



**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 18 December 2018

**DEVELOPMENT:** Change of use of agricultural land to a private Gypsy and Traveller caravan site.

**SITE:** Plot 3 Bramblefield Crays Lane Thakeham West Sussex

**WARD:** Chanctonbury

**APPLICATION:** DC/18/1543

**APPLICANT:** **Name:** Mr William Mitchell **Address:** C/O Agent

**REASON FOR INCLUSION ON THE AGENDA:** More than 8 letters of representation have been received within the consultation period with a view contrary to the recommendation, and, at the request of the Parish Council who wish to speak

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

**1. THE PURPOSE OF THIS REPORT**

1.1 To consider the planning application.

**DESCRIPTION OF THE APPLICATION**

1.2 The proposal seeks to station a mobile home on the western edge of the site with hard-standing for parking and access allowing space for a touring van to be stationed to the north, and providing a permanent day room to the southern side.

1.3 The mobile home and day room would be clad in timber weather-boarding, with the day room having a footprint of some 6m x 6m with a ridge height of some 4m.

1.4 The proposal includes a provision for the site area to be reduced along the eastern side by some 10m, and subsequently landscaped and provided with a bench, enabling wider public use of this area, in the form of a 'pocket park'. Additional trees and hedgerows are to be planted along the re-aligned eastern boundary as well as to the south and east of the proposed mobile home.

**DESCRIