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Planning Committee (South)

Tuesday, 21st February, 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

Agenda

| | Page No. |
|--|-----------------|
| 1. Apologies for absence | |
| 2. Minutes | 3 - 10 |
| To approve as correct the minutes of the meeting held on 17 th January 2017 | |
| 3. Declarations of Members' Interests | |
| To receive any declarations of interest from Members of the Committee | |
| 4. Announcements | |
| To receive any announcements from the Chairman of the Committee or the Chief Executive | |
| To consider the following reports of the Development Manager and to take such action thereon as may be necessary: | |
| 5. Appeals | 11 - 14 |

Applications for determination by Committee:

- | | | |
|-----|---|---------|
| 6. | DC/16/1419 - Little Gillmans Cottage, Marringdean Road, Billingshurst (Ward: Billingshurst & Shipley) Applicant: Mr Nick Daley | 15 - 32 |
| 7. | DC/16/2624 - Westminster House, Station Road, Pulborough (Ward: Pulborough & Coldwaltham) Applicant: Neil and Louise Spink | 33 - 42 |
| 8. | DC/16/1798 - Lakers Building and Fencing Supplies Ltd, Station Approach Industrial Estate, Station Road, Pulborough (Ward: Pulborough & Coldwaltham) Applicant: Mr Peter Crosdil | 43 - 48 |
| 9. | DC/16/1646 - The Banyan Tree, 19 Swan Corner, Pulborough (Ward: Pulborough & Coldwaltham) Applicant: Mr G Smith | 49 - 56 |
| 10. | DC/16/2915 - Blacklands Farm Camping, Blacklands Farm, Wheatsheaf Road, Henfield (Ward: Henfield) Applicant: Mr Neil and Grahame Goodridge | 57 - 66 |
| 11. | DC/16/2522 - Blacklands Farm, Wheatsheaf Road, Henfield (Ward: Henfield) Applicant: Mr Grahame and Neil Goodridge | 67 - 74 |
| 12. | 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

Planning Committee (South)
17 JANUARY 2017

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

Apologies: Councillors: Jonathan Chowen, Roger Clarke and Ben Staines

PCS/84 **MINUTES**

The minutes of the meeting of the Committee held on 20th December were approved as a correct record and signed by the Chairman.

PCS/85 **DECLARATIONS OF MEMBERS' INTERESTS**

DC/14/2694 – Councillor Philip Circus declared a personal interest because he was a customer of the applicant's business.

DC/16/2279 – Councillor Tim Lloyd declared a personal interest because he knew one of the public speakers.

PCS/86 **ANNOUNCEMENTS**

There were no announcements.

PCS/87 **APPEALS**

The list of appeals lodged, appeals in progress and appeal decisions, as circulated, was noted. The Development Manager confirmed that the dismissal of Appeal DC/14/0588, Sandgate Nursery, West End Lane, Henfield, indicated significant support for the policies within the Horsham District Planning Framework with regard to determining applications outside the BUAB (built-up area boundary).

PCS/88 **DC/16/2388 - PARSONS FIELD STABLES, PICKHURST LANE, PULBOROUGH (WARD: PULBOROUGH & COLDWALTHAM) APPLICANT: MR JACK COLE**

The Development Manager reported that this application sought part retrospective temporary planning permission to change the use of land to a caravan site for up to three caravans for gypsy-traveller family occupation, together with a timber utility shed, utility trailer, septic tank, hard standing and landscaping.

The application also sought to extend the red edged application site, granted temporary permission until the end of 2019 under DC/09/2130, for the siting of two caravans for a single gypsy family with timber shed and hard standing.

The application site was in a rural location south of Pickhurst Lane. Leylandii trees had been planted along the northern boundary fence and hedgerow ran along the boundary to Pickhurst Lane. There were public footpaths close to the site, and the boundary of the South Downs National Park was some 175 metres to the west. Whitehall Cottage, a grade II listed building, was north-east of the site, on the opposite side of Pickhurst Lane. There was a static mobile home, outbuilding, utility trailer, barn and touring caravan on the site.

Details of relevant government and council policies, as contained within the report, were noted by the Committee. Members also considered details of the relevant planning history connected to the site.

The responses from statutory internal and external consultees, as contained within the report, were considered by the Committee. Members were advised that the site had been formally put forward for consideration as an official Gypsy and Traveller site for inclusion in the Site Allocations DPD (Development Plan Document).

The Parish Council objected to the application. Fourteen letters of objection, including one from the Wiggonholt Association and one from the Pulborough Society, had been received. Three members of the public, and a representative of the Parish Council, spoke in objection to the application. The applicant 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; landscape character; sustainable development; its impact on neighbouring properties; and highways considerations.

Members discussed their concerns regarding the sustainability of the site and its impact on the character of the area and weighed these against the benefit of addressing the need for additional Gypsy and Traveller accommodation sites in the district. Members considered the application in the context of the Site Allocations DPD (Development Plan Document), which was being developed for implementation before the end of 2019, and concluded that a temporary permission until the end of 2019 would be acceptable.

RESOLVED

That planning application DC/16/2388 be granted subject to the conditions and reasons as reported.

**PULBOROUGH (WARD: PULBOROUGH & COLDWALTHAM) APPLICANT:
MR A STALLY**

The Development Manager reminded Members that this application (for the demolition of a shop, work shop and store and the erection of a building containing a retail shop, workshop and store, and three 1-bedroom flats within the second floor roof space) had been approved by the Committee in February 2016, subject to the removal of certain conditions and the completion of a legal agreement.

The proposal was to be reconsidered because the applicant had refused to agree the terms of the legal agreement, which sought to ensure the flats remained in the same ownership as the shop and workshop.

The application site was located within the built-up area of Pulborough on the southern side of London Road. Members were referred to the previous report which contained details of the location, relevant policies, planning history, the outcome of consultations and a planning assessment of the proposal.

Since publication of the report a petition signed by fourteen neighbouring residents objecting to the application had been received. The applicant and a representative of the Parish Council both addressed the Committee in support of the proposal.

Members considered whether the additional condition to restrict hours of use of the commercial business would be required to protect the residential amenities of future and neighbouring occupiers, and whether such a condition would materially harm the operation of the business, due to the seasonal nature of its work. After careful consideration Members concluded that the restrictive nature of Condition 13 would harm the well-established business which had operated from the site for a number of years without having an adverse impact on the amenity of the area.

RESOLVED

That planning application DC/14/2694 be granted subject to conditions 1 to 12 as reported, and the removal of Condition 13 regarding hours of use.

PCS/90 **DC/16/1664 - CROSSWINDS, HAMPERS LANE, STORRINGTON (WARD:
CHANTRY) APPLICANT: MR MERRICK**

The Development Manager reported that this application sought permission for the demolition of a dwelling and construction of two detached 5-bedroom dwellings with garages. Whilst all matters were reserved for future approval, the applicant had indicated that the site would be divided into a northern and southern plot, with access from the north-east corner of the site onto Hampers Lane.

The application site was located within the built-up area of Storrington and Sullington in an area of low density housing set in spacious wooded plots. The site was set back a considerable distance from Hampers Lane, accessed via an unmade track. The existing chalet-bungalow was to the north of the site, the remainder being a garden largely enclosed by substantial vegetation.

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 external consultees, as contained within the report, were considered by the Committee.

The Parish Council objected to the application. Letters of objection from ten addresses had been received. Four members of the public spoke in objection to the application, and a representative of the Parish Council also spoke in objection. The applicant and an advisor to the applicant both 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; character and appearance of the area; impact on neighbouring amenity; and highways.

Members discussed the special character of Heath Common and the restrictive nature of the local highway infrastructure and concluded that the replacement of one modest building with two 5-bedroom dwellings would have a harmful impact on the special character of the area and on the existing highway infrastructure.

It was suggested that the area could be designated as a Residential Area of Special Character (RASC) as part of the emerging Neighbourhood Plan.

RESOLVED

That planning application DC/16/1664 be refused for the following reasons:

- 01 The proposed development would represent an overdevelopment of the site which would cause harm to the special character of this part of Hampers Lane, contrary to Policies 25, 32 and 33 of the Horsham District Planning Framework.
- 02 The proposed development would increase the highways movements associated with the site, causing additional stress on local highway infrastructure, contrary to Policy 39 of the Horsham District Planning Framework.

PCS/91 **DC/16/2279 - WEST WINDS, BRIGHTON ROAD, WOODMANCOTE (WARD: BRAMBER, UPPER BEEDING & WOODMANCOTE) APPLICANT: MR AND MRS ROSS AND SHARON DOUGLAS**

The Development Manager reported that this application sought permission for a 5-bedroom two-storey dwelling. The proposed new building line was set forward from that of the current dwelling, a 4-bedroom Tudor-style building which would be demolished. The triple bay garage and two vehicular entrances to the site would be unaffected. An annexe to the east would be updated to reflect the contemporary design of the proposed new dwelling.

The application site was located outside the built-up area of Woodmancote on the south side of the A281, about two kilometres east of Henfield. There were clear views of the South Downs National Park to the south. Adjoining properties were predominately detached two-storey dwellings. A grade II listed building, Nutknowle Farm, was separated by two intervening dwellings. Properties to the north were well screened by vegetation.

Details of relevant government and council policies, as contained within the report, were noted by the Committee. Members noted the planning history of the site, in particular permission DC/16/0494 for a two storey rear and side extension to the existing building.

The responses from statutory internal and external consultees, as contained within the report, were considered by the Committee.

The Parish Council raised no objection to the application. Sixteen letters of support, three from nearby properties, had been received. Both the applicants addressed the Committee in support of the proposal, and 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; its impact on visual amenity; impact on neighbours; the removal of the copper beech, which had an Emergency Tree Preservation Order placed on it in December 2016; and highways and parking. Members also considered the local support for the proposal.

Members considered the design and mass of the replacement dwelling and how it compared to the approved DC/16/0494 and concluded that, given the secluded nature and large scale of the site, the application was acceptable.

RESOLVED

That planning application DC/16/2279 be determined by the Development Manager for the framing of conditions. The view of the Committee was that the application should be granted.

PCS/92 **DC/16/2538 - THE PIGGERY, WEST END LANE, HENFIELD (WARD: HENFIELD) APPLICANT: MR AND MRS LEE MCCATTY**

The Development Manager reported that this application was a resubmission of application DC/16/1356, which had sought permission for the demolition of a dwelling and the erection of a 4-bedroom live/work dwelling with continued B1 light industrial use. The dwelling would be single storey with a pitched roof accommodating attic space, and would include two oak gable features. This had been refused by the Committee in September 2016 (Minute No. DMS/48 (20.09.16) refers).

The resubmitted scheme had not been amended, but additional information had been supplied by the applicant to show development on the site in 2003, and a Unilateral Undertaking tying the proposed dwelling to the commercial use of the site had been submitted.

The application site was located outside the built-up area of Henfield to the rear of a ribbon of residential development along West End Lane. The surrounding landscape included an orchard and a number of mature trees, with open countryside to the south. A local joinery business operated from the site, which comprised three workshops and two sheds used for storage.

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 raised no objection to the application. Seventeen letters of support had been received. The applicant and the applicant's agent both 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 residential development outside the built-up area; the character of the site and its surroundings; amenity of neighbouring occupiers; and parking and traffic conditions.

Members considered whether the additional information supplied by the applicant overcame the reason for refusal of DC/16/1356, namely the construction of a residential property, which was not essential to its location, outside the built-up area boundary.

RESOLVED

That planning application DC/16/2538 be refused for the following reasons:

- 01 The proposed development is located in the countryside, outside of any defined built-up area boundary, on a site not allocated for development within the Horsham District Planning Framework, or an adopted Neighbourhood Plan. The Council is able to demonstrate a 5 year housing land supply and consequently this proposed development would be contrary to

the overarching strategy and hierarchy approach of concentrating development within the main settlements. Furthermore, the proposed development is not essential to its countryside location. Consequently, it represents unsustainable development contrary to policies 1, 2, 3, 4, and 26 of the Horsham District Planning Framework (2015).

The meeting closed at 5.10 pm having commenced at 2.30 pm

CHAIRMAN

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Development Management Committee (South)

Date: 21st February 2017



**Horsham
District
Council**

Report by the Development Manager: APPEALS
Report run from 5/1/17 to 8/2/17

1. Appeals Lodged

I 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/16/2579 | 9 Freemans Close Billingshurst West Sussex RH14 9UQ | 11 th January 2017 | Refuse | |
| DC/16/1957 | Ashley House Station Road Pulborough West Sussex RH20 1AH | 18 th January 2017 | Refuse | |
| DC/16/2049 | Land Between Shona and Camwood Mill Lane Ashington West Sussex | 19 th January 2017 | Refuse | |
| DC/16/0932 | Coombewick House London Road Ashington Pulborough West Sussex RH20 3AU | 25 th January 2017 | Refuse | |
| DC/16/1895 | Spear Hill Spear Hill Ashington Pulborough West Sussex RH20 3BA | 2 nd February 2017 | Refuse | Refuse |
| DC/16/2056 | Church Cottage Church Street Henfield West Sussex BN5 9NT | 2 nd February 2017 | Refuse | |

2. Live Appeals

I 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/16/1463 | Hillyards Sunset Lane West Chiltington Pulborough West Sussex RH20 2PB | Fast Track | 12 th January 2017 | Refuse | |
| DC/16/1464 | Hillyards Sunset Lane West Chiltington Pulborough West Sussex RH20 2PB | Fast Track | 11 th January 2017 | Refuse | |
| DC/16/1702 | Little Paddocks Crays Lane Thakeham Pulborough West Sussex RH20 3ER | Fast Track | 11 th January 2017 | Refuse | Refuse |
| DC/16/1036 | Lock Farm Lock Partridge Green Horsham West Sussex RH13 8EG | Written Reps | 2 nd February 2017 | Refuse | |
| DC/16/1252 | Little Thatch Veras Walk Storrington Pulborough West Sussex RH20 3JF | Written Reps | 2 nd February 2017 | Refuse | Refuse |
| DC/16/2453 | 7 Gorse Bank Close Storrington Pulborough West Sussex RH20 3AQ | Written Reps | 2 nd February 2017 | Refuse | |
| DC/16/1908 | Longbury Hill House Veras Walk Storrington Pulborough West Sussex RH20 3JF | Written Reps | 2 nd February 2017 | Refuse | Refuse |

3. Appeal Decisions

I 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/16/0572 | Land at Fryern Road Storrington West Sussex RH20 4BQ | Public Inquiry | Appeal Withdrawn | Refuse | |
| DC/16/1398 | Oakwood Farm Hooklands Lane Shipley Horsham West Sussex RH13 8PY | Written Reps | Dismissed | Refuse Prior Approval | |
| DC/15/2815 | Old Field Stables Fryern Road Storrington West Sussex | Written Reps | Allowed | Permit | Permit |

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**Horsham
District
Council**

PLANNING COMMITTEE REPORT

TO: Planning Committee South
BY: Development Manager
DATE: 21 February 2017
DEVELOPMENT: Erection of 14 dwellings following demolition of existing dwelling
SITE: Little Gillmans Cottage Marringdean Road Billingshurst West Sussex
WARD: Billingshurst and Shipley
APPLICATION: DC/16/1419
APPLICANT: Mr Nick Daley

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

RECOMMENDATION: To delegate to the Development Manager to grant planning permission, subject to conditions and the completion of a Legal Agreement to secure financial contributions to affordable housing and infrastructure provision.

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.2 The application is made in full and proposes the demolition of the existing dwelling and outbuildings and erection of 14 dwellings served by a single access onto Marringdean Road.
- 1.3 The dwellings would be arranged on two spur cul-de-sacs, one fronting Marringdean Road (east facing) and one facing south. The south-facing dwellings would comprise two terraces, each containing three 3-bedroom dwellings and one 2-bedroom dwelling. The east-facing dwellings would comprise three detached 4-bedroom dwellings and a terrace comprising two 3-bedroom dwellings and one 4-bedroom dwelling.
- 1.4 The dwellings would be fairly traditional in appearance, with ridged pitched roofs and a mix of hipped and gabled ends. The dwellings range in height from about 8.7m to 9.7m. Materials are not stated, but the artist's impressions illustrated in the Design and Access Statement shows red multi-brick, hanging tile and brown/grey roof tiles.
- 1.5 Car parking would be provided for the two south-facing terraces of dwellings in a parking court to the front of the terraces containing 17 spaces, shown to be allocated as one per 2-bed dwelling, two per 3-bed dwelling and three visitor spaces. Three further visitor spaces

are proposed adjacent to Marringdean Road. The 4-bedroom dwellings would each be provided with an integral garage and single driveway space. The two 3-bedroom dwellings fronting Marringdean Road would each be provided with two surface parking spaces adjacent to Marringdean Road.

- 1.6 Each dwelling would be provided with a rear garden with gated access. The gardens are around 9-11m deep.
- 1.7 The application is accompanied by a number of supporting documents, including:
- Design and Access and Sustainability Statement
 - Planning Statement
 - Environmental Noise Assessment
 - Ecological Appraisal Report
 - Bat Survey Report
 - Reptile Survey Report
 - Reptile Mitigation and Translocation Plan
 - Arboricultural Survey and Planning Integration Report
 - Transport Statement
 - Road Safety Audit
 - Flood Risk Assessment
 - Financial Viability Assessment

DESCRIPTION OF THE SITE

- 1.8 The application site currently has two distinct parts, separated by a wire fence. The first is Little Gillmans Cottage and its residential garden. This area is roughly flat and the garden is enclosed to the rear and south by close boarded fencing, adjacent to the new development at the neighbouring site. The second area is the plot of land between Little Gillmans and No. 8 Marringdean Road to the north. This part of the site is also roughly flat and contains an L- shaped single storey outbuilding. The use of the outbuildings and associated land was stated as 'storage' on the application forms of DC/04/0247 (which granted outline planning permission for erection of a single dwelling on part of the site), while the application forms of DC/04/2698 stated that the existing use of this part of the site was 'agricultural'. However, at the time of the Officer's site visit, this parcel of land appeared to be vacant, evidenced by overgrown vegetation on the site and the dilapidated condition of the outbuilding.
- 1.9 Marringdean Road is characterised by residential development, including new developments part occupied at Daux Wood (opposite the site to the east) and Marringdean Acres (south and west of the site). Gillmans Industrial Estate lies to the west of the site, which is at a slightly lower level than the application site.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT GOVERNMENT POLICY

- 2.2 The National Planning Policy Framework (March 2012), sections 1, 4, 6, 7, 8, 10 and 11.

RELEVANT COUNCIL POLICY

- 2.3 The Development Plan consists of the Horsham District Planning Framework (November 2015) (HDPF).
- 2.4 The relevant Policies of the HDPF are 1 (Sustainable Development), 2 (Strategic Development), 3 (Development Hierarchy), 15 (Housing Provision), 16 (Meeting Local Housing Needs), 24 (Environmental Protection), 25 (The Natural Environment and Landscape Character), 32 (The Quality of New Development), 33 (Development Principles), 35 (Climate Change), 36 (Appropriate Energy Use), 37 (Sustainable Construction), 38 (Flooding), 39 (Infrastructure Provision), 40 (Sustainable Transport) and 41 (Parking).

RELEVANT NEIGHBOURHOOD PLAN

- 2.5 Billingshurst Parish has been designated as a Neighbourhood Plan Area, but no draft plan has been produced at this stage.

PLANNING HISTORY

| | | |
|------------|---|-------------------------------|
| BL/84/03 | Demolition of existing buildings and erection of 2 detached houses and access (outline) | Refused |
| DC/04/0247 | Demolish existing buildings and erect one detached house (Outline) | Permitted |
| DC/04/2698 | Erection of dwelling and repositioning of vehicular crossover | Refused. Appeal dismissed. |

3. OUTCOME OF CONSULTATIONS

- 3.0 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.

INTERNAL CONSULTATIONS

- 3.1 Environmental Health Officer (summary): No objection, subject to conditions. The EHO's original comments raised concern regarding the impact of the adjacent industrial estate on the amenity of future occupiers. The Applicant has since submitted additional information in the form of a noise survey and the EHO raises no objection, subject to conditions requiring approval of details of a scheme of noise mitigation.
- 3.2 HDC Ecology Consultant (summary): Comment
The consultation response highlights that the development will result in the loss of a bat roost and will therefore need to satisfy the requirements of the Conservation of Habitats and Species Regulations 2010. To this end, the LPA must determine whether it is likely that a European Protected Species Licence will be granted, which is reliant on three tests:
1. *the consented operation must be for 'preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment'; (Regulation 53(2)(e))*
 2. *there must be 'no satisfactory alternative' (Regulation 53(9)(a)); and*
 3. *the action authorised 'will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range' (Regulation 53(9)(b)).*

The ecology consultant advises that the measures for avoidance, mitigation and enhancement provided in the Bat Survey Report accompanying the application seek to maintain the bat population at a favourable conservation status, and therefore the third test is met.

The ecology consultant recommends conditions, should planning permission be granted, requiring a Reptile Mitigation Strategy and an Ecological Mitigation and Enhancement Plan. The Applicant has since submitted a Reptile Mitigation Strategy, which the ecology consultant has reviewed and advises to be acceptable.

- 3.3 HDC Housing Services Manager (summary): No Objection
Notes that there is a lack of interest from Registered Providers in taking on small developments such as this, and that a financial contribution in lieu of on-site provision is acceptable in this instance, based on the merits of the case.
- 3.4 HDC Drainage Engineer (summary): Comment
- No comments to add to the WSCC Flood Risk Management officer and Southern Water comments.
 - Conditions to secure details of sustainable drainage should be included.

OUTSIDE AGENCIES

- 3.4 West Sussex County Highway Authority (summary): No Objection subject to Conditions
The County Highway Authority initially responded that the changes recommended in the Stage 1 Road Safety Audit were not incorporated into the design of the development. The applicant subsequently submitted additional information, and the Highway Authority now raise no objection, subject to conditions. Key points from the WSCC Highways consultation response include:
- The development is likely to result in 8 two-way trips generated in the AM peak and 7 in the PM peak.
 - This is not considered to be a significant increase in trips on the local highway network.
 - The Highway Authority would not expect any highway safety or capacity issues to arise from this proposal that could be considered severe.
 - Visibility splays in excess of those required can be achieved.
 - Kerb radii within the development access needs to be increased, but this can be secured by condition.
 - Refuse collection access would be tight, but workable.
 - Local services and facilities are accessible by foot.
 - A pedestrian access through the site should be provided. This can be secured by condition.
 - WSCC are satisfied that safe and suitable access for all can be achieved, subject to conditions.
- 3.5 West Sussex County Rights of Way (summary):
No objection.
- 3.6 West Sussex County Flood Risk Management (summary):
No objection, subject to conditions requiring approval of full details of surface water drainage designs and of the maintenance and management of any sustainable drainage features within the site.
- 3.7 West Sussex County Strategic Planning (summary): Comment
Financial contributions towards infrastructure provision are requested. These include education, libraries, fire and rescue and transport. The transport element is to be put towards pedestrian and cycle improvements within the vicinity of the development which

would improve and promote sustainable movement between the development and local infrastructure, to include Billingshurst railway station, The Weald Community School and Billingshurst Primary School

3.8 Southern Water (summary):

No objection, subject to inclusion of an informative regarding connection to the public sewerage system, a condition requiring approval of the details of construction and maintenance of any sustainable urban drainage features and a condition requiring approval of means of foul and surface water sewerage disposal.

PUBLIC CONSULTATIONS

3.9 Billingshurst Parish Council (summary): Objection

Strongly object. The consultation response includes the following points:

- Concern regarding increased vehicle movements
- Distance to village centre and doctors surgery means more vehicle movements
- Site is not allocated in the HDPF and is unacceptable in principle
- It is not clear how the proposal meets local housing needs
- Does not enhance landscape character
- Does not improve the character and quality of the area
- Site is not brownfield
- Inadequate parking provision
- The road is narrow
- There is no bin collection point for units 1-6
- Site is underlain by an unproductive strata aquifer with low permeability
- Development results in a higher percentage of the site covered in impermeable surfaces
- Development is likely to lead to reduced infiltration and overland flow, and climate change will increase fluvial flooding
- The submitted Flood Risk Assessment refers to a street that is not in Billingshurst
- There is a lack of surface water sewers in the vicinity of the site, so discharge to these is not feasible
- Discharge of surface water to a watercourse, but the ditch to the east of the site is in ownership of another developer and floods from the area of their site to the junction of Natts Lane, Marringdean Road and Lower Station Road.
- The development would add to existing flooding problems
- This development may drain to the Natts Lane area, which causes flooding due to drainage not being properly maintained by riparian owners
- Overdevelopment of the site
- No footpath on this side of Marringdean Road, meaning that pedestrians need to cross the busy road

3.10 11 Letters of objection from 10 households have been received by the Council, which include the following points:

- Loss of privacy to 8 Marringdean Road
- Loss of privacy to properties on Honeysuckle Drive
- Noise and disturbance to properties on Honeysuckle Drive due to location of parking court
- Reduced air quality to properties on Honeysuckle Drive due to proximity to parking court
- Loss of light to neighbouring dwellings
- Development is too dense
- Overdevelopment of the area with hundreds of new homes in a short time
- Insufficient drainage serving the site
- The site is at a lower level than Marringdean Acres. Water has pooled on this site for days in wet weather
- Houses backing onto the site are currently suffering severe flooding to gardens

- Ecology survey not sufficient
- Land to the rear of the outbuildings is agricultural land
- Outbuildings now appear to be used for garages for an agricultural contractor
- Trees have been removed prior to the application being submitted
- Fewer and smaller dwellings would be more appropriate
- Infrastructure in the village is inadequate
- It is already difficult to get appointments at the Billingshurst Doctors surgery. Additional residents will make this worse
- Residents of the new development at Wickhurst Green have been advised to register at the Billingshurst Doctors surgery.
- The local secondary school already needs extra staff
- Billingshurst station cannot cope with more commuters
- Additional traffic will add to congestion in the village, particularly at the level crossing on Station Road and due to on-street parking
- Concern that the existing access onto Honeysuckle Drive will be used and add to traffic on this road
- Loss of an existing building of character and charm
- Proposal would add to existing parking problems in the area
- This will add to the construction noise and traffic already in the area and causing disturbance to residents
- The application should include affordable housing

3.11 One letter of comment has been received, which raises the following point:

- The road marked as Blackthorne Avenue on the plans is actually Honeysuckle Drive

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

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

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

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

6. PLANNING ASSESSMENTS

6.1 The application site is located within the built-up area of Billingshurst wherein applications for residential development are acceptable in principle, subject to compliance with the relevant Policies of the Adopted Development Plan. The main considerations on this application are therefore whether the proposal is of a high quality design, the impact of the proposal on the privacy and amenity of existing and future occupiers, the parking and highways implications of the development and whether sufficient drainage infrastructure to serve the development can be delivered.

6.2 By way of background, the former Development Plan Proposals Map (i.e. pre-HDPF) included the existing L-shaped outbuildings within the built-up area boundaries, but the remainder of the site was outside of the built-up area. The dwelling and associated garden permitted by DC/04/0247 (not implemented) was contained wholly within the previous built-up area boundary, and therefore the principle of that development was considered to be acceptable. In contrast, the other proposals for new dwellings listed in the Planning History

section of this report also included land outside of the former built-up area boundary, and therefore the principle of development was contrary to the Development Plan at that time. The development of Honeysuckle Drive and Daux Wood in the period since consideration of these previous applications has resulted in the built-up area boundary being re-drawn to include a wider area, and the application site now lies well within the built-up area boundary. As such, the previous reasons for refusal relating to the principle of development on this site outside of built-up area boundaries are no longer relevant in the current policy context.

Design and Layout

- 6.3 The existing development on Marringdean Road is generally arranged in a linear pattern fronting the highway. However there are examples of cul-de-sacs of dwellings off the main road, such as Kingsfold Close, and larger developments such as Marringdean Acres and land at Daux Wood result in a fairly urban grain to development in this area. The proposed development would have a density of 35 dwellings per hectare (14 dwellings on a 0.4 hectare site). The development of 150 dwellings to the south of the site (DC/10/0939) has an overall density of 24.6 dph. However, that development is split into distinct developed areas separated by open spaces, and the area containing 75 dwellings immediately to the south of the current application site has an area of about 2.5 hectares, equating to a density of 30dph. While the proposed development is higher density than the adjacent development, the submitted drawings demonstrate that this higher density can be delivered in a way that integrates satisfactorily with the existing street scene, maintains a frontage development with landscaped buffer to Marringdean Road and with the higher density rows of terraced units sited on an access spur road set behind the main frontage development. As such, no objections are raised to the proposed density of development.
- 6.4 The proposed dwelling types are varied and interest is added by the use of different roof forms and heights, as well as design detailing such as gable features, bay windows, porches and areas of hanging tile. The house types would therefore integrate satisfactorily with the existing built form in the area.
- 6.5 The dwellings to the Marringdean Road frontage would be set back from the highway and served by a separate access road, with parking spaces and a landscaped buffer immediately adjacent to Marringdean Road. The site plan shows indicative tree planting to the site frontage, which would serve to soften the appearance of the development and assist in its assimilation into the street scene. There is less opportunity for planting to the front of the south-facing dwellings on the east-west access spur, as the area to the front of the dwellings is mainly given over to parking provision. However, the boundary with the dwellings on Honeysuckle Drive is proposed to comprise tree and hedgerow planting inside a 1.8m close boarded fence. Although this part of the development would therefore be dominated by hardsurfacing, this would not be prominent in the wider street scene and therefore would not be harmful to the character of the area.
- 6.6 Overall therefore, no objection is raised to the impact of the development on the character and appearance of the area.

