural estate approximately 330 metres west of the built up area of Cowfold. Access was from a track to the north side of Station Road (A272).

An addendum had been circulated to Members summarising an objection from the Parish Council received after publication of the report. Their concerns included access and egress onto the A272, light pollution and onsite parking control. The addendum also addressed the Parish Council's concerns relating to the refused planning application CF/40/92 on the same site.

There had been 19 representations objecting to the application, and 111 letters of support had been received. Three members of the public spoke in objection to the application. The applicant and two members of the public spoke 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, design and appearance, amenity impacts and highways impacts.

Members noted that the change of use would not result in a material change in the level of activity on the site. In response to concerns regarding unacceptable levels of activity, it was agreed that Condition 2 be amended to limit the scale and number of any events held at the site.

**RESOLVED**

That planning application DC/19/1283 be approved subject to the conditions as reported, with an amendment to Condition 2 regarding a Noise Management Plan, to include measures to manage the number and impact of events.

PCS/43 **DC/19/1226 - RAMBLEDOWN HOUSE, COMMON HILL, WEST  
CHILTINGTON**

*The Chairman of the Committee, along with those Councillors who had declared a prejudicial interest, left the room and the Vice Chairman of the Committee chaired the meeting during the determination of this item.*

The Head of Development reported that this application sought permission for the erection of a two-storey building to provide eight apartments as well as the erection of an extension to the existing building to create an additional dwelling. It also sought a new access from Common Hill and 16 parking spaces.

The application site was located on the western side of Common Hill. It sloped from north to south with a difference of around three metres across the site. A large building known as Rambledown House was close to the northern boundary with a large shared garden to the south.

Since publication of the report the Council's Landscape Architect had updated her comments, concluding that the revised plans as presented at the meeting would not adversely affect the character of the area in terms of landscape impact, and that it was of a scale that would not look out of place. She also considered the proposed amenity space to be suitable.

The presenting officer clarified that there was no planning requirement for proposed market housing within the built up area boundary to be allocated for local need, and therefore the statement within the report that the proposal did not include a mechanism for local housing did not mean that the applicant was at fault.

The Parish Council supported the application. There had been 20 representations objecting to the application and 37 in support, and two commenting on the proposal.

Since publication of the report, a further two letters of objection repeating previous objections had been received. One further letter had also been received expressing concern that the drainage strategy needed to ensure water does not drain onto other properties.

Two members of the public spoke in objection to the application. The owner of Rambledown House, the applicant and the applicant's agent all spoke in support of the proposal. A representative of the Parish Council also spoke in support of 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; housing need; design, layout and appearance; amenity impact; highways; and landscape and trees.

Members concluded that, whilst the principle of development on the site was acceptable and the proposal provided a housing benefit, the quantum of development on the site would create a cramped layout and lead to unacceptable noise and disturbance, in particular for neighbouring residents in the vicinity of the parking area.

RESOLVED

That planning application DC/19/1226 be refused for the following reasons:

- 01 The combination of the scale of the apartment building, extension to the existing building, vehicular driveway and parking infrastructure to serve the proposed 9 additional apartments would create a cramped layout and form of development which would significantly reduce the spacing around the existing and proposed buildings within the site. The proposed development would not reflect the distinctive semi-rural spacious character of residential development within the area of West Chiltington Common and would conflict with policies 32 and 33 of the Horsham District Planning Framework (2015).
- 02 The proposal would create a considerable increase in general noise activity and vehicular movements in a currently quiet and tranquil backland garden environment. This would cause a harmful and unacceptable degree of noise disturbance to the neighbouring properties that surround the site and would conflict with policy 33 of the Horsham District Planning Framework (2015).

PCS/44 **DC18/2402 - RYECROFT NURSERY, FRYERN ROAD, STORRINGTON**

Item withdrawn from the agenda.

PCS/45 **DC/19/0591 - LAND AT WILTSHIRE FARM, PICKHURST LANE, CODMORE HILL, PULBOROUGH**

The Head of Development reported that this application sought permission for the demolition of an agricultural building and the erection of a detached dwelling with associated access and landscaping.

The application site was located to the west of Stane Street (A29) in the rural countryside with sporadic development within the surrounding area. The agricultural building on site benefitted from Prior Approval for conversion to a residential dwelling, granted under permission DC/17/0963. The principle of the creation of a dwelling on this site had therefore been established.

The Parish Council objected to the application. There had been two representations objecting to the application and one in support. Two members of the public spoke in support of the application. A representative of the Parish Council spoke in objection to 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 and the fallback position, character and appearance, impact on neighbouring amenity, highways impacts of the proposal and ecology considerations.

Members discussed the proposal in the context of the existing Prior Approval for conversion of the barn and noted that permitted development rights would be removed under Condition 15 and that other conditions applied would be able to better control the impact of the development. Members concluded that the design and setting of the proposal were acceptable.

RESOLVED

That planning application DC/19/0591 be approved subject to the conditions as reported.

PCS/46 **DC/19/0209 - MARE MEADOW, WEST MARE LANE, PULBOROUGH**

The Head of Development reported that this application sought permission for a change of use of existing building from ancillary accommodation to residential dwelling. It had been considered by the Committee in July when Members resolved to defer the application to allow further consideration of the safety of the junction of Batts Lane with Mare Hill Road (Minute No. PSC/19 (16.07.19) refers).

Members were referred to the previous report, which contained details of the application site, relevant policies, planning history, the outcome of consultations and a planning assessment of the proposal.

A further ten objections, from eight households, had been received since the application had been deferred by the Committee. One member of the public and a representative of the Parish Council both spoke in objection to the application. The applicant's agent spoke in support of the proposal.

Members discussed the Highway Authority's comments arising from the site visit and considered the limited extent to which the change from ancillary use to a separate dwelling might have on the number of traffic movements.

RESOLVED

That planning application DC/19/0209 be granted subject to the conditions as reported.

*The meeting closed at 5.20 pm having commenced at 2.30 pm*

CHAIRMAN

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## Planning Committee (SOUTH)

Date: 17/12/19

Report on Appeals: 7/11/19 – 4/12/19



**Horsham  
District  
Council**

### 1. Appeals Lodged

Horsham District Council have received notice from the Planning Inspectorate that the following appeals have been lodged:

Ref No.	Site	Date Lodged	Officer Recommendation	Committee Resolution
DC/19/1070	Oakfield Farm Wineham Lane Bolney RH17 5SD	18-Nov-19	Application Refused	N/A
DC/19/1113	Furzedown Field Kithurst Lane Storrington West Sussex RH20 4LP	19-Nov-19	Prior Approval Required and PERMITTED	N/A
DC/19/1031	Land To The West of Hillside Harbolets Road West Chiltington Pulborough West Sussex RH20 2LG	02-Dec-19	Application Refused	N/A
DC/19/0898	Bos Barn Marthas Barn Warehouse Hollinger Wheatsheaf Road Henfield West Sussex BN5 9AX	02-Dec-19	Application Refused	N/A
DC/19/1454	1 The Moat Pulborough West Sussex RH20 2DJ	04-Dec-19	Application Refused	N/A

### 2. Appeals started

Consideration of the following appeals has started during the period:

Ref No.	Site	Appeal Procedure	Start Date	Officer Recommendation	Committee Resolution
DC/19/0656	Land East of Pemberley Mill Lane Partridge Green West Sussex	Written Representation	08-Nov-19	Application Refused	N/A
DC/19/0459	Meadow House Billingshurst Road Ashington Pulborough West Sussex RH20 3AZ	Written Representation	02-Dec-19	Application Refused	N/A

### 3. Appeal Decisions

HDC have received notice from the Ministry of Housing, Communities and Local Government that the following appeals have been determined:

Ref No.	Site	Appeal Procedure	Decision	Officer Recommendation	Committee Resolution
DC/18/2463	Land North of Sandy Lane Henfield West Sussex	Public Inquiry	Appeal Dismissed	Application Refused	N/A
DC/18/2178	18 Rosemary Avenue Steyning West Sussex BN44 3YS	Written Representation	Appeal Dismissed	Application Refused	N/A



**Horsham  
District  
Council**

## **PLANNING COMMITTEE REPORT**

**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 17 December 2019

**DEVELOPMENT:** Retention of metal cladding installed to eastern and northern elevations of main building together with roof of main building and southern and western elevations of detached car wash. Retention of 4x uPVC windows within eastern elevation of main building. Proposed removal of roller-shutter doors to 2x east facing bays and installation of replacement glazing together with additional metal cladding to reduce bay height. Proposed application of dark grey film to existing and proposed glazing within eastern elevation. Erection of freestanding hanging sign, 1.2m timber bin screen and provision of 4x planted containers within forecourt.

**SITE:** Setyres Ltd High Street Henfield West Sussex BN5 9DE

**WARD:** Henfield

**APPLICATION:** DC/19/1294

**APPLICANT:** **Name:** Mr J Sattin **Address:** Setyres, Setyres, High street. Henfield West Sussex Henfield, West Sussex BN5 9DE

**REASON FOR INCLUSION ON THE AGENDA:** More than eight persons in different households have made written representations raising material planning considerations that are inconsistent with the recommendation of the Head of Development.

**RECOMMENDATION:** To approve planning permission subject to conditions

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

To consider the planning application.

#### DESCRIPTION OF THE APPLICATION

- 1.1 Planning permission is sought for the remodelling of the garage building through the retention of external cladding and uPVC windows together with the proposed reduction in east-facing bays and the application of a dark grey film to existing and proposed glazing.
- 1.2 In addition to the proposed remodelling, permission is sought for the erection of a 1.2m timber bin screen, provision of planted containers and the installation of a freestanding timber sign within the garage forecourt.
- 1.3 Works to install external metal cladding and east-facing uPVC windows have already taken place, as such, these elements of the proposal are retrospective in nature. The application

seeks permission solely for operational development, as described above, and does not seek permission for any material change of use.

## DESCRIPTION OF THE SITE

- 1.4 The application site occupies an area of approx.2190m<sup>2</sup> to the west of Henfield High Street encompassing a garage building and car wash with associated incidental curtilage. There is evidence of a filling station on the 1930s Ordnance Survey record for Henfield, with buildings predominantly established in their current format by the 1970 Ordnance Survey record. The detached car wash was provided in the early 1990s pursuant to application HF/133/89.
- 1.5 The garage building contains a retail unit, occupied by the Car Parts Alliance, and a car-repair workshop occupied by Setyres. The garage building is of a varied form and character, likely reflecting incremental additions/alterations to the structure since its original construction. The site as a whole possesses a utilitarian character, reflecting the commercial nature of retail, car wash and car repair activities undertaken within the site.
- 1.6 The site falls within the Henfield Conservation Area, opposite a series of Grade II and Grade II\* Listed Buildings on the High Street. The site, furthermore, is a designated employment site, falls within a defined town/village centre boundary and within the primary retail frontage for Henfield.