Amenity of Existing Neighbouring Residents

- 6.7 The site adjoins No. 8 Marringdean Road to the north and Nos. 2, 4 and 6 Honeysuckle Drive to the west and south. No. 8 Marringdean Road has a long rear garden running east-west. The two terraces of four dwellings would be sited parallel with the rear garden of No. 8. The dwellings would be separated from the boundary with No. 8 by rear gardens of around 9.6m in length. Although the new dwellings would be visible from the rear of No. 8, it is considered that the proposed rear gardens provide sufficient separation to ensure that occupiers of No. 8 retain a reasonable level of privacy and amenity. As such, no objections are raised in respect of the impact of the proposal on occupiers of No. 8 Marringdean Road.

- 6.8 To the south, Plots 4 and 5 would back on to No. 2 Honeysuckle Drive (a corner plot with garden wrapping around the rear and eastern side of the dwelling), but the proposed dwellings are separated from the existing neighbouring dwelling by rear gardens of over 10m in length. As such, a reasonable level of privacy would be maintained at No. 2. The two terraces of four dwellings face south, towards the rear of Nos. 2, 4, and 6 Honeysuckle Drive. The front elevations of the new dwellings would be separated from the rear boundaries of the Honeysuckle Drive properties by parking spaces and the proposed access road- a distance of about 13m. This is sufficient to maintain a reasonable level of privacy to these existing properties.
- 6.9 The access road and parking court would be sited directly to the rear of the Honeysuckle Drive properties. There would therefore be an increased level of activity in this area in comparison to the existing vacant land. However, the relationship of parking courts to the rear of residential gardens is not an uncommon one and is generally considered to be acceptable. In this instance, there is a close boarded fence separating the residential gardens from the parking/access area which will screen the activity to an extent, in particular preventing glare from headlights causing disturbance to the adjacent occupiers. Furthermore, the Environmental Health Officer does not raise objection to the impact of this relationship on neighbouring residents.
- 6.10 In addition to the acceptable separation distances set out above, the site plan also shows indicative tree planting to the boundaries with adjacent gardens, which will serve to break up views of the new dwellings from neighbouring properties and provide some additional screening. No objection is therefore raised in respect of the impact of the proposal on the amenity of neighbouring residents.

Amenity of Future Residents

- 6.11 The site is adjacent to Gillmans Industrial Estate to the west. The industrial estate contains a number of independently occupied units, which are subject to few planning controls in respect of hours of operation and specific uses/use classes. The Environmental Health Officer raised concern in his initial consultation response that insufficient information had been submitted to demonstrate that an acceptable noise environment could be achieved for future occupiers, taking account of the activities that occur at the industrial estate. It is noted that the adjacent development at Honeysuckle Drive was permitted on appeal, with the Inspector satisfied that an acoustic barrier would be sufficient to ensure an acceptable noise environment. However, it is apparent that since permission was granted for the adjacent development, units within the industrial estate which were previously vacant or occupied by low noise-generating uses have been re-occupied, including the southernmost unit which is currently occupied by a plant hire company. The activities at the plant hire company include early morning collection of plant, resulting in a number of large vehicle movements, including the operation of reversing alarms on vehicles. These activities have generated a number of noise-related complaints from occupiers of the new dwellings, despite the acoustic barrier erected between the sites. The EHO is concerned to ensure that suitable mitigation is in place to protect future occupiers of the proposed development from noise disturbance generated at the industrial estate. In response to this concern, the applicant has submitted an Environmental Noise Report. This has been reviewed by the EHO, who now raises no objection subject to a condition requiring approval and implementation of a scheme to reduce noise intrusion to amenity spaces and habitable rooms.
- 6.12 The development provides each dwelling with a rear garden of an acceptable size to provide future occupiers with a functional amenity space. The layout of the development is such that future occupiers would be provided with a reasonable level of privacy.

Parking and Highways

- 6.13 The development provides four single garages, three spaces on private driveways and 25 surface parking spaces, a total of 32 spaces. These are allocated as one per 2-bedroom dwelling and two per 3- or 4- bedroom dwelling, with six un-allocated visitor spaces. The County Highway Authority has raised no objection in terms of car parking provision.
- 6.14 The Highway Authority's initial response highlighted that some changes to the design of the scheme are necessary in light of the points raised in the Applicant's Road Safety Audit. The Applicant has provided additional information and the Highway Authority raises no objection, subject to conditions.

Flooding and Drainage

- 6.15 The application site is not located within an area of identified flood risk. However, letters of representation received in connection with this application indicate that the area suffers from surface water flooding. National Planning Policy seeks to ensure that new development does not make any existing flooding and drainage issues worse. Developers are not required to solve existing flooding and drainage issues through new development, although any measures to assist in preventing off-site flooding that can be incorporated into new development can be encouraged. In this case, the Applicant has submitted a Flood Risk Assessment which indicates that it will be possible to attenuate surface water flows to ensure that existing run-off rates are not exceeded. The County Council Flood Risk Management Officer and HDC Drainage Engineer, raise no objection to the proposal, subject to conditions.

Biodiversity and Ecology

- 6.16 The Council's Ecology Consultant highlights that the development will result in the loss of a bat roost and that the development will therefore need to satisfy the requirements of the Conservation of Habitats and Species Regulations 2010, and that the LPA must therefore determine whether it is likely that a European Protected Species License will be granted for the development, which is reliant on the development being for 'imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment' and there being no satisfactory alternative to the development. In addition, the development must not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range. The Ecology Consultant advises that the proposed avoidance, mitigation and enhancement measures contained within the Bat Survey Report will meet the third test. In terms of the first two tests, the development is in the public interest in that it will provide a range of housing and make contributions towards the provision of affordable units. It is considered that there is no satisfactory alternative, as it will assist in delivery of housing within a designated built up area where the principle of development is in accordance with the Council's adopted spatial strategy. Therefore, subject to conditions, no objection is raised in respect of the impact of the proposal on biodiversity and ecology.

Sustainability

- 6.17 The application site is located within the built-up area of Billingshurst, and is within walking distance to the town centre, with shops, services and train station. The Design and Access Statement sets out the intention to install flue gas heat recovery and waste water heat recovery systems to assist in reduction of carbon emissions. It also states that the buildings will be thermally efficient and will incorporate energy efficient lighting and water saving devices. No objections are therefore raised in respect of the sustainability of the location or development.

Affordable Housing and Infrastructure

- 6.18 Policy 16 requires 20% of schemes of 5-14 dwellings to be affordable, equating to two units in this case. However, the Applicant proposes a financial contribution towards off-site

provision as an alternative. In support of this, the applicant has provided evidence that they have approached a number of Registered Providers operating in the area to offer the two units. All have declined, for reasons mainly relating to the small number of units presenting issues in terms of management. As such, the HDC Housing Services Manager has agreed that in this case, a financial contribution in lieu of on-site provision would be appropriate. Although the Planning Obligations SPD (2007) provides a method to calculate a contribution in lieu, the Draft Planning Obligations and Affordable Housing SPD (2016) is based on more up-to-date evidence and recommends a charge of £155 per square metre of gross internal floor area of the development. For this development (of about 1,550.85sqm) a total contribution of £240,381.75 is required. The contribution would need to be secured by Legal Agreement.

- 6.19 Policy 39 of the HDPF sets out that the release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from the new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities to offset impacts caused by the development being provided. In this case, the site is not of a size appropriate to provide on-site community infrastructure such as play areas, and therefore a contribution to off-site provision is necessary, subject to meeting the tests of the Community Infrastructure Levy (CIL) Regulations. The Planning Obligations SPD includes a Contributions Calculator, which provides an assessment of the level of contributions that a development should be able to afford to provide, and also the amount of contribution that it is reasonable to secure towards infrastructure based on the typical occupancy rates of the proposed dwellings. Based on the housing mix proposed, the Contributions Calculator indicates that around £30,049 would be a proportionate sum, subject to specific CIL-compliant projects being identified, which would be necessary to serve future occupiers. Following responses from the Council's Community and Culture department and the Parish Council, unfortunately, in this instance no CIL compliant schemes have been identified. In order to be CIL compliant a contribution must only be sought where this is necessary to make the development acceptable in planning terms; where the contribution is fairly and reasonably related in scale and kind to the development; and, where it is directly related to the development. Whilst the Parish Council sought a contribution towards improvements to the access to the Lower Station Road Recreation Ground, there is no evidence that the proposed development would adversely impact upon the existing arrangements, particularly due to the proximity of the site to the recreation ground, which would be likely to result in most visits being undertaken by foot rather than by car, and small scale of the proposal. It is therefore not considered that a contribution towards this scheme would be necessary to make the development acceptable, as permission would not be withheld on this basis, and therefore this contribution would not meet the statutory CIL tests.
- 6.20 Separately, WSCC have requested contributions towards education, libraries, fire and rescue and transport infrastructure. The Applicant advised that payment of the infrastructure contributions totalling £195,841 (WSCC and potential HDC contributions combined) would render the scheme unviable and therefore could not be provided. Officers asked the Applicant to submit evidence in support of their position, which resulted in the Applicant carrying out a Financial Viability Appraisal. This demonstrated that an infrastructure contribution of £82,737 (which is £113,204 less than the total combined contribution) could be provided in addition to the affordable housing contribution of £240,381.75. The Applicant's viability appraisal has been reviewed by the District Valuer Service, who have carried out their own appraisal and concluded that the development should be able to provide the full amount of contributions (affordable housing and infrastructure) which has been requested.
- 6.21 Following receipt of the DVS report, and further discussion with Officers and the Council's consultant at the DVS, the Applicant has agreed to provide the full contributions requested. These must be secured by way of a s106 agreement.

Conclusion

- 6.22 The development of this site is acceptable in principle. The detailed drawings show a development of acceptable scale, layout and appearance. The Highway Authority raises no objections to access. The applicant is willing to enter into a s106 agreement to provide contributions to affordable housing and infrastructure. No objections are therefore raised to the proposal.

7. RECOMMENDATIONS

- 7.1 To delegate authority to the Development Manager to grant permission, subject to conditions and the completion of a s106 Legal Agreement to secure financial contributions to affordable housing and infrastructure.
1. A condition listing the approved plans.
 2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
 3. No development above ground floor slab level on the development hereby permitted shall take place until full details of all hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. All such works as may be approved shall then be fully implemented in the first planting season, following commencement of the development hereby permitted and completed strictly in accordance with the approved details. Any plants or species which within a period of 5 years from the time of planting 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 otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure a satisfactory development and in the interests of amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).
 4. Prior to commencement of the development hereby permitted, an Arboricultural Method Statement, incorporating the recommendations in section 11.1 of the Arboricultural Survey and Planning Integration Report (reference AR/3535/rg received by the Local Planning Authority on 24th June 2016), shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details, including the erection of any tree protective fencing prior to the commencement of the development hereby permitted.
Reason: 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)
 5. No development above ground floor slab level on the development hereby permitted shall take place until a schedule of materials, finishes and colours to be used for external walls and roofs of the dwellings hereby permitted has been submitted to and approved by the Local Planning Authority in writing. The development shall thereafter be carried out in accordance with the approved details.
Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy 33 of the Horsham District Planning Framework (2015)
 6. Prior to the initial occupation of the development hereby permitted, provision for the storage of refuse/recycling bins shall be made within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

7. Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water.

Reason: To ensure that the development is properly drained in accordance with Policy 38 of the Horsham District Planning Framework (2015).

8. Prior to the commencement of the development hereby permitted, full details of the sustainable drainage systems to serve the site shall be submitted to and approved in writing by the Local Planning Authority. These details shall include, but not be limited to:

- a timetable for implementation of the drainage scheme
- a management and maintenance plan for the lifetime of the development, including any arrangements of adoption by a public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure that the development is properly drained in accordance with Policy 38 of the Horsham District Planning Framework (2015).

9. Notwithstanding the details shown on the submitted plans, no development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details that have been submitted to and approved in writing by the Local Planning Authority.

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

10. No development shall commence until such time as the existing second vehicular access onto Marringdean Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

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

11. No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Marringdean Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level.

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

12. No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use in accordance with Policy 41 of the Horsham District Planning Framework (2015)

13. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with drawing number 16-P1290-102 received by the Local Planning Authority on 24th June 2016.

Reason: To provide alternative travel options to the use of the car in accordance with Policy 40 of the Horsham District Planning Framework (2015)

14. No part of the development shall be first occupied until the pedestrian access arrangements serving the development have been constructed in accordance with drawing number 66012-SK-007, received by the LPA on 8th November 2016.

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

15. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,
- the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.

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

16. No development above ground floor slab level on the development hereby permitted shall take place until a scheme of works to reduce the intrusion of noise to all habitable rooms and amenity spaces has been submitted to and approved in writing by the Local Planning Authority. The scheme shall have regard to the requirements of BS8233:2014 and shall include provision of appropriate alternative ventilation to habitable rooms and an imperforate boundary treatment where appropriate. The scheme as approved by the local planning authority shall be fully installed before the development is occupied.

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

17. The development hereby permitted shall be carried out in accordance with the Reptile Mitigation and Translocation Plan by Wychwood Environmental Ltd received by the Local Planning Authority 13th September 2016.

Reason: To provide ecological protection and enhancement in accordance with the Conservation of Habitats and Species Regulations 2010, NPPF paragraph 118 and Policy 31 of the Horsham District Planning Framework (2015).

18. Prior to the commencement of the development hereby permitted, an Ecological Mitigation and Enhancement Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Ecological Mitigation and Enhancement Plan shall include, but not be limited to, details of the mitigation agreed with Natural England, details of any external lighting, and all ecological avoidance and enhancement measures, as outlined in Sections 4 and 5 of the *Ecological Appraisal Report* by Wychwood Environmental Ltd, dated June 2016. Any such measures shall thereafter be implemented in accordance with the agreed details.

Reason: To provide ecological protection and enhancement in accordance with the Conservation of Habitats and Species Regulations 2010, NPPF paragraph 118 and Policy 31 of the Horsham District Planning Framework (2015).

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or Orders amending or revoking and re-enacting the same, no gate, fence, wall or other means of enclosure shall be erected or constructed in front of the forwardmost part of any building hereby permitted which fronts onto a highway or internal access way, other than in accordance with drawing number 16-P1290-01 Rev P1 received by the Local Planning Authority on 24th June 2016.

Reason: In order to safeguard the character and visual amenities of the locality and in accordance with Policy 33 of the Horsham District Planning Framework (2015)

20. 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 33 of the Horsham District Planning Framework (2015)

21. Prior to the commencement of the development hereby permitted, the developer shall provide evidence that their approved building control provider has been notified of the requirement to apply the optional requirement for water efficiency to the development (limiting water use within the dwellings hereby permitted to less than 110 litres per person per day). The development shall thereafter be carried out in accordance with the optional requirement for water efficiency standard set out in the Building Regulations.

Reason: In the interests of managing water use in this area of Serious Water Stress, in accordance with Policy 37 of the Horsham District Planning Framework (2015)

22. The development shall be carried out in accordance with the details of ground and finished floor levels shown on drawing number 16-P1290-01 Rev P1 received by the Local Planning Authority on 24th June 2016.

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)

23. Notwithstanding the provisions of the Town and County Planning (General Permitted Development) Order 2015 (or any order amending or revoking and re-enacting that Order with or without modification) no development falling within Classes A, B, C, E and F of Part 1 of Schedule 2 to the order shall be erected constructed or placed within the curtilage(s) of the dwelling(s) hereby permitted so as to enlarge improve or otherwise alter the appearance or setting of the dwelling(s) unless permission is granted by the Local Planning Authority pursuant to an application for the purpose.

Reason: In light of the density of development proposed and in the interests of the character and appearance of the site and locality, in accordance with Policy 33 of the Horsham District Planning Framework (2015)

24. No work for the implementation of the development hereby permitted shall be undertaken on the site except between the hours of 08.00 and 18.00 on Mondays to Fridays inclusive and 08.00 hours and 13.00 hours on Saturdays, and no work shall be undertaken on Sundays, Bank and Public Holidays.

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

25. Prior to their first occupation, each dwelling shall be provided with the necessary infrastructure to enable connection to high-speed broadband internet.

Reason: To ensure a sustainable development that meets the needs of future occupiers by providing a greater opportunity for home working and a reduction in car-based commuting and to comply with Policy 37 of the Horsham District Planning Framework (2015).

Notes to Applicant:

- a. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

- a. A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewerage capacity check to identify the appropriate connection point for the development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

- b. The water efficiency standard required under the above conditions is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1. The applicant is advised this standard can be achieved through either: (a) using the 'fittings approach' where water fittings are installed as per the table at 2.2, page 7, with a maximum specification of 4/2.6 litre dual flush WC; 8L/min shower, 17L bath, 5L/min basin taps, 6L/min sink taps, 1.25L/place setting dishwasher, 8.17 L/kg washing machine; or (b) using the water efficiency calculation methodology detailed in the AD Part G Appendix A.

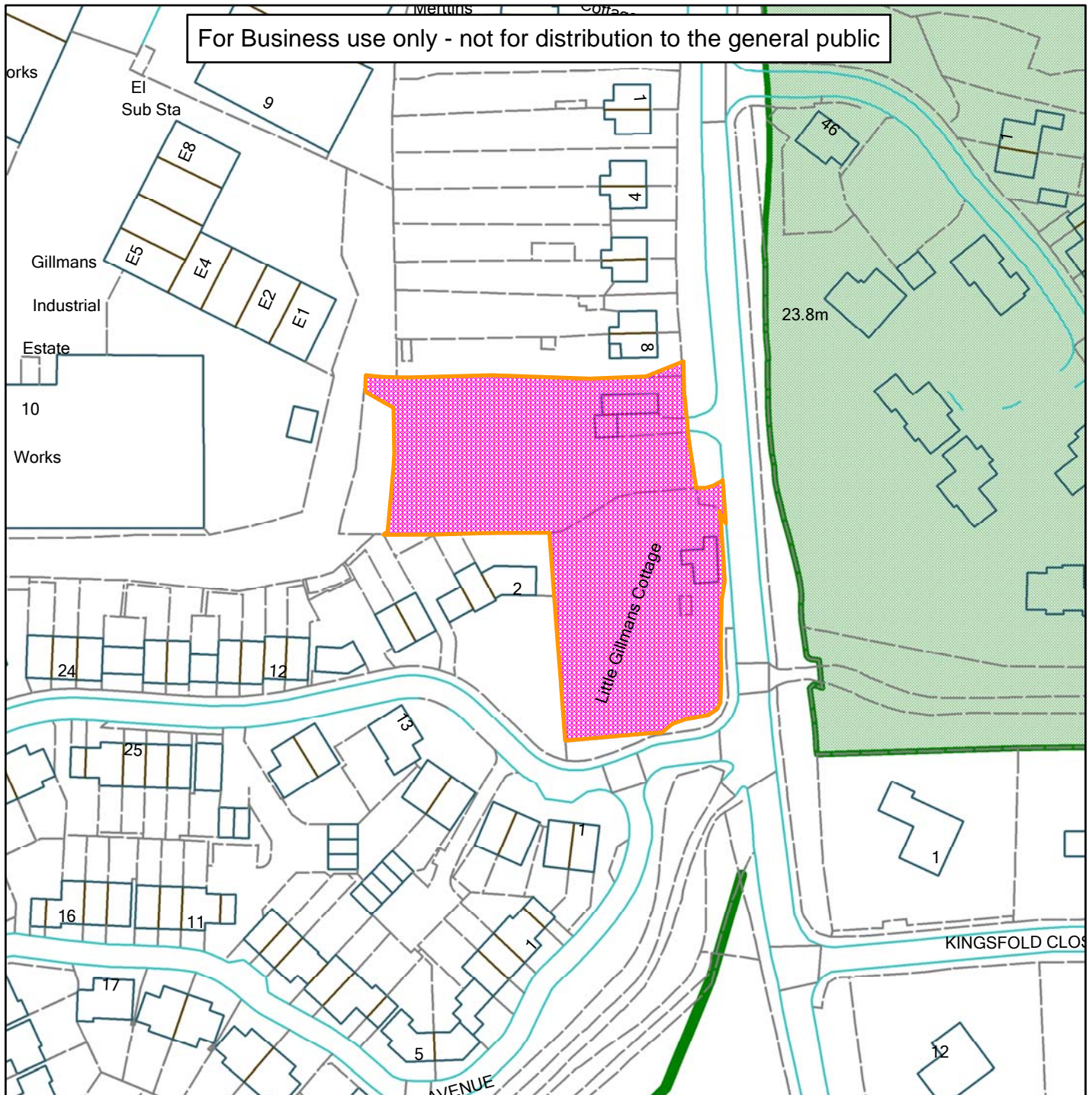
Background Papers: DC/16/1419

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Little Gillmans Cottage

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Scale: 1:1,250

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| Department | |
| Comments | |
| Date | 10/02/2017 |
| SA Number | 100023865 |

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**Horsham
District
Council**

PLANNING COMMITTEE REPORT

TO: Planning Committee South

BY: Development Manager

DATE: 21st February 2017

DEVELOPMENT: Convert the existing 1 x 3-bedroom flat on the second and third floor (attic) of Westminster House into 3 x dwellings (2 x 1-bedroom on the second floor and 1 x 2-bedroom on the third floor)

SITE: Westminster House Station Road Pulborough West Sussex

WARD: Pulborough and Coldwaltham

APPLICATION: DC/16/2624

APPLICANT: Neil and Louise Spink

REASON FOR INCLUSION ON THE AGENDA: At the request of the Parish Council who wish to address the Committee.

RECOMMENDATION: To grant planning permission

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The application proposes the conversion of the second and third (attic) levels of the property into 3 new flat units (2x1-bed units and 1x2-bed unit).

1.3 Externally, a new dormer window is proposed in each of the east and west-facing roof-slopes, matching the proportions of the existing side-facing dormer windows, some 1.1m in width.

1.4 Internally, the existing layout would be reconfigured to provide a 1-bed unit to the front and a 1-bed unit to the rear of the second floor. The attic space to the front of the roof-space, currently containing the water tanks, would be opened up to provide new accommodation for a smaller 2-bed unit set entirely within the attic space.

1.5 No parking or garden space would be provided for the properties.

DESCRIPTION OF THE SITE

- 1.6 The application property is an imposing red-brick building with a symmetrical front elevation that formerly comprised the Nat West Bank in the village centre of Pulborough. The building has three storeys with a further floor within the attic space. The upper floors are accessed independently from the former commercial functions of the building, by way of an entrance in the western side of the building and an external set of steps.
- 1.7 The ground and first floors of the building have, up until recently, provided office and floor space for a bank, whilst the upper floors currently provide for a 1 x 3-bed flat, with approximately half the attic space taken up by water tanks. To the rear of the property is a courtyard garden area. Conversion of the upper single flat into two smaller units was permitted in 2008 (DC/08/1639), to form 1x1-bed and 1x3-bed units, although this was not implemented.
- 1.8 The property does not have any parking provision on site. However, and nearby on-street parking is provided by way of restricted short-stay bays opposite the application site, which serve a number of commercial and retail units.
- 1.9 Permission has recently been granted for the conversion of the ground and first-floors into 3 self-contained flats, forming 2 x 2-bed flats on the ground floor and 1 x 3-bed flat on the first floor (DC/16/1973).
- 1.10 Development of the adjacent site to the west, Bartram House, has now commenced (DC/13/0764 and DC/16/0258), with the site providing a total of 9 new houses. The surrounding area is characterised by a mix of residential and commercial properties of various styles and dates of origin, including a mix of houses and flats.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT GOVERNMENT POLICY

- 2.2 **National Planning Policy Framework (2012)**
NPPF1 - Building a strong, competitive economy
NPPF4 – Promoting Sustainable transport
NPPF6 - Delivering a wide choice of high quality homes
NPPF7 - Requiring good design

RELEVANT COUNCIL POLICY

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

HDPF1 - Strategic Policy: Sustainable Development
HDPF2 - Strategic Policy: Strategic Development
HDPF15 - Strategic Policy: Housing Provision
HDPF16 - Strategic Policy: Meeting Local Housing Needs
HDPF24 - Strategic Policy: Environmental Protection
HDPF32 - Strategic Policy: The Quality of New Development
HDPF33 - Development Principles
HDPF40 - Sustainable Transport
HDPF41 - Parking

RELEVANT NEIGHBOURHOOD PLAN

- 2.4 The Pulborough Parish Neighbourhood Plan (2015-2031) has been formally submitted for examination. At this stage, no decision has been forthcoming

PLANNING HISTORY

| | | |
|------------|--|------|
| DC/17/0137 | Non material amendment to previously approved application DC/16/1973 (Change of Use of ground and first floor from Financial Services (Bank) to three dwelling units. New dwellings to include 2 x 2-beds flats on the ground floor and 1 x 3-bed flat on the first floor) Replacement of all windows and frames with like for like to the ground and first floor. | PCO |
| DC/16/1973 | Change of Use of ground and first floor from Financial Services (Bank) to three dwelling units. New dwellings to include 2 x 2-beds flats on the ground floor and 1 x 3-bed flat on the first floor | PER |
| DC/16/2190 | Prior Notification for Change of Use from bank to residential flats | REPA |
| DC/16/2682 | Non material amendment to previously approved application DC/16/1973 (Change of use of ground floor from Financial Services (Bank) to three dwelling units. New dwellings to include 2 x 2-beds flats on the ground floor and 1 x 3-bed flat on the first floor) Alterations to windows on the side and rear elevation | PER |
| DC/08/1639 | Conversion of existing apartment to 2 no. self-contained flats (1 x 3-bed and 1 x 1-bed) | PER |

3. OUTCOME OF CONSULTATIONS

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

OUTSIDE AGENCIES

3.1 West Sussex Highways - No Objection

- The application does provide a nil parking provision for the proposal. Limited and restricted parking is available nearby, however it is accepted that this part of Pulborough is sustainable due to the Railway station being in close proximity and regular bus services operating within the location.
- Parking restrictions are enforced along Station Road and junction protection is present nearby to ensure that vehicles are not parked in unsafe locations.
- The proposal is sited within reasonable walking distance to bus stops and within a short walk from Pulborough Train Station. This offers alternatives for commuters and alleviates the reliance on the use of a car for transportation.
- In the event of planning permission being granted, it is advised that a condition be included to secure cycle parking provision on site, and for an informative to advise on the parking bays opposite the site to remain available for the commercial units.

3.2 **Southern Water** - No Objection

- Informatives and planning conditions are advised in respect of the potential for public sewers once deemed private to be crossing the site, formal applications for connection to the public foul sewer, provision being made for the suitable disposal of surface water and the location of the property within a source protection area.

PUBLIC CONSULTATIONS

3.3 **Parish Council Consultation** – Objection

- Members commented that there was inadequate parking provision for the number of flats proposed, which would also impinge on local traders.

3.4 **Public Consultations** - 1 letter of objection has been received:

- Being a retailer we are extremely concerned about the parking situation as there is currently no parking available and now even more flats are proposed where will people be parking. We as a business need the parking bays at Ferrymead which is opposite to be free for customers to park and it is only a 1 hour time limit.

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:

6.1 The National Planning Policy Framework (NPPF) sets out that there is a presumption in favour of sustainable development and that this should run through both plan-making and decision-taking. In terms of the determination of planning applications this should mean the approval of developments that accord with the development plan without delay, and that where the development plan is silent or relevant policies are out of date, that permission be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, or policies of the NPPF indicate otherwise.

6.2 Since the adoption of the HDPF in November 2015, the Council is able to demonstrate a full 5-year supply of housing land sufficient to meet the needs of the District to 2031.

6.3 According to the defined settlement hierarchy as set out in Policy 3 of the HDPF, the site is located within the 'Small Town and Larger Villages' category which includes Pulborough. Development under Policy 3 is directed towards towns and villages which have defined built up area boundaries, according to the hierarchy of Policy 3.

6.4 The site is therefore well located in policy terms for the principle of additional residential infill development, provided it is of an appropriate nature and scale to maintain the characteristics of the settlement.

6.5 The principle of the conversion to additional residential accommodation is therefore considered acceptable in terms of local and national policies.

Design:

6.6 Policy 32 of the HDPF requires new development to 'Complement locally distinctive characters and heritage of the district', 'Contribute a sense of place both in the buildings and spaces themselves and in the way they integrate with their surroundings'. Policy 33 requires developments to relate sympathetically with the built surroundings.

6.7 In terms of the proposed external alterations, the addition of two new dormers to the roof which would be in keeping with the existing dormers, is considered to represent sympathetic additions to the building, which are capable of being accommodated within the roof-slope. Furthermore, these changes would be commensurate with the wider mixed character of the immediate locality.

6.8 The proposal is therefore considered to result in a form of development which respects the wider character, in accordance with local and national policies

Residential Amenity:

6.9 Policy 33 of the HDPF (2015) seeks to avoid unacceptable harm to neighbouring amenity of occupiers and users of nearby property and land.