## 2. INTRODUCTION

### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

### RELEVANT PLANNING POLICIES

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

#### 2.2 **National Planning Policy Framework**

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

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 3 - Strategic Policy: Development Hierarchy

Policy 7 - Strategic Policy: Economic Growth

Policy 9 - Employment Development

Policy 12 - Strategic Policy: Vitality and Viability of Existing Retail Centres

Policy 13 - Town Centre Uses

Policy 14 – Shop Fronts and Advertisements

Policy 24 - Strategic Policy: Environmental Protection

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character

Policy 26 - Strategic Policy: Countryside Protection

Policy 31 - Green Infrastructure and Biodiversity

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 34 - Cultural and Heritage Assets

Policy 35 - Strategic Policy: Climate Change

Policy 36 - Strategic Policy: Appropriate Energy Use

Policy 37 - Sustainable Construction

Policy 40 - Sustainable Transport

Policy 41 - Parking

Policy 42 - Strategic Policy: Inclusive Communities

## 2.4 **Henfield Neighbourhood Plan**

Henfield Parish Council formally submitted their draft Neighbourhood Plan 2017 - 2031 to Horsham District Council under Regulation 15 of the Neighbourhood Planning (General) 2012 (as amended) on 30 October 2019. In accordance with Regulation 16, Horsham District Council are running a consultation from Friday 8 November 2019 to 5pm on Friday 19 December 2019. The plan is currently of limited weight.

## 2.5 **Henfield Parish Design Statement**

## 2.6 **PLANNING HISTORY AND RELEVANT APPLICATIONS**

DC/15/1318	Redevelopment of site to provide new tyre, exhaust and MOT centre, 11 no. dwellings and 1 no. retail shop, served by two new accesses onto High Street (outline application)	Application Refused on 16.09.2015
HF/56/94	Installation of illuminated fascia and pole signs	Application Refused on 03.10.1994
HF/38/94	Forecourt alterations and new canopy	Application Refused on 20.07.1994
HF/85/91	Replacement windows & doors & rendering	Application Permitted on 19.02.1992
HF/133/89	Erection of car wash	Application Permitted on 09.11.1990
HF/98/86	Erection of 3 flag poles	Application Refused on 24.12.1986
HF/84/79	Pole sign	Application Refused on 14.02.1980
HF/83/79	Covered car display area	Application Refused on 21.02.1980
HF/8/79	Renewal hf/98/74 - petrol pumps	Application Permitted on 01.05.1979
HF/60/79	Re-develop forecourt	Application Permitted on 29.10.1979
HF/81/77	Extension to workshop	Application Permitted on 09.12.1977
HF/98/74	Renewal - 5 petrol pumps	Application Permitted on 12.02.1975
HF/56/70	Renewal of consent for 5 petrol pumps	Application Permitted on 18.09.1970

## 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)

## OUTSIDE AGENCIES

- 3.2 **WSCC – Highways:** No objection. The proposal would not have an unacceptable impact on highway safety or result in a 'severe' cumulative impact on the operation of the highway network and that there are no transport grounds to resist the proposal in line with paragraph 109 of the National Planning Policy Framework.
- 3.3 **Historic England:** No comment.

## INTERNAL CONSULTATIONS

- 3.4 **HDC – Design and Conservation:** No objection. The garage is a utilitarian structure which neither reflects nor responds to the character of the Conservation Area and has a negative impact within the Conservation Area. On balance, the metal cladding and alterations and new windows on the east elevation are acceptable. The alterations have changed the appearance of the building, but this has resulted in a neater appearance compared to the tired and slightly dilapidated appearance it had previously. The alterations do not increase the harm caused by the building.

## PARISH COUNCIL

- 3.5 **Henfield Parish Council:** No objection.

## PUBLIC CONSULTATIONS

- 3.6 54 letters of representation from 38 different addresses were received in connection with the proposal. A public petition was additionally received in objection to the development with 28 signatures. The main grounds for objection can be summarised as:
- Conflict with Development Plan policy;
  - Use of materials not appropriate to Conservation Area or reflected in Conservation Area Appraisal and Management Plan (2018);
  - Inconsistent use of colours throughout site;
  - Harm to setting of Listed Buildings opposite and in vicinity of application site;
  - Proposed freestanding sign considered unnecessary and unduly prominent;
  - Proposed bin screens insufficient to obscure commercial bins and irrelevant within northern approaches to site;
  - Proposed planted containers considered inadequate;
  - Proposed planted containers would require permanent management;
  - Use of materials reflective of an industrial character not appropriate to the High Street and southern gateway to village;
  - Planted containers and freestanding sign would contribute to perception of clutter within the forecourt;
  - Detrimental impacts on vitality and viability of Henfield High Street resulting from unattractive state of application site;
  - Inaccuracies in accompanying Design and Access Statement in addition to plans detailing previous composition of building;
  - Works subject of this application fail to enhance the character of the Conservation Area;
  - Proposed alterations to roller-shutter doors would retain access to forecourt, influencing activities undertaken to front of building with resultant impacts on noise disturbance and traffic circulation;
  - Alleged changes of use within the application site;
  - Siting of bins and waste;
  - Parking and access arrangements;
  - Extent, design and colouring of signage;

- 3.6 1 representation of support was received, which can be summarised as:
- Enhanced and smartened appearance resulting from the installation of cladding.