6.10 In this instance, the property is situated in a central village location, adjacent to a Masonic Lodge, opposite a small commercial parade with an element of upper floor residential and alongside a new residential development site.

6.11 Given the separation distances, it is not considered that the proposed new side-facing dormer windows would lead to any more of an adverse impact on neighbouring properties in terms of loss of privacy over and above the existing impact.
The proposal is therefore considered to accord with the requirements of Policy 33 of the HDPF.

Highways and Traffic:

6.12 Policy 40 supports proposals which provide safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods, whilst Policy 41 requires adequate parking facilities within developments. Chapter 4 of the National Planning Policy Framework sets out that 'development should only be refused on transport grounds where the residual cumulative impacts of development are severe'.

6.13 It is noted that the existing use of the upper floors has been as a 3-bed 'family' dwelling. The proposed development of this floor space is not anticipated to materially alter the traffic / vehicular movements as a result. The former use of the lower floors as a bank would have generated a greater number of trips than the anticipated trip generated by the proposed residential development.

6.14 Due to the proximity of the site to a railway station, and other local amenities within walking distance, the proposal is considered to be in a very sustainable location, where a reduced parking/nil provision would be considered acceptable. It is also noted that the proposal

includes for the provision of covered cycle storage, which contributes towards alternative transport modes.

- 6.15 The concerns raised by neighbours and the Parish Council relating to the nil provision of on-site parking are noted. The LHA acknowledges concerns of local residents regarding this proposal in relation to the parking generated by this development. However, the LHA are limited in what can be advised on transport choices of residents in any location. The site is well located with local amenities within walking distance, whilst pedestrians would have to cross the A283, forward visibility is good and a pedestrian can cross the road to the south side where there are continuous footways to the west (bus stops and Pulborough Train Station).
- 6.16 Although it is anticipated that most people are in possession of a car, it is anticipated that this would be something considered by any prospective buyer of the properties and therefore, if a resident was to move into one of the flats and park on the road where there are enforceable restrictions in place, this would be a wilful obstruction of a highway where there are mechanisms to remove such vehicles.
- 6.17 Based on plans and documents provided by the applicant and from observation of WSCC mapping data, The LHA does not consider that the proposal would have a severe impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and therefore there are no transport grounds to resist this proposal.
- 6.18 The LHA has assessed the likely impact of the residential development on highway capacity, safety, and policy grounds. The proposal is not considered to have a severe impact on the operation of the Highway network, and is therefore considered acceptable in terms of local and national policy.

Conclusion:

- 6.19 In conclusion, the proposal has been considered within the context of the NPPF and the presumption in favour of sustainable development, and Policies set out within the Horsham District Planning Framework (2015). Officers consider that the proposal would lead to an acceptable form of development and would not lead to material harm in terms of its impact on the residential amenities of neighbouring properties and the character of the surrounding area. Furthermore, the proposal is within the built-up area boundary and in a sustainable location. The LHA has not raised an objection to the proposal and it would therefore be difficult to justify a refusal of planning permission on the grounds of nil parking provision.

7. RECOMMENDATION: Application Approved

- 1 Approved plans list
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

- 3 Prior to the commencement of any works of demolition or refurbishment an asbestos survey shall be undertaken to identify any asbestos containing materials or suspected asbestos containing materials. The survey shall be undertaken by a competent person in accordance with the requirements of HSG 264. A copy of the survey shall be submitted to and approved in writing by the local planning authority.

All asbestos containing materials or suspected asbestos containing materials identified in the survey shall be removed by an appropriately licensed and competent contractor. A written report detailing these works shall be submitted to and approved in writing by the local planning authority. The report shall include details of validation measures undertaken to ensure the all areas where works have been undertaken are free from asbestos.

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

Reason: To ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

- 4 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies as required by Policy 40 of the Horsham District Planning Framework (2015).

- 5 Hours of demolition and construction activities (including deliveries & despatch) shall be limited to:

08.00 - 18.00 Monday until Friday,
08.00 - 13.00 Saturdays
No working on Sundays, Bank or Public Holidays

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

- 6 No exterior floodlighting shall be installed or operated without the prior written approval of the local planning authority.

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

NOTE TO APPLICANT

Please be advised that there are conditions on this notice that will require formal discharge. In order to secure the discharge you will need to submit an "Application for approval of details reserved by condition" application form and pay the appropriate fee, guidance and the forms can be found at www.planningportal.gov.uk/planning/applications/paperforms

NOTE TO APPLICANT

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.

NOTE TO APPLICANT

A licensed waste removal contractor shall remove clearance debris and construction waste from site including all asbestos waste (if any).

Suitable provisions must be made for the control of noise and dust.

No burning of materials or waste on site.

There should be no importation of soil and other fill materials onto the development site unless the soil/fill has been certified as fit for purpose by a competent person and has been subject to analysis by an accredited laboratory to ensure that it is free from contamination.

NOTE TO APPLICANT

A formal application for connection to the public sewerage system is required in order to service this development, Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

NOTE TO APPLICANT

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

NOTE TO APPLICANT

The proposed development would lie within a Source Protection Zone around one of Southern Water's public water supply sources as defined under the Environment Agency's Groundwater Protection Policy. Southern Water will rely on consultations with the Environment Agency to ensure the protection of the public water supply source.

NOTE TO APPLICANT

The applicant / developer is advised of the limited on-street parking availability in the local area. The public parking bays on the southern side of Station Road are intended to support the functions of the local shopping area and businesses.

Background Papers: DC/16/2624



Westminster House

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| Organisation | Horsham District Council |
| Department | |
| Comments | |
| Date | 10/02/2017 |
| MSA Number | 100023865 |

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**Horsham
District
Council**

**PLANNING COMMITTEE
REPORT**

TO: Planning Committee South

BY: Development Manager

DATE: 21 February 2017

DEVELOPMENT: Retrospective application for use of yard as storage area and construction of perimeter fencing for security and storage of building materials and gates to match

SITE: Lakers Building and Fencing Supplies Ltd Station Approach Industrial Estate Station Road Pulborough

WARD: Pulborough and Coldwaltham

APPLICATION: DC/16/1798

APPLICANT: Mr Peter Crosdil

REASON FOR INCLUSION ON THE AGENDA: At the request of the Parish Council who wish to address the committee.

RECOMMENDATION: To grant planning permission

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 Retrospective planning permission is sought for the use of the external yard to the site for the storage of materials and equipment related to the main retail use (builder and fencing merchant). The application also seeks retrospective permission for the erection of a 2.1m high metal palisade fencing to the perimeter of the site.

DESCRIPTION OF THE SITE

- 1.2 The application site is a large detached workshop and commercial retail unit sited close to the junction of Station Approach and Station Road, Pulborough. The site comprises a relatively modest plot, a warehouse building, and includes a parking area to the front of the retail unit, including a storage yard to the northern side elevation. The building is composed of brick facing to all elevations, including a corrugated pitched roof which is concealed behind a large white painted brick façade facing the west. The site is bound by hedging and mature foliage to the south, and close board timber fencing to the north-east. The surrounding area is mixed in character, composed of large commercial warehouses to the north, Pulborough Train Station to the west, and neighbouring residential development to the east.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT GOVERNMENT POLICY

- 2.2 NPPF7 - Requiring Good Design
2.3 National Planning Policy Guidance (2014)

RELEVANT COUNCIL POLICY

HDPF9 - Employment Development
HDPF33 - Development Principles

RELEVANT NEIGHBOURHOOD PLAN

- 2.4 Pulborough Parish Neighbourhood Planning Document – Designated (Regulation 5 and 6)
The application site has not been identified as a possible site allocation.

PLANNING HISTORY

PL/133/86 Change of use to warehouse for electrical components, PER
sales to trade, and ancillary offices.
(From old Planning History)

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

PUBLIC CONSULTATIONS

- 3.2 **Pulborough Parish Council** – Objection – on the grounds that the site is not industrial as described in the application but is residential, which represents a change of use.
- 3.3 Seven letters of representation have been received objecting to the proposal on the following grounds:
- Use of the yard would result in an increase in noise surrounding the area
 - Fence is not in-keeping with the character of the area
 - Delivery vehicles threaten highway safety
 - Inappropriate development outside of the industrial estate
 - Loss of amenity, outlook, and privacy

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

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

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

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

6. PLANNING ASSESSMENTS

- 6.1 The principal issues in the determination of the application are:
- a) Principle of use
 - b) Visual impact
 - c) Impact on neighbouring amenity

Principle of Use

- 6.2 The site is located on the periphery of the Station Approach Industrial Estate but outside of the designated Key Employment Area. Policy 9 of the Horsham District Planning Framework states that expansion of existing employment sites and premises within the built-up area boundary will be supported where the business requirements cannot be met within the existing site/premises, through acceptable on-site expansion or intensification; and that relocation to existing stock is not preferable.
- 6.3 The unit was formerly occupied by an electrical wholesaler, in which the surrounding yard to the site was utilised as an informal parking area. The use of the main building remains unchanged as a warehouse and retail use. The use of the yard for the storage of building materials and equipment would require planning permission yet would be considered complimentary to the main use of the site, and therefore, no objection is raised in principle to the proposal.

Visual Impact

- 6.4 With regard to the visual appearance of the development, Policy 33 of the Horsham District Planning Framework states that development proposals should 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.
- 6.5 In this respect, the application also seeks retrospective permission for the erection of 2.1m high blue painted palisade fencing and gates on the western and northern perimeter, which is set behind the existing close board timber fencing to the northern-most boundary. Prior to the erection of the fencing, the western boundary was open, and was accessible from the highway via a dropped kerb. The installed fencing allows for views into the site, and would cause no harm to the visual amenities of the area.

Impact on Neighbouring Amenity

- 6.6 Policy 33 of the Horsham District Planning Framework 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.
- 6.7 The north-eastern corner of the site is adjacent to the front garden curtilage of the neighbouring residential dwelling, No.1 Station Villas. However, the use of the yard for storage is not considered to cause harm to the amenity of the occupiers over and above the consented use of the site, given that most of the activity on the site would be confined

within the main warehouse and retail unit. In regard to noise and light disturbances, conditions could be secured to restrict the hours of deliveries and operational equipment.

- 6.8 For the reasons given above, the storage use of the yard and associated fencing is not considered to result in any harm to neighbouring amenity in terms of additional noise and disturbances, in accordance with Policy 33 of the Horsham District Planning Framework.

7. RECOMMENDATIONS

- 7.1 That the application be approved, subject to the following conditions:

1. No vehicles, power tools, plant or machinery shall be operated and no process carried out and no deliveries taken or dispatched from the site outside the following times:-

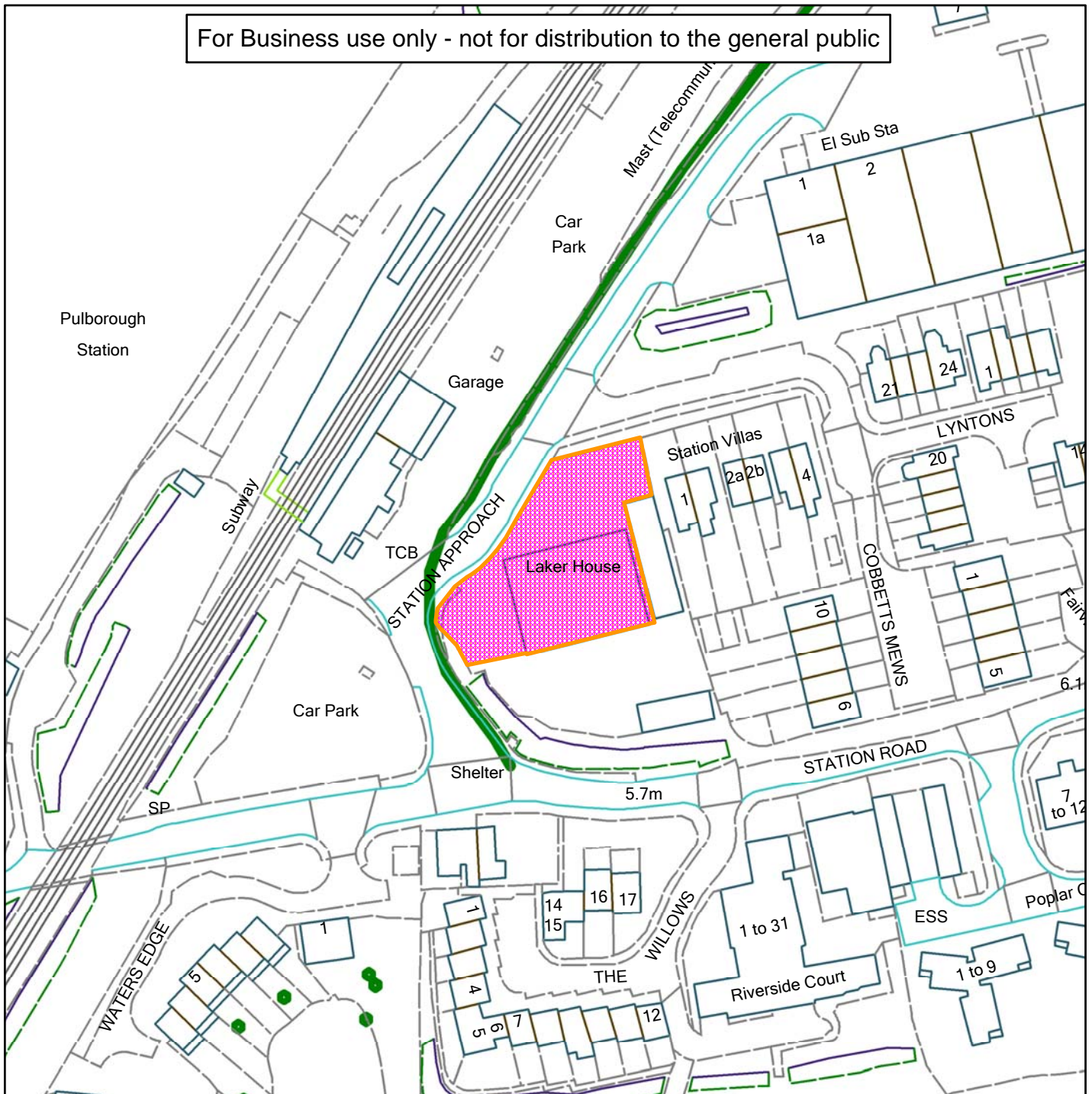
0730 hours and 1800 hours on Mondays to Fridays inclusive,
0800 hours and 1300 hours on Saturdays,
and not on Sundays and Bank and Public Holidays.