#### **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**

##### Character and appearance

- 6.1 Policies 32 and 33 of the HDPF require development to be of a high standard of design and layout. Development proposals must be locally distinctive in character and respect the character of their surroundings. Where relevant, the scale, massing and appearance of development will be required to relate sympathetically with its built-surroundings, landscape, open spaces and to consider any impact on the skyline and important views.
- 6.2 Policy 34 of the HDPF seeks to sustain and enhance the historic environment through the positive management of development affecting heritage assets. Development will be required to preserve and enhance the special character of heritage assets through appropriate siting, scale, form, design, materials and techniques. Development proposals must be designed to preserve a clear appreciation, and the legibility, of distinctive vernaculars, features and fabrics, whilst appropriate assessment should be undertaken to inform an understanding of the significance of the heritage asset.
- 6.3 The Setyres Garage is identified within the Henfield Conservation Area and Management Plan (2018) as a building that has a negative impact upon the quality of the Conservation Area, a view which is echoed by the response of the Council's Conservation Officer in relation to the current proposal. The building exhibits none of the vernacular of surrounding historic development and with little association in terms of colour and material palettes. Buildings within the site are set back a minimum of 8.1m from the publicly maintained highway, accommodating the forecourt of the former filling station, with a further parking/access area to the north of existing garaging. This arrangement represents an uncharacteristic break in the grain of semi-detached/terraced buildings to the north of the site and contrasts with primarily terraced development opposite the site on the High Street, where in both cases development mostly stands adjacent to the pavement; with some limited exceptions.
- 6.4 The nature of activity undertaken within the site further contrasts with surrounding development, characterised primarily by the utilitarian character of car-repair and car-wash businesses operating from the site, in contrast to more common prevalence of Class A1, A2, A3 and C3 uses in this section of the High Street.
- 6.5 It is considered that as a result of these factors the application site makes a limited contribution to the overall significance of the Conservation Area, and that the utilitarian character it possesses has limited impact on any public appreciation or understanding of

the significance of the Conservation Area or of Listed Building's opposite the site. On this basis, whilst the buildings found within the site possess little architectural quality, the remodelling of these structures as proposed under this application would be considered to result in little change to the already incongruous character, form and appearance of existing structures.

- 6.6 It is accepted that the introduction of a metal cladding does not reflect a traditional material palette, however, the use of such a material is considered appropriate in this instance. The introduction of a matt-grey metal cladding to the garage building and car wash has resulted in a more consistent and clean appearance that has positively impacted on the aesthetic quality of the site and would be deemed appropriate to the utilitarian character of existing buildings; a view which is shared by the Council's Conservation Officer.
- 6.7 It is recognised that the Conservation Area Management Plan (2018) encourages the use of traditional clay tile hanging or timber weatherboarding; such recommendations cannot though be regarded as prescriptive. As set out above, it is considered that the introduction of metal cladding has positively impacted on the appearance of the site and this element of the proposal has, as a minimum, preserved the character or appearance of the Conservation Area.
- 6.8 The alterations to fenestrations and east-facing roller shutter bays are not considered to result in any detrimental change in appearance to the garage building, and in respect of the reintroduction of glazing, would largely return the appearance of the façade to its composition prior to alterations being undertaken. It is not considered that such works are objectionable or would result in any detriment to the character or appearance of the building or its wider surroundings.
- 6.9 The proposal further seeks to introduce a freestanding dark-stained timber pole sign within the forecourt, in addition to a modest timber bin screen and planted containers adjacent to the pavement. The proposed timber pole sign would feature a hanging sign subject of the concurrent application for Advertisement Consent (DC/19/1211); the composition/design of the hanging sign itself is not subject of this application.
- 6.10 The pole sign would be sited centrally within the site, between the two highway accesses, with two planted containers positioned to either side. Although of a notable 4m height, the timber pole is traditionally formed and proposed to be finished in a dark staining with no internal or external illumination. It is considered that a pole sign does not represent an unexpected feature to a commercial garage, and further noted that there is evidence of a historic pole sign in association with the former filling station in a similar location to that proposed as per site visit photography attached to application HF/56/94.
- 6.11 The proposed pole sign is therefore considered of an appropriate design that would not detract from the prevailing character or appearance of the High Street, nor fail to preserve the significance of proximate heritage assets.
- 6.12 It is noted that representations have been received relating to the effectiveness of proposed bin screens and continued management of proposed planters. It is though considered that the inclusion of these elements provides some relief to the otherwise utilitarian character of the application site, providing a means of softening the frontage and better integrate with the wider surroundings.
- 6.13 Whilst it is accepted that the application site possesses a character and pattern of use that shares little association with its historic surroundings, this constitutes an established relationship which the alterations sought under this proposal would not exacerbate. It is, however, considered that the application of external cladding positively impacts upon the appearance of the main garage building. The proposal, would, therefore be deemed compliant with policies 32, 33 and 34 of the HDPF.

Impact on neighbouring amenity:

- 6.14 Policy 33 of the HDPF provides that development will be required to ensure a design that avoids unacceptable harm to the occupiers/users of nearby property and land with sufficient regard to the sensitivity of surrounding development.
- 6.15 The proposal does not entail the enlargement or addition to existing buildings and the nature of the proposed works would not have any greater material impact on neighbouring amenity than results from the current arrangement.
- 6.16 It is recognised that several representations refer to a change of activities within the forecourt, and the potential influence of the proposal in promoting a more intensive use of the forecourt through the provision of a sliding entrance within the primary façade connecting to a store/retail/reception area. The forecourt forms part of the established curtilage of the garage as a single planning unit, however, with any activities undertaken clearly incidental to the use of the site for garaging and retail purposes. No change of use is sought by this proposal, and there are no apparent pre-existing conditions restricting the specific activities which can be undertaken within the forecourt. The introduction of a sliding door between store/retail areas in the primary façade and forecourt may well promote a more intensive use of the forecourt area, however, this this would be within the remit of the lawful use of the site and subject to the existing daytime operating hours of the business. It would not be considered, therefore, that potential disturbance arising from a possible greater use of the forecourt area could be objectionable on planning grounds nor exceed a threshold of unacceptable harm warranting a reasonable refusal of planning permission.

Parking, Highway Safety and Operation:

- 6.17 Policy 40 of the HDPF states that transport access and ease of movement is a key factor in the performance of the local economy. The need for sustainable transport and safe access is vital to improve development across the district.
- 6.18 Policy 41 of the HDPF stipulates that development must provide adequate parking and facilities to meet the needs of anticipated users, with consideration given to the needs of cycle parking, motorcycle parking and electric/low emission vehicles. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.
- 6.19 The proposal entails no alteration to existing highway accesses or parking arrangements within the application site. Whilst it is recognised that representations have been received that raise concerns as to highway operation and safety in vicinity of the application site, these primarily concern activities undertaken within the site and pertain to alleged changes of use that are not subject of this application.
- 6.20 As considered by the Local Highways Authority, proposed signage and containers are positioned so as not to influence access or visibility. Physical changes to the garage building, and the provision of a non-illuminated sign, constitute works that would not materially influence highway safety, operation or parking provision. It is, consequently, considered that policies 40 and 41 of the HDPF would be satisfied in this instance and that there is no evidence that the operational development subject of this application would exacerbate highway safety or operation.

## Conclusion

- 6.21 It is considered that the proposal would, having regard to the nature of the site and its relationship with surrounding development, preserve the character and appearance of the site and surrounding heritage assets. The nature of the proposal does not raise any concerns in respect of its impact on neighbouring amenity or highway safety. The proposal is considered acceptable in respect of all other material considerations.

## **7. RECOMMENDATIONS**

- 7.1 That planning permission be granted, subject to the following conditions:-
1. A list of the approved plans

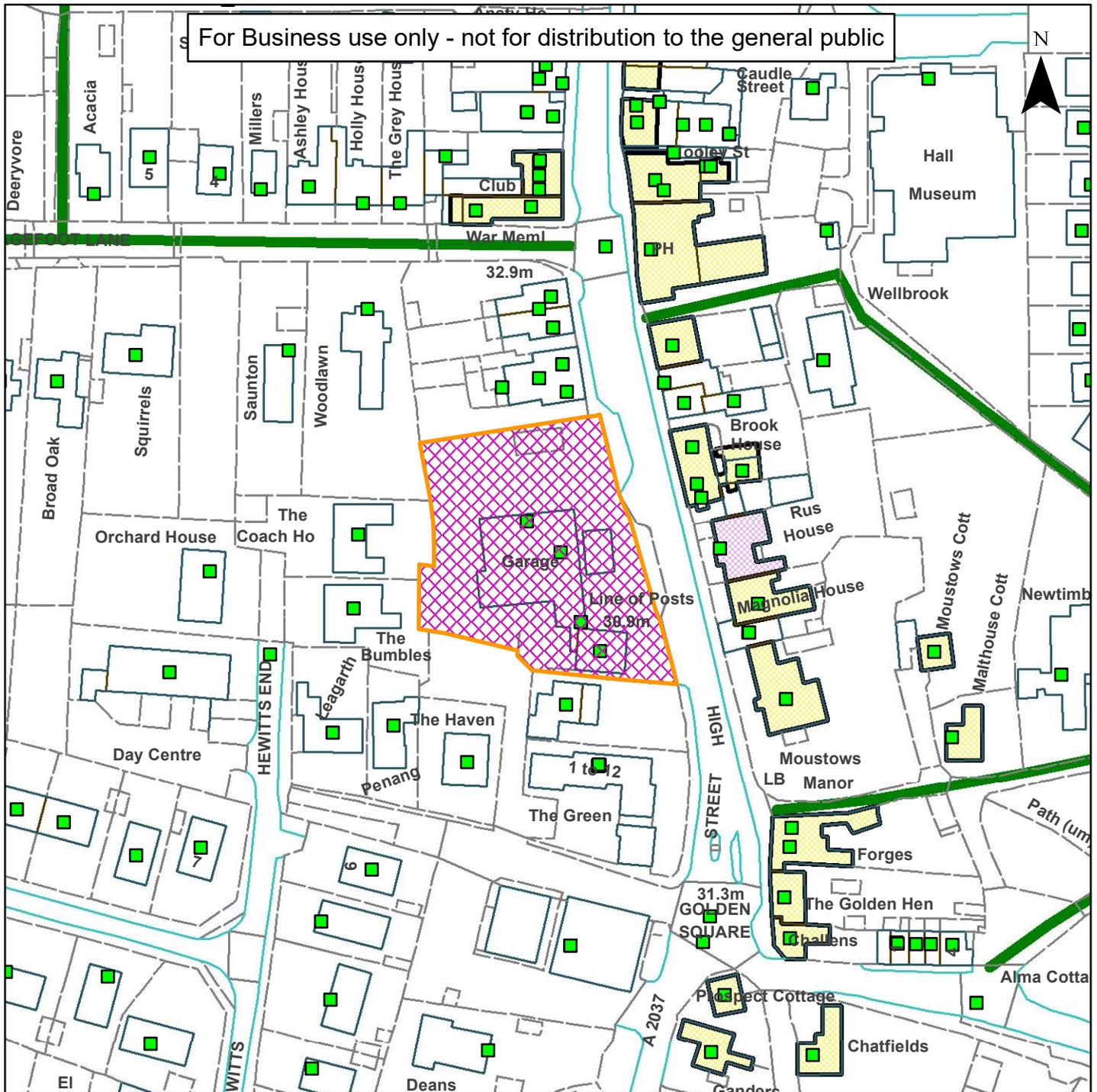
Background Papers: DC/19/1294  
DC/19/1211

# 6) DC/19/1294



**Horsham  
District  
Council**

SE Tyres LTD, High Street, Henfield



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Comments	Not Set
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**Horsham  
District  
Council**

## **PLANNING COMMITTEE REPORT**

**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 17 December 2019

**DEVELOPMENT:** Removal of 5x fascia signs to north and east elevations of main building and 2x fascia signs to south elevation of detached car wash. Installation of 1x fascia sign to east elevation of main building, 2x fascia signs to north elevation of main building and 1x pole mounted non-illuminated hanging sign within forecourt.