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

Background Papers: DC/16/1798



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**Horsham
District
Council**

PLANNING COMMITTEE REPORT

TO: Planning Committee South

BY: Development Manager

DATE: 21 February 2017

DEVELOPMENT: First floor rear extension with side extension to provide additional function room with ancillary staff accommodation

SITE: The Banyan Tree 19 Swan Corner Pulborough West Sussex

WARD: Pulborough and Coldwaltham

APPLICATION: DC/16/1646

APPLICANT: Mr G Smith

REASON FOR INCLUSION ON THE AGENDA: At the request of the Parish Council who wish to address the committee

RECOMMENDATION: To grant 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 erection of: a two-storey side extension to the western elevation, which would facilitate staff accommodation for the restaurant; a first floor rear extension above an existing addition, which would provide an additional function room, and various fenestration and roof alterations.
- 1.2 The two-storey side extension would project 4.9 metres, comprising a half-hipped roof with an eaves height of 8m, maximum ridge height of 9.25 metres, and would include a small pitched roof dormer to the rear elevation. The first floor extension includes a 1.3 metres extension to the rear to accommodate a bin store, resulting in a 1.2 metres increase in eaves height (from 2.9 metres to 4.1 metres) a 2.2 metres increase in overall ridge height (from 5.4 metres to 7.6 metres) and includes two pitched roof dormers and rooflights to the side roofslopes of the extension. The application also proposes the installation of two rooflights to the rear roofslope of the main part of the building.

DESCRIPTION OF THE SITE

- 1.3 The planning application relates to a detached bar/restaurant, with habitable accommodation above, sited on the southern side of Swan Corner, Pulborough. The existing building is two-storey with converted loft space, includes a varied roof form, and is composed of a mix of red stock brick facing, stone facing with red brick quoins, and clay tile hanging. The site benefits from 8 existing parking spaces to the rear of the unit, which are

accessible from the residential side of Swan Corner to the south, and a servicing yard to the west.

- 1.4 The surrounding area is mixed in character, composed of dwellings and commercial units of varying styles, ages, and sizes, including some listed buildings to the north-east towards the Conservation Area.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT GOVERNMENT POLICY

- 2.2 NPPF7 - Requiring Good Design
2.3 National Planning Policy Guidance (2014)

RELEVANT COUNCIL POLICY

HDPF1 - Strategic Policy: Sustainable Development
HDPF2 - Strategic Policy: Strategic Development
HDPF33 - Development Principles
HDPF40 - Sustainable Transport

RELEVANT NEIGHBOURHOOD PLAN

- 2.4 Pulborough Parish Neighbourhood Planning Document – Designated (Regulation 5 and 6)
The application site has not been identified as a possible site allocation.

PLANNING HISTORY

| | | |
|------------|--|-----|
| DC/04/1259 | Installation of windows, compressor, fans and flue and use of 1st floor area for A3 Dining area | PER |
| DC/05/3049 | 2-storey side extension | REF |
| DC/06/1031 | 2-storey side extension | PER |
| DC/07/0774 | Alteration to parking layout to re-site 3 car parking spaces to provide an enclosed external amenity area to the existing building | PER |
| DC/07/1942 | Retention of a customer smoking shelter | PER |
| DC/07/2470 | Change of use from wine bar and restaurant to wine bar, restaurant and take-away | PER |
| DC/10/0019 | Renewal of unimplemented planning permission DC/06/1031 for a 2-storey side extension | PER |

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

INTERNAL CONSULTATIONS

- 3.2 **Horsham District Council Access Forum** – Comment - the proposed ground floor plan includes an unusual layout, and should include level access.

OUTSIDE AGENCIES

- 3.3 **West Sussex County Council Highway Authority** – No objection – subject to conditions

PUBLIC CONSULTATIONS

- 3.4 **Pulborough Parish Council** – Objection – whilst Members support the additional function room with ancillary staff accommodation, parking is restricted in this area, especially with the number of developments proposed in this vicinity. Members, again, feel this is overdevelopment with 3 storeys and would like it contained to 2 storeys.

- 3.5 Three letters of representation have been received objecting to the proposal on the following grounds:

- The development would result in increased congestion
- The development would result in an increase in noise disturbances
- Design
- The development would result in a loss of open greenspace
- Concerns raised with regards to the potential resultant increase in noise, as the extension would consolidate two smoking areas to one
- Concerns also raised in regards to the parking pressures on and surrounding the 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 The principal issues in the determination of the application are:
- a) Principle of the development
 - b) Design and appearance
 - c) Impact on neighbouring amenity
 - d) Impact on highway

Principle of the Development

- 6.2 The site is located within the built-up area of Pulborough, where the principle of the development is considered acceptable subject to normal development control criteria. In this respect, planning permission has previously been granted for a two-storey side extension in 2006 and 2010. The current application again proposes a two-storey side extension with accommodation within the roof for staff accommodation, but also includes a rear first floor extension which would facilitate an additional function room. Therefore, no objection is raised in regard to the principle of the development.

Design and Appearance

- 6.3 Policy 33 of the Horsham District Planning Framework states that development proposals should 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.
- 6.4 The proposed two-storey side extension would be sited in the same location as the previously approved scheme and would be of similar dimensions. The setting of the extension away from the front and rear elevation, and the ridge below that of the main roof of the unit, creates an appropriate scaling of the proposal in relation to the existing building. Overall, the proposed two-storey addition is considered appropriately scaled and massed in relation to the main part of the unit, and is considered well-contained within the site.
- 6.5 The proposed side extension would utilise matching materials, including a brick facing to the ground floor elevation, and tile hanging to the first floor and above. The development also includes the installation of one rooflight to the front roofslope of the extension, and a small pitched roof dormer to the rear. Both additions within the roof are considered appropriate in regard to their form, design, and scale, and would not detract from the overall appearance of the unit.
- 6.6 The proposed first floor rear extension has been reduced in height from the initial submission, which included a full storey at the upper floor level. Following discussions with the applicant, the scheme has been reduced in order to create a more subservient and less overbearing addition to the first floor, and a reduced overall bulk to the unit.
- 6.7 The first floor addition would include a relatively modest increase in eaves and ridge height, including a 1.3 metres extension (which would accommodate a bin store) and two pitched roof dormer windows to the side roofslope. Overall, the first floor extension is considered appropriately scaled and massed in relation to the main part of the building. Further to this, the extension would incorporate matching material as to avoid disturbing the overall appearance of the existing unit. As such, the first floor rear extension is considered in accordance with Policy 33 of the Horsham District Planning Framework in regards to design and appearance.

Impact on Neighbouring Amenity

- 6.8 Policy 33 of the Horsham District Planning Framework 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.
- 6.9 In this respect, the site benefits from a corner plot location, which is set away from any directly adjacent neighbouring residential dwellings. The closest neighbouring residential dwellings to the unit are No. 1 Swan Corner which is located to the east at a separation distance of 10.2 metres, and to the west a first floor residential apartment above the Hair

Salon at Ferrymead at a distance of 6.6 metres to the proposed development area. Given the retained distance between the site and No. 1 Swan Corner, the proposal is not considered to result in any harm to the neighbour by way of overlooking or overshadowing. To the west, the first floor flat at Ferrymead does not include any windows to the side elevation facing the site, and does not include any amenity space to the rear. As such, the proposed two-storey side addition would not result in any opportunity of additional overlooking, and would not result in any harmful levels of overshadowing.

- 6.10 The first floor rear extension would face the parking area to the rear, which separates the rear of the site from the neighbouring dwellings in Swan Corner. Given the retained separation distance of 22.5 metres between the proposed first floor rear addition, which is in excess of the Council's privacy standard of 21 metres, it is not considered that the extension would result in any harmful levels of overshadowing, sense of overbearing, or loss of outlook to the neighbouring dwellings. Therefore, the proposed is considered in accordance with Policy 33 of the Horsham District Planning.

Impact on Highway

- 6.11 Policy 41 of the Horsham District Planning Framework states that development should provide safe and adequate parking, suitable for all anticipated users.
- 6.12 The application initially included the re-arrangement of the existing customer parking to the rear of the site. Following consultation with WSCC Highways, it was advised that the revised spacing did not conform to the parking space size standards, and parking spaces 7-9 would be sited on Highway land. The applicant would therefore be required to liaise with the Highways Boundary Team to revise the proposed parking arrangement, and this element has since been deleted from the scheme. WSCC Highways also advised that due to the sustainable location of the site and small scale nature of the proposal, the development would not result in any safety concerns. A condition is proposed to ensure that additional parking requirements are met, following an agreement with the Highways Boundary team. The proposal is therefore considered acceptable in principle in accordance with Policy 41 of the Horsham District Planning Framework.

7. RECOMMENDATIONS

- 7.1 That the application be approved, subject to the following conditions and informative:
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
 3. The materials and finishes of all new external walls and roofs of the development hereby permitted shall match in type, colour and texture those of the existing building.
Reason: In the interests of amenity and in accordance with policy 33 of the Horsham District Planning Framework (2015).
 4. No part of the development hereby permitted shall be first occupied until the parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.
Reason: to provide car-parking space for the use, in accordance with Policies 40 and 41 of the Horsham District Planning Framework

INFORMATIVE

The applicant is advised to contact the WSCC Highway Boundary Team to request a highway boundary plan for the site to assist in preparing a revised parking layout:

Phone: 03302226700

Email: land.charges@westsussex.gov.uk

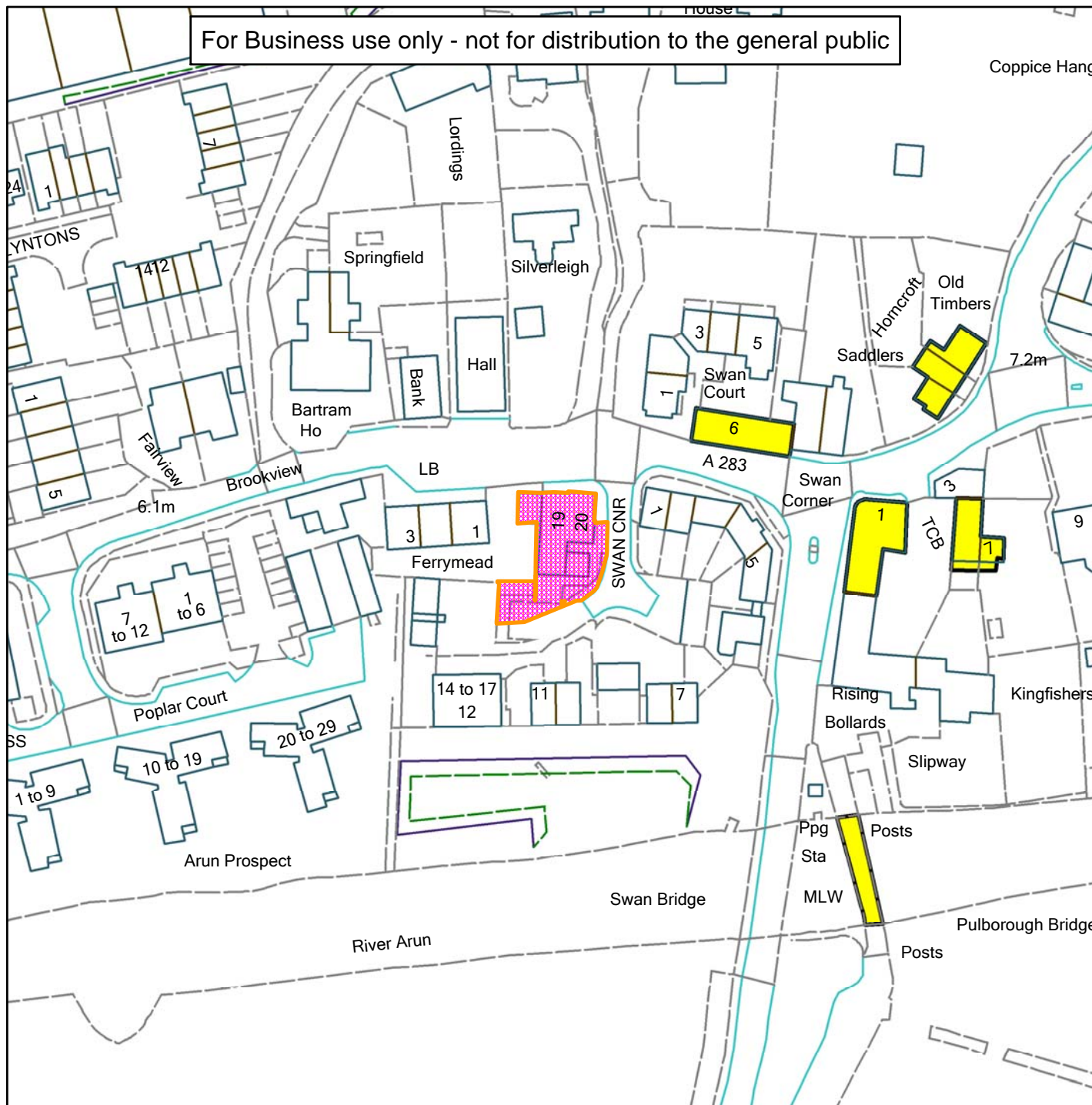
Website: <https://wesussuex.gov.uk/roads-and-travel/information-for-developera/highway-boundary-information/>

Background Papers: DC/16/1646



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| Department | |
| Comments | |
| Date | 10/02/2017 |
| MSA Number | 100023865 |

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**Horsham
District
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**PLANNING COMMITTEE
REPORT**

TO: Planning Committee South
BY: Development Manager
DATE: 21 February 2016
DEVELOPMENT: Extension of existing Camp Site to provide 50 additional pitches to be used from 1st March - 30th September each year and regularisation of track and washing up sinks
SITE: Blacklands Farm Camping Blacklands Farm Wheatsheaf Road Henfield
WARD: Henfield
APPLICATION: DC/16/2915
APPLICANT: Mr Neil & Grahame Goodridge

REASON FOR INCLUSION ON THE AGENDA: At the request of Councillor O'Connell

RECOMMENDATION: To permit application subject to conditions

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The application seeks full planning permission for the extension of the existing campsite to provide an additional 50 tent / caravan pitches for use during 1st March and 30th September each year. The existing campsite is referred to as 'field 1' with the proposed extension within 'field 2'.

1.2 The application also seeks the retention of the wash facilities located to the north-west corner of the site and the retention of access tracks that run along the western and northern boundaries. The washing facilities measure to a width of 9m and a depth of 2m, incorporating a mono-pitched roof extending to an overall height of 2.1m. The structure is timber clad, provided washing facilities for the existing and proposed campsite. The access tracks run along the boundary edge and are proposed for use in conjunction with the campsite, as well as the agricultural undertaking within the wider site.