**SITE:** Setyres Ltd High Street Henfield West Sussex BN5 9DE

**WARD:** Henfield

**APPLICATION:** DC/19/1211

**APPLICANT:** **Name:** Mr Julian Sattin **Address:** Setyres Unit 7, Hackhurst Lane Hackhurst Lane Ind. Est. Lower Dicker, Nr. Hailsham BN27 4BW East Sussex

**REASON FOR INCLUSION ON THE AGENDA:** More than eight persons in different households have made written representations raising material planning considerations that are inconsistent with the recommendation of the Head of Development.

**RECOMMENDATION:** To grant advertisement consent subject to conditions

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

To consider the application for advertisement consent.

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

- 1.1 Advertisement consent is sought for the installation of three fascia signs on the main garage building and the provision of a single pole mounted hanging sign within the forecourt of the garage building.
- 1.2 The removal of several existing signs, including the existing main fascia sign, is further proposed and several signs have already been removed from the site. Consent is not sought to retain any existing signs on the Setyres garage building or detached car-wash as the scheme has been amended given concerns from officers on the initial scheme submitted.
- 1.3 Of the proposed fascia signs, the proposed main fascia would be installed on the eastern (principal) elevation of the garage building and would measure 7m in width and 80cm in height. The sign would be positioned above existing fenestrations and would be partially obscured by the existing forecourt canopy. The proposed main fascia sign would comprise

of aluminium powder coated aluminium primarily coated in a red, black, and yellow colour scheme reflecting the branding of the Setyres business.

- 1.4 The remaining fascia signs would be installed on the northern elevation of the building above the westernmost MOT bays. These would be of identical dimensions (2.7m wide by 70cm tall), and of a near identical blue and white aluminium design.
- 1.5 The proposed pole mounted hanging sign would measure 60cm in width and 90cm in height. This would display a red 'S' emblem with a yellow shroud in the Setyres branding against a black background. The hanging sign would comprise of aluminium.

#### DESCRIPTION OF THE SITE

- 1.6 The application site occupies an area of approx.2190m<sup>2</sup> to the west of Henfield High Street encompassing a garage building and car wash with associated incidental curtilage. There is evidence of a filling station on the 1930s Ordnance Survey record for Henfield, with buildings predominantly established in their current format by the 1970 Ordnance Survey record. The detached car wash was provided in the early 1990s pursuant to application HF/133/89.
- 1.7 The garage building contains a retail unit, occupied by the Car Parts Alliance, and a car-repair workshop occupied by Setyres. The garage building is of a varied form and character, likely reflecting incremental additions/alterations to the structure since its original construction. The site as a whole possesses a utilitarian character, reflecting the commercial nature of retail, car wash and car repair activities undertaken within the site.
- 1.8 The site falls within the Henfield Conservation Area, opposite a series of Grade II and Grade II\* Listed Buildings on the High Street.

## 2. INTRODUCTION

#### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning (Control of Advertisements) (England) Regulations 2007

#### RELEVANT PLANNING POLICIES

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

- 2.2 **National Planning Policy Framework (NPPF 2019)**

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

Policy 14 - Shop Fronts and Advertisements

Policy 25- Strategic Policy: The Natural Environment and Landscape Character

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 34 - Cultural and Heritage Assets

- 2.4 **Henfield Neighbourhood Plan**

Henfield Parish Council formally submitted their draft Neighbourhood Plan 2017 - 2031 to Horsham District Council under Regulation 15 of the Neighbourhood Planning (General) 2012 (as amended) on 30 October 2019. In accordance with Regulation 16, Horsham District Council are running a consultation from Friday 8 November 2019 to 5pm on Friday 19 December 2019. The plan is currently of limited weight.

- 2.5 **Henfield Parish Design Statement**

## 2.6 PLANNING HISTORY AND RELEVANT APPLICATIONS:

DC/15/1318	Redevelopment of site to provide new tyre, exhaust and MOT centre, 11 no. dwellings and 1 no. retail shop, served by two new accesses onto High Street (outline application)	Application Refused on 16.09.2015
HF/56/94	Installation of illuminated fascia and pole signs	Application Refused on 03.10.1994
HF/38/94	Forecourt alterations and new canopy	Application Refused on 20.07.1994
HF/85/91	Replacement windows & doors & rendering	Application Permitted on 19.02.1992
HF/133/89	Erection of car wash	Application Permitted on 09.11.1990
HF/98/86	Erection of 3 flag poles	Application Refused on 24.12.1986
HF/84/79	Pole sign	Application Refused on 14.02.1980
HF/83/79	Covered car display area	Application Refused on 21.02.1980
HF/8/79	Renewal hf/98/74 - petrol pumps	Application Permitted on 01.05.1979
HF/60/79	Re-develop forecourt	Application Permitted on 29.10.1979
HF/81/77	Extension to workshop	Application Permitted on 09.12.1977
HF/98/74	Renewal - 5 petrol pumps	Application Permitted on 12.02.1975
HF/56/70	Renewal of consent for 5 petrol pumps	Application Permitted on 18.09.1970

## 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)

### OUTSIDE AGENCIES

- 3.2 **Historic England:** No comment.
- 3.3 **WSSC Highways:** No objection, noting that the proposed pole sign would no longer be illuminated, as originally proposed, and consequently the proposed signage would give rise to no highway safety concerns.

## INTERNAL CONSULTATIONS

- 3.4 **HDC – Design and Conservation:** No objection. The proposed signage will consolidate a variety of signs that were hung on the building. These exacerbated the negative impact of the building in the conservation area. The proposed signage will result in a neater elevation and am satisfied they are proportionate in size to the building and the business and in relation to the position of the building set back from the street front. While there is no objection in principle to the illumination of the hanging sign the preference would be for no illumination. The proposed signage will not increase the harm caused by the building.