DESCRIPTION OF THE SITE

1.3 The application site is positioned to the north of Wheatsheaf Road, outside of any designated built-up area. The buildings subject to the application are positioned to the north-east of the site, with the surroundings characterised by open countryside. The fields are bound by hedging and post and rail fencing, with the site subject to use as a formal campsite and agricultural use.

- 1.4 The site subject of this application, and a number of adjoining fields, are currently used for camping under the 28-day rule, as set out in the Town & Country Planning (General Permitted Development) (England) Order 2015, and this use does not require planning permission.

2. INTRODUCTION

STATUTORY BACKGROUND

2.1 The Town and Country Planning Act 1990

RELEVANT GOVERNMENT POLICY

2.2 National Planning Policy Framework:

- NPPF1 - Building a strong, competitive economy
- NPPF3 - Supporting a prosperous rural economy
- NPPF4 - Promoting sustainable transport
- NPPF7 - Requiring good design
- NPPF11 - Conserving and enhancing the natural environment
- NPPF14 - Presumption in favour of sustainable development

RELEVANT COUNCIL POLICY

2.3 Horsham District Planning Framework (HDPF 2015)

- HDPF1 - Strategic Policy: Sustainable Development
- HDPF2 - Strategic Policy: Strategic Development
- HDPF3 - Strategic Policy: Development Hierarchy
- HDPF10 - Rural Economic Development
- HDPF11 - Tourism and Cultural Facilities
- HDPF24 - Strategic Policy: Environmental Protection
- HDPF25 - Strategic Policy: The Natural Environment and Landscape Character
- HDPF32 - Strategic Policy: The Quality of New Development
- HDPF33 - Development Principles
- HDPF40 - Sustainable Transport
- HDPF41 - Parking
- HDPF42 - Strategic Policy: Inclusive Communities
- HDPF43 - Community Facilities, Leisure and Recreation

RELEVANT NEIGHBOURHOOD PLAN

2.4 Henfield Neighbourhood Development Plan 2015 – 2035

Following a court decision on 13 October 2016, Henfield Neighbourhood Development Plan has been quashed. The Parish Council is currently considering how they will move forward. Henfield Parish continues to be covered by the Horsham District Local Plan, and this plan remains the current and up to date plan for the area.

PLANNING HISTORY

| | | | | |
|------------|---|-------------|-----------|----|
| HF/37/00 | Certificate of lawful use for storage of caravans | Application | Refused | on |
| | | 25.07.2001 | | |
| HF/123/00 | Two-storey side & rear extensions | Application | Permitted | on |
| | | 30.11.2000 | | |
| DC/08/1909 | Provision of caravan and camping site for a | Application | Permitted | on |

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|------------|--|------------------------|-----------|----|
| | maximum of 75 pitches in Field 1, erection of a toilet and washing facilities building and retention of farm office and camping reception office and additional landscaping. | 09.04.2009 | | |
| DC/08/1910 | Retention of existing caravan and camping site for a maximum total of 100 pitches, consisting 50 in Field 1 and 50 in Field 2. Replacement of existing toilet and washing facilities and retention of existing farm office and camping reception office and additional landscaping | Application 03.12.2008 | Refused | on |
| DC/13/0532 | Construction of 6 log cabins for use as holiday accommodation | Application 23.07.2013 | Permitted | on |
| DC/16/2517 | Regularisation of toilet and shower blocks and reception and ancillary camp site shop building associated with Blacklands Farm Campsite | Application 09.01.2017 | Permitted | on |

3. OUTCOME OF CONSULTATIONS

INTERNAL CONSULTATIONS

- 3.1 Landscape Architect Officer: No comment
- 3.2 Public Health and Licensing: No objection, subject to conditions.

OUTSIDE AGENCIES

- 3.3 County Council - Public Rights of Way: No Objection
- 3.4 County Council – Highways: Any comments will be reported verbally at Planning Committee.

PUBLIC CONSULTATIONS

- 3.5 Henfield Parish Council: No objection.
- 3.6 Shermanbury Parish Council: Concerns regarding the use of the field and the surrounding footpaths, which from their assessment, were unclearly indicated on the submitted plans.
- 3.7 8 letters of support were received, and these can be summarised as follows:
- Encourages local business and employment within the area
 - Provides recreational opportunities and use of the countryside
- 3.8 2 letters of objection were received, and these can be summarised as follows:
- Noise pollution
 - Litter disposal along public footpaths
 - Abuse of 28-day permitted development allowance

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

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

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

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

6. PLANNING ASSESSMENTS

- 6.1 The application seeks full planning permission for the extension of the existing campsite to provide 50 pitches seasonally between 1st March and 30th September, and the retention of the access tracks and washing facilities.

Principle of Development

- 6.2 Policies 10 and 11 of the HDPF state that sustainable rural economic development and enterprise which promotes tourism will be encouraged in order to generate local employment opportunities and economic, social and environmental benefits for local communities.
- 6.3 The existing campsite has been running for the past 8 years and has proven to be a popular facility within the District, with pressure now arising for additional pitches. The application therefore proposes use of an additional field ('Field 2') on a permanent basis for camping between 1st March and 30th September each year, with the field reverting to agricultural use outside of these months.
- 6.4 The application site is located within close proximity to a number of footpaths and public bridleways, with the settlement of Henfield and the South Downs National Park in close proximity. The proposal would encourage recreational use within a countryside location and would support, further enhance and diversify the existing campsite. The proposal is considered to encourage informal recreation within the countryside, as well as support the sustainable development of the rural area. Whilst the proposal would extend the campsite further into the countryside, in principle, the nature of the proposed use is considered to be of a scale appropriate to the character and location of the area, whilst improving the range and quality of facilities for visitors.
- 6.5 The proposed use for 50 x tent/caravan pitches within Field 2 is therefore considered to contribute to sustainable rural economic development, supporting and enabling the recreational use of the countryside. As such, the proposal is considered to accord with Policies 10, 11 and 26 of the HDPF.

Landscape character of the site and surroundings

- 6.7 Policies 25, 32 and 33 promote development which is of high quality and design, and is sympathetic to the distinctiveness of the dwelling and surroundings. Development should protect, conserve and enhance the landscape character, taking account of the nature environment, landscape and landform pattern to which it forms a part.
- 6.8 A previous application was refused for the provision of a total of 100 tent / caravan pitches, 50 pitches to 'field 1' and 50 pitches to 'field 2' (ref: DC/08/1910). As part of this application

it was considered that 'field 2' was visible in distant views from higher ground to the north-east and from surrounding residential properties, with the proposal resulting in harm to the countryside location, particularly in terms of visual impact, noise and air pollution, and general level of activity associated with the campsite.

- 6.9 Since this decision in 2008 additional landscaping has been undertaken, including the planting of new hedgerows and trees, to the south of the site and all field boundaries. This landscaping was undertaken to further screen the site and mitigate the visual impact of the use on the wider surroundings.
- 6.10 The application site is approximately 200m from the public highway and approximately 180m from the nearest neighbouring dwelling. The landscaping of the site, which is greater than that present in 2008, includes woodland to the north and south, and field boundaries to the north, east and west that are highly vegetated with hedging and planting. In this context it is considered that the proposed use of 'field 2' between March and September each year would not result in demonstrable harm to the landscape character of the area, particularly given the established and lawful use of the neighbouring field ('field 1') as a campsite. The site would revert to agricultural use outside of the proposed camping season, when the site would be most visible.
- 6.11 The washing facilities are built of timber and are positioned along the western boundary of Field 2. These are considered to be of a reasonable scale and are sited in an area that would limit visual prominence and impact. The structure is considered to relate sympathetically with the landscape character and rural context of the site and wider surroundings.
- 6.12 The tracks as built provides access to the western and northern sections of the field for vehicles. The tracks have been constructed of Type 1 MOT that has a dark finish, and these are considered to be consistent with the landscape character and rural nature of the surroundings.
- 6.13 It is considered, for the reasons outlined above, that the proposed pitches, along with the washing-up facilities and access tracks, would not be harmful or erode the landscape character and appearance of the site and surroundings, in accordance with Policies 25, 32 and 33 of the HDPF.

Amenities of the occupiers of adjoining properties

- 6.14 Policy 33 states that development should consider the scale, massing and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties.
- 6.15 It is recognised that sporadic residential development is positioned to the north, south and west of the site, albeit at a substantial distance from Field 2. Whilst the proposed camping use would contribute to an increased level of activity it is considered that the distance between the site and neighbouring properties would mitigate the potential for harm. The Environmental Health Team has raised no objections subject to conditions, and these are recommended in order to protect neighbouring amenity. Subject to these conditions the proposal would accord with Policy 33 of the HDPF.

Existing Parking and Traffic Conditions

- 6.16 Policies 40 and 41 of the HDPF states that development should provide safe and adequate access and parking, suitable for all users.
- 6.17 The proposal would utilise existing access arrangements to the campsite and no objection is raised to this arrangement; any comments from the Highway Authority will be reported at

the Committee meeting. The tracks within the site provide access to the western and northern sections of the field for vehicles in association with both the campsite and wider agricultural use. These have been constructed of Type 1 MOT that has a dark finish. This is a form of sub-base that has good load bearing quality and is commonly used for hardstanding, driveways, and footpaths. This finish, at the width proposed, is considered to provide adequate access to the site, and as such is considered to accord with Policies 40 and 41 of the HDPF.

Conclusion

- 6.18 The proposed extension to the camp site, to provide an additional 50 pitches, is considered to further diversify and enhance the facilities and recreational provision of the camp site, and is not considered to result in severe harm to the visual amenities and landscape character of the area. Furthermore, subject to conditions, the proposal is not considered to harm the amenities of neighbouring properties. As such, the proposal is considered to accord with Policies 10, 11, 25, 26, 32, 33, 40, and 41 of the Horsham District Planning Framework (2015).

7. RECOMMENDATIONS

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

- 1 A listed of the approved plans
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

- 3 The hereby approved use shall not commence until a Site Management Plan for the campsite has been submitted to and approved in writing by the Local Planning Authority. The Site Management Plan shall include the following:-

- Where bins and recycling bins would be located;
- How waste would be disposed of and how frequently;
- How the site would be split between tents and caravans;
- Applicant to notify the Local Planning Authority that there are no caravans on site between 1st October and 28th/29th February each year;
- How the site will be laid out, details to include water points, waste water disposal, electrical safety and fire prevention;
- A log book shall be kept of all bookings/movements and shall include the date of arrival and departure of persons staying at the campsite and the field to which the individual/group is stationed;

The development shall subsequently be undertaken in accordance with the approved Site Management Plan unless alternative details are agreed in writing by the Local Planning Authority.

Reasons: In the interests of amenity for site users and surrounding residential properties, and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 4 The campsite hereby approved shall not be occupied between 1st October and 28th/29th February of each year, and all caravans and tents shall be removed from the site between October and February each year.

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

- 5 The development hereby approved shall be used for touring caravans and tents and for no other purpose (including any other purpose in any Class in the Schedule to the Town and Country Planning (Use Classes) Order 1987.

Reason: Changes of use as permitted by the Town and Country Planning (General Permitted Development) Order 2015 are not considered appropriate in this case under Policies 25, 26 and 33 of the Horsham District Planning Framework (2015).

- 6 The total number of caravans and tents combined on the site identified as 'Field 2' on the approved plans shall at no time exceed 50.

Reason: To avoid an overcrowded appearance and to secure satisfactory standards of space and amenity in accordance with Policies 33 and 43 of the Horsham District Planning Framework (2015).

- 7 No individual touring caravan / tent / caravanette shall remain on the site for a period longer than 4 weeks in any one year.

Reason: To protect the appearance and character of the area and to ensure that adequate provision is retained for use of touring caravans / tents / caravanettes, in accordance with Policy 43 of the Horsham District Planning Framework (2015).

- 8 The site shall not be used for the parking of vehicles in use for any trade or business, or for any other aspect of a business or commercial activity other than that normally ancillary to the operation of a touring caravan site.

Reason: To protect the visual amenities and landscape character of the area, and the amenities of residents in the area, in accordance with Policies 25, 26 and 33 of the Horsham District Planning Framework (2015).

- 9 No amplified music shall be played at the site.

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

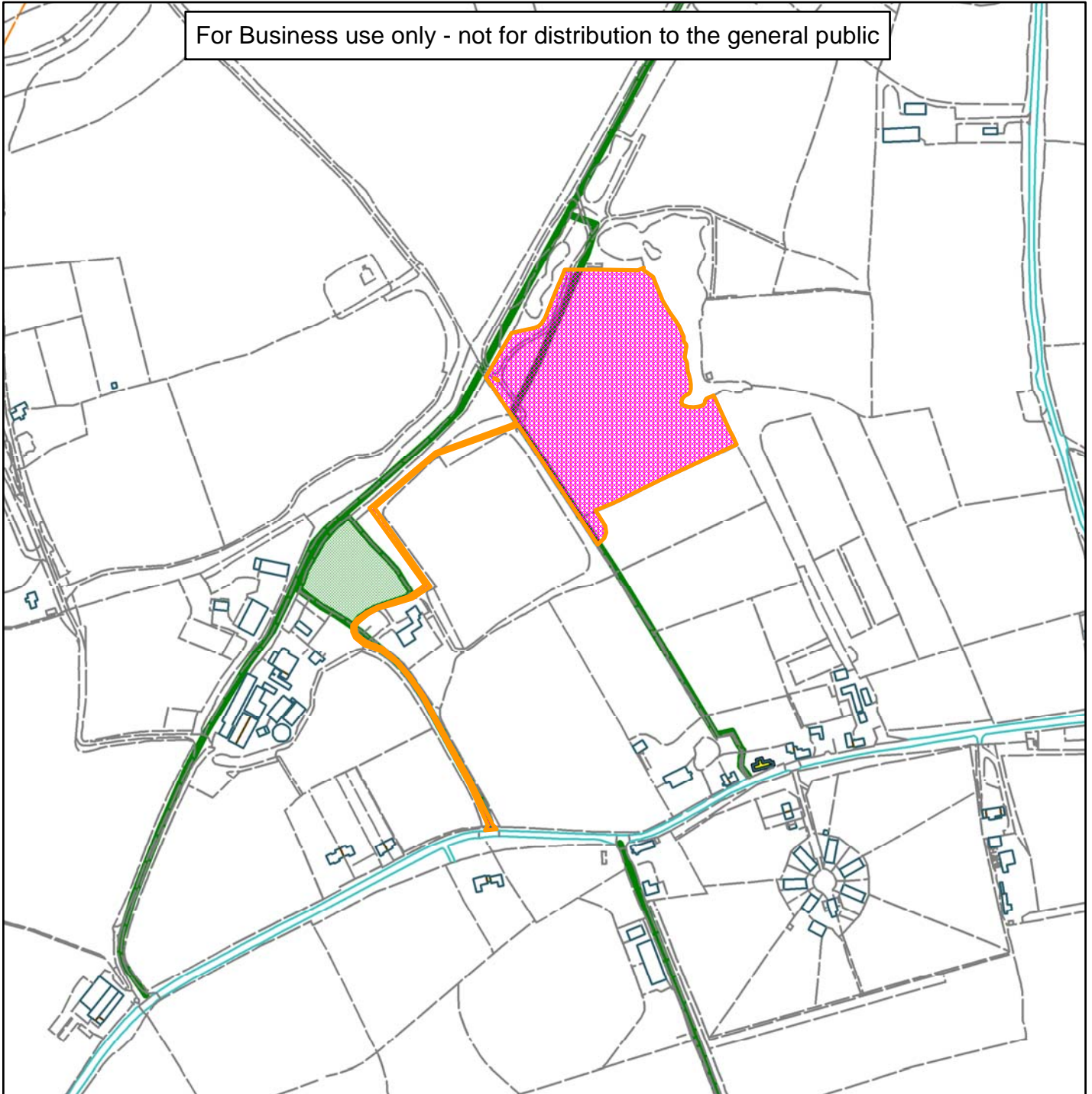
NOTE TO APPLICANT

An increased number of toilets, basins, and sinks may be needed for the increased number of pitches. This requirement will be covered by the Caravan Site Licence, but the applicant should ensure that planning permission is gained, if required, for any increase in buildings required to house these.