## PARISH COUNCIL

- 3.5 **Henfield Parish Council:** No objection

## PUBLIC CONSULTATIONS

- 3.6 55 letters of objection from 40 different addresses were received in connection with the proposal. A public petition was additionally received in objection to the proposal with 28 signatures. The main grounds for objection can be summarised as:-

- Concerns regarding garish colour palette;
- Concerns regarding excessive size of signage;
- Proposed signage of an industrial character and appearance not appropriate to this location in the Conservation Area and High Street;
- Signage of a colour, design and character not appropriate within the setting of nearby Listed Buildings;
- Signage of a colour and design not appropriate within the setting of nearby Listed Buildings;
- Conflict with policies 14 and 34 of the Horsham District Planning Framework (2015);
- Harm to character of designated heritage assets;
- Harm to the visual amenities of the public realm and quaint village character of Henfield;
- Signage does not preserve or enhance character of Conservation Area;
- Concerns as to the necessity of proposed fascia and pole mounted signage;
- No justification for proposed signage within the setting of listed buildings with reference to paragraph 194 of the National Planning Policy Framework (2019);
- Alleged changes of use within the application site;
- Siting of bins and waste;
- The legality of existing signage;
- Parking and access arrangements;
- Impact on the visitor economy;
- Existing and proposed operational development.

## 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 Regulation 3 of Part 1 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended) requires that local planning authorities assess applications for express consent in the interests of amenity and public safety, taking into account the provisions of the development plan so far as they are material and other relevant factors.

### Amenity:

- 6.2 Regulation 3(2) of the Control of Advertisement Regulations 2007 provides, without prejudice to any other relevant factors, factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest.
- 6.3 The National Planning Policy Framework states that poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Advertisements should be subject to control only in the interests of amenity as well as public safety, taking account of cumulative impacts.
- 6.4 Local policy reinforces the legislation and national policy aims. Policy 14 of the Horsham District Planning Framework (HDPF) states that advertisements should be sensitively designed, of an appropriate size and appropriately located. Advertisements should not be detrimental to the visual amenity of the buildings or area by reason of its scale, detail, character, design or illumination; impact on pedestrian or highway safety; or result in, or compound, the perception of clutter on the street scene. In addition, as stated within paragraph 132 of the NPPF, "the quality and character of places can suffer when advertisements are poorly sites and designed...Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts".
- 6.5 The Setyres Garage is identified within the Henfield Conservation Area and Management Plan (2018) as a building that has a negative impact upon the quality of the Conservation Area. The Setyres garage building has historically hosted a variety of signage on its eastern and northern elevations in addition to the southern elevation of a detached car wash. This historic signage is considered to have exacerbated this negative impact of the Setyres building.
- 6.6 The proposal would seek to consolidate signage, with branded signage reduced to a single main fascia sign and proposed hanging sign. It is considered that in principle the proposed reduction in overall signage area from both the existing and historic arrangement would enhance the appearance of the application site.
- 6.7 The proposed main fascia sign is designed to correlate with existing windows in the main façade, both being positioned centrally above these and of a matching width and subservient height. This arrangement is more representative of a traditional fascia sign arrangement, with the dimensions of the proposed main fascia considered proportionate to the façade and overall building. It is accepted that the proposed main fascia sign would feature bold colours (yellow, red and black), not generally prevalent in historic shopfronts north of the site on High Street. It is, however, considered that there is a notable distinction between the character of the application site and that of its historic surrounds.
- 6.8 The proposed main fascia would be 12m set back from the High Street and its siting to the rear of the main building line would not be appreciable within long views to the North or South on High Street. The visual impact of the proposed sign, therefore, would be limited to short views in proximity of the application site, where the proposed signage would be

appreciated in association with commercial garaging activities undertaken within the site and the utilitarian character that the site possesses.

- 6.7 Bringing these factors together it is considered that a divergence in colour and design is not unexpected in this instance relative to the surrounds of the application site, nor would it prove detrimental to the quality or character of the public realm. As the proposal involves a relatively modern commercial building it is not considered that the use of colours would be inappropriate to the character and appearance of the Setyres building. In addition, it is considered that the consolidation and reduction of existing and historic signage should be assigned significant weight. Notwithstanding the individual colours and design of the proposed main fascia sign, this would replace an existing sign of greater dimensions and several historic lesser signs of a cumulative greater scale.
- 6.8 The fascia signage to the northern elevation of the garage building would be in excess of 20m from the public highway. These signs would direct customers to maintenance bays, and are considered appropriate in light of the use of the site for commercial garaging. Given the lesser dimensions and more discrete siting of this proposed signage it is not considered that this would result in any material detriment to the quality or character of the public realm. It is again noted that the two signs proposed would represent a reduction in signage area beyond the existing 'MOT bay' fascia sign.
- 6.9 The proposed hanging sign, which would not be illuminated, is considered to be modestly dimensioned at 60cm in width and 90cm in height. The sign would feature an alternative colour palette and design to the main corporate colours of the Setyres business, with proposed signage featuring a more muted red 'S' on a black background. It is accepted that the proposed hanging sign by virtue of its forecourt positioning and height would prominently feature within the public realm and within long views on High Street. It is not considered that the proposed hanging sign is indicative of a 'garish' design and the signage is considered entirely appropriate to the utilitarian character of commercial activities undertaken within the site. Together with the traditionally formed dark stained timber support it is considered that the hanging sign would preserve visual amenity and the character and appearance of the wider Conservation Area.
- 6.10 Overall, whilst the prominence of the site in relation to proximate heritage assets and on the High Street is acknowledged it is considered that the proposal would preserve the visual amenities of the public realm and that some improvements to the appearance of the site would result through the rationalisation of existing signage. The proposal is therefore considered acceptable in respect of amenity.