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**Horsham
District
Council**

**PLANNING
REPORT COMMITTEE**

TO: Planning Committee South
BY: Development Manager
DATE: 21 February 2017
DEVELOPMENT: Regularisation of timber bridges
SITE: Blacklands Farm Wheatsheaf Road Henfield West Sussex
WARD: Henfield
APPLICATION: DC/16/2522
APPLICANT: Mr Grahame & Neil Goodridge

REASON FOR INCLUSION ON THE AGENDA: At the discretion of the Development Manager

RECOMMENDATION: To permit the application

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The application seeks full planning permission to retain 2 bridges that have been erected over a pond to the north-east section of the site.

1.3 Bridge 1 connects the eastern and western fields and extends to a length of 21m and a width of 2.4m. Bridge 2 connects the western field to an island within the pond, and extends to a length of 9.8m, and a width of 0.8m. Both bridges are built of untreated timber, with mulch laid along both entrances to provide vehicular access over the bridge.

1.4 It is stated within the supporting documentation that the bridges are required in order to access the back fields of the site for agricultural and maintenance purposes.

DESCRIPTION OF THE SITE

1.5 The application site is positioned to the north of Wheatsheaf Road, outside of any designated built-up area. The bridges subject to the application are positioned to the north-east of the site, with the surroundings characterised by open countryside. The fields are bound by hedging and post and rail fencing, with the site subject to use as a formal campsite and agricultural use.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT GOVERNMENT POLICY

- 2.2 **National Planning Policy Framework:**

NPPF1 - Building a strong, competitive economy
NPPF3 - Supporting a prosperous rural economy
NPPF7 - Requiring good design
NPPF11 - Conserving and enhancing the natural environment
NPPF14 - Presumption in favour of sustainable development

RELEVANT COUNCIL POLICY

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

HDPF1 - Strategic Policy: Sustainable Development
HDPF2 - Strategic Policy: Strategic Development
HDPF10 - Rural Economic Development
HDPF11 - Tourism and Cultural Facilities
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
HDPF43 - Community Facilities, Leisure and Recreation

RELEVANT NEIGHBOURHOOD PLAN

- 2.4 **Henfield Neighbourhood Development Plan 2015 – 2035**

Following a court decision on 13 October 2016, Henfield Neighbourhood Development Plan has been quashed. The Parish Council is currently considering how they will move forward. Henfield Parish continues to be covered by the Horsham District Local Plan, and this plan remains the current and up to date plan for the area.

PLANNING HISTORY

| | | | | |
|-----------|--|-------------|-----------|----|
| HF/36/49 | Pig sties | Application | Permitted | on |
| | | 08.02.1950 | | |
| HF/92/61 | Site for house for own occupation | Application | Permitted | on |
| | | 03.01.1962 | | |
| HF/67/88 | Erection of warehousing and light industrial units. | Application | Refused | on |
| | | 31.08.1988 | | |
| HF/2/96 | Erection of pig buildings | Application | Permitted | on |
| | | 26.03.1996 | | |
| HF/37/00 | Certificate of lawful use for storage of caravans | Application | Refused | on |
| | | 25.07.2001 | | |
| HF/122/02 | Continued use of land and buildings for b1 and b8 uses | Application | Permitted | on |
| | | 13.08.2003 | | |
| HF/123/02 | Certificate of lawful use for storage of caravans | Application | Permitted | on |
| | | 17.09.2003 | | |

| | | | | |
|------------|--|---------------------------|-----------|----|
| DC/08/1909 | Provision of caravan and camping site for a maximum of 75 pitches in Field 1, erection of a toilet and washing facilities building and retention of farm office and camping reception office and additional landscaping. | Application 09.04.2009 | Permitted | on |
| DC/08/1910 | Retention of existing caravan and camping site for a maximum total of 100 pitches, consisting 50 in Field 1 and 50 in Field 2. Replacement of existing toilet and washing facilities and retention of existing farm office and camping reception office and additional landscaping | Application 03.12.2008 | Refused | on |
| DC/09/0873 | Retrospective application to change the use of former farm buildings B1 (Business) and B8 (Storage and distribution) uses | Application 16.07.2009 | Permitted | on |
| DC/10/0811 | Retrospective change of use of approved B1 light industrial unit and retention of existing office and restroom for use by VW Kampers Ltd in connection with their business at Blacklands Farm, Wheatsheaf Road, Henfield, West Sussex | Application 22.06.2010 | Permitted | on |
| DC/13/0532 | Construction of 6 log cabins for use as holiday accommodation | Application 23.07.2013 | Permitted | on |
| DC/16/2517 | Regularisation of toilet and shower blocks and reception and ancillary camp site shop building associated with Blacklands Farm Campsite | Application 09.01.2017 | Permitted | on |

3. OUTCOME OF CONSULTATIONS

INTERNAL CONSULTATIONS

3.1 N/A

OUTSIDE AGENCIES

3.2 N/A

PUBLIC CONSULTATIONS

3.3 Parish Council Consultation: No Objection.

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

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

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

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

6. PLANNING ASSESSMENTS

- 6.1 The application seeks full planning permission for the retention of 2 x timber bridges that have been erected over the pond within the site.

Principle of Development

- 6.2 Policy 26 states that development outside of built-up boundaries must be essential to its countryside location, and in addition meet one of the following criteria: support the needs of agriculture or forestry; enable the extraction of minerals or the disposal of waste; provide for quiet informal recreational use; or enable the sustainable development of rural areas.
- 6.3 The bridges subject to the application are positioned over the main pond within the site, to the north-east of the main field of the established campsite. It is stated within the submitted Planning Statement that the surrounding fields are used for agriculture to graze sheep and make hay in the spring, with the field to the west of the pond used for camping 28 days in each year (for which no planning permission is required).
- 6.4 Bridge 1 extends over the pond, providing access between the fields to the north-east. It is stated within the supporting information that the bridge is essential to its countryside location as it provides access on a daily basis in order to undertake checks of the sheep and farmland, whilst also providing an ease of movement that limits the need to traverse around the pond. The supporting documentation further states that Bridge 2 provides pedestrian access to an island within the pond, with access required to maintain vegetation as well as the resident mink population without having to hire a boat or waders.
- 6.5 Whilst it is noted that the farm still has over 100 sheep grazing the land, with hay produced from the fields, the wider site has diversified from its initial agricultural use. Since 2008 the wider site has been lawfully used as a formal campsite, which under planning approval DC/08/1909 was given permission for 75 tent and caravan pitches, with a further 6 woodland log cabins subsequently permitted under planning reference DC/13/0532.
- 6.6 The applicant considers that the erected bridges are essential to its countryside location in order to provide access and ease of movement for daily agricultural needs. It is recognised that the bridges allow for access and movement between fields, this is though considered desirable rather than essential given the other access means provided around the site. In addition, given the recent diversification of the site the direct requirement for the bridges and the agricultural need is limited.
- 6.7 As such, whilst the need for the bridges to support the agricultural undertaking is of some weight the bridges would also most likely be used in connection with the camp site. Currently, the campsite comprises a permanent field to the south-east of the bridges, a number of adjoining fields used for 28 days of the year under permitted development rights, with a current application (ref: DC/16/2915) seeking to permanently expand the operation

to the adjoining field to the south of the pond. The potential to provide access across the pond not only for agricultural needs but also for recreational purposes linked with the campsite is therefore considered to be significant.

- 6.8 Whilst direct access to the agricultural fields under the applicant's ownership would improve efficiency and manoeuvrability around the site, direct pedestrian and vehicular access to the northern fields, and the surrounding public footpaths/bridleways, would further enhance the facilities and accessibility of the camp site, as well as providing improved recreational access to the countryside. It is therefore considered that the retention of the bridges for both agricultural and recreational purposes would be beneficial to the function and use of the site and wider countryside as a whole.
- 6.9 The existing campsite provides recreational opportunities to the wider area, and is considered to be a sustainable form of development that contributes to the local rural economy. The ability to access the western field on a regular basis, for both agricultural and recreational needs, would support the agricultural undertaking, but also the sustainable development of the rural area. Therefore, the retention of the timber bridges for both agricultural and recreational use is therefore considered to accord with policy 26 of the Horsham District Planning Framework (2015).

Character of the site and landscape character of the wider surroundings

- 6.10 Policies 25, 32 and 33 promote development which is of high quality and design, and is sympathetic to the distinctiveness of the dwelling and surroundings. Development should protect, conserve and enhance the landscape character, taking account of the nature environment, landscape and landform pattern to which it forms a part.
- 6.11 The bridges are of an untreated timber construction, with a timber bannister provided to the edges. These are considered to reflect the rural landscape character of the area and are of a scale which is in keeping with the wider landscape and surroundings. As such, the form and finish of the bridges are considered to accord with policies 25, 32 and 33 of the Horsham District Planning Framework (2015).

Amenities of the occupiers of neighbouring properties

- 6.12 Policy 33 states that development should consider the scale, massing and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties
- 6.13 Given the nature and location of the bridges, in the context of adjacent properties and uses of land, the bridges are not considered to have a material impact upon the amenities and sensitivities of neighbouring properties, in accordance with policy 33 of the Horsham District Planning Framework (2015).

Conclusion

- 6.14 The timber bridges are considered to be acceptable in principle, and are considered to be of a form and appearance that relate sympathetically to the rural character of the area. The bridges are not considered to materially harm the amenities of neighbouring properties. As such, the development is considered to accord with Policies 25, 26, 32, 33 and 41 of the Horsham District Planning Framework (2015).

7. RECOMMENDATIONS

To permit the application.

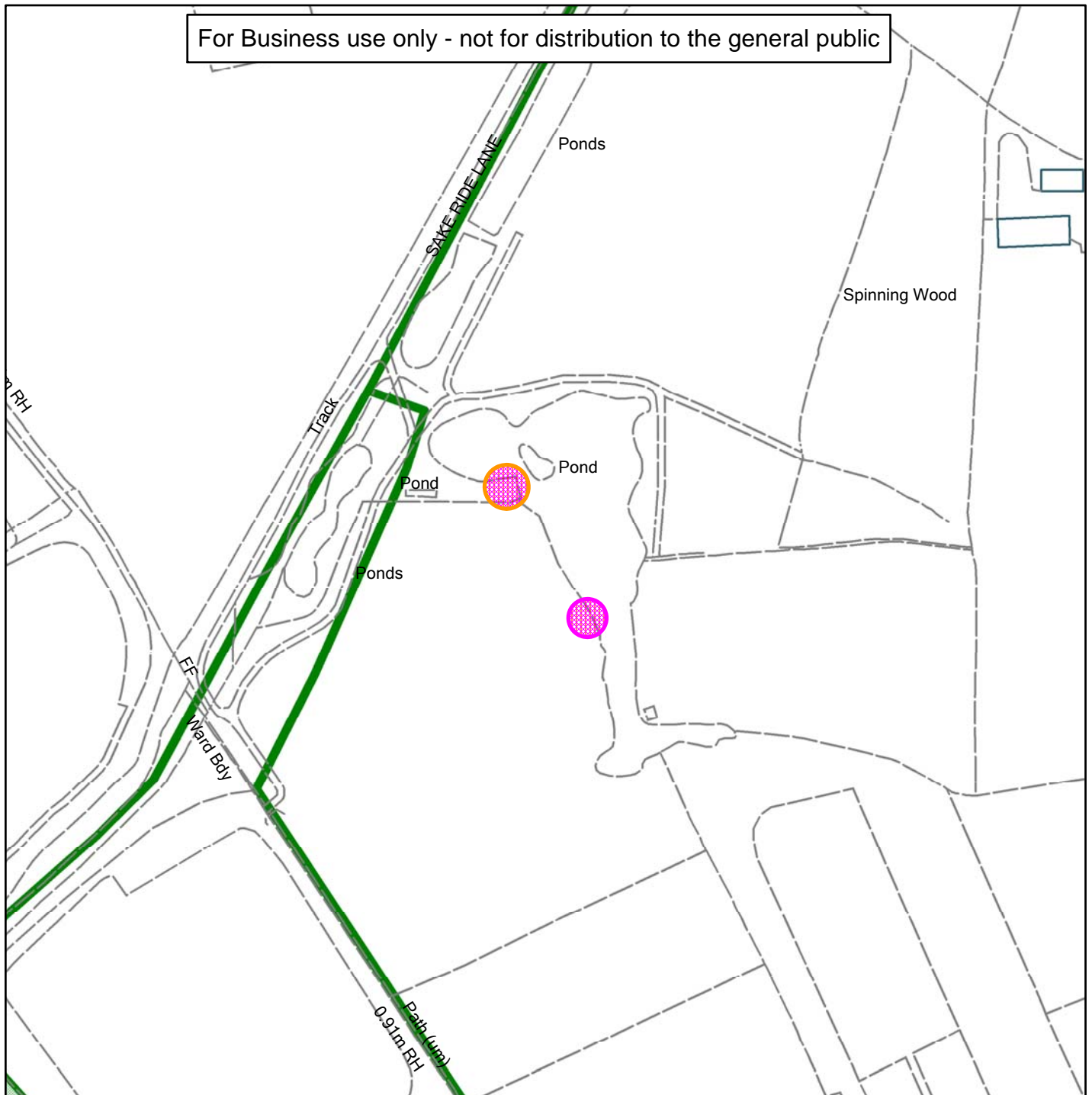
Background Papers: DC/16/2522

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Blacklands Farm Camping

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