#### Public Safety:

- 6.11 The Advertisement Regulations state that factors relevant to public safety include the safety of persons using any highway; whether the display of the advertisement in question is likely to obscure or hinder the ready interpretation of any traffic sign and whether the display of the advertisement in question is likely to hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
- 6.12 The proposed advertisements would be positioned on the footway a sufficient distance from the highway to avoid the structure creating a visual or physical obstacle for vehicle users; no sightlines or clearances would be affected.
- 6.13 There are, consequently, not considered to be any adverse impacts in respect of public safety resulting from the proposed signage, subject to a condition requiring that proposed signage is maintained in a condition that would not endanger the public.

## Conclusion

- 6.14 The rationalisation of existing signage is considered advantageous to the appearance of the application site and wider visual amenities of the public realm. The proposed signage is considered of a size, siting, design and composition which would be appropriate to the utilitarian character of the application site and would not exacerbate any pre-existing degree of incongruity between the site and its wider historic surroundings. The proposed signage would not be considered harmful to amenity and there are no public safety concerns that would warrant a refusal of consent in this respect.

## **7. RECOMMENDATIONS**

- 7.1 That advertisement consent be granted subject to the following conditions:-

1 A list of the approved plans

2 **Advert Condition:** No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

No advertisement shall be sited or displayed so as to:

- a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
- b) obscure, or hinder, the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
- c) hinder the operation of any device used for purpose of security or surveillance or for measuring the speed of any vehicle.

Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

Reason: In the interests of the visual amenities of the locality.

3 **Advert Condition:** The signage hereby approved shall not be internally or externally illuminated.

Reason: In the interests of the visual amenities of the locality and to maintain highway safety.

### NOTE TO APPLICANT

The applicant is advised that to avoid possible Enforcement proceedings the following advertisements should be removed from the site / buildings within 2 months from the date of this decision:-

- Existing main Setyres fascia sign, eastern elevation.
- Existing MOT bay sign, northern elevation.

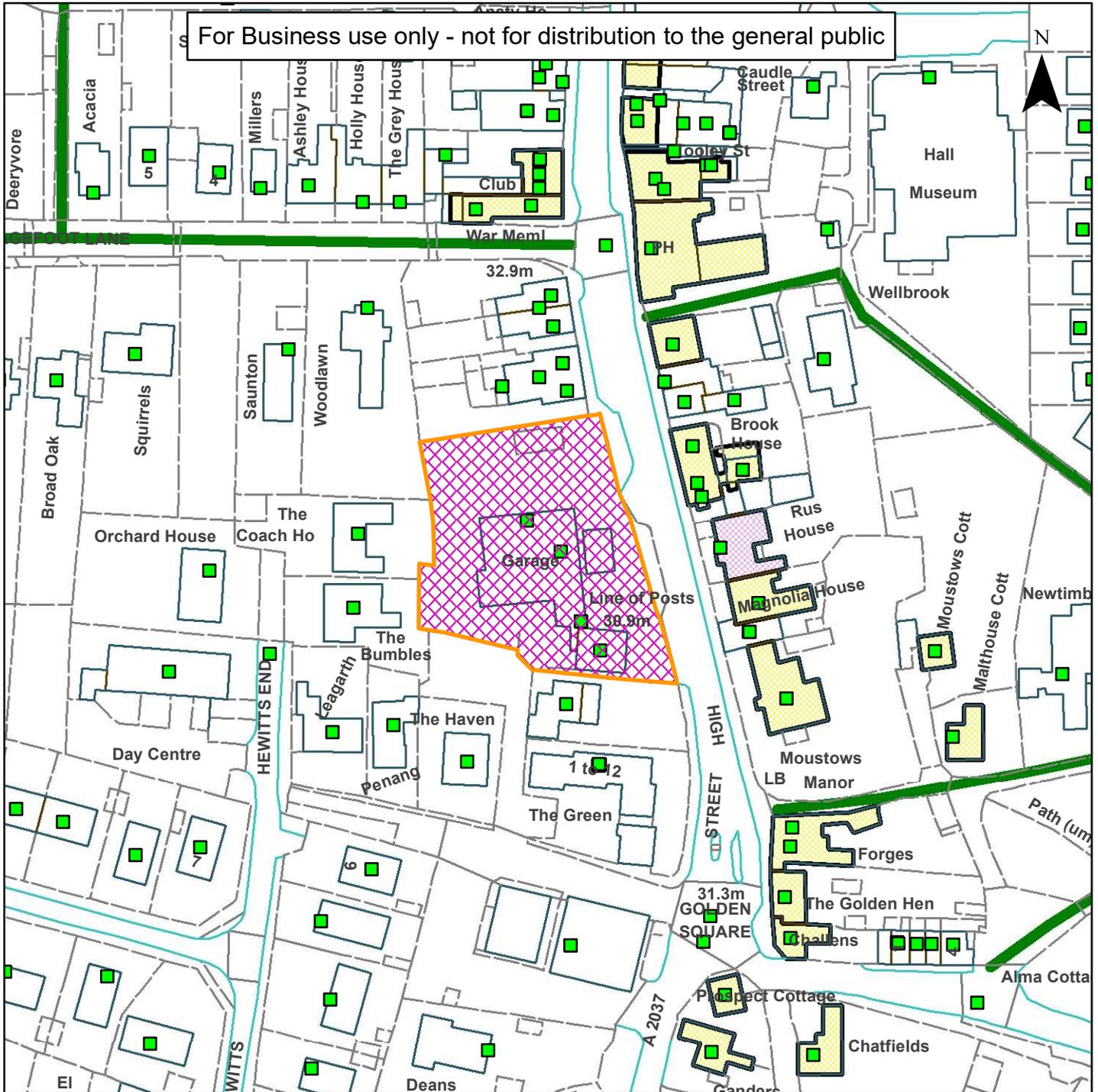
Background Papers: DC/19/1211  
DC/19/1294

# 7) DC/19/1211

SE Tyres LTD, High Street, Henfield



## Horsham District Council



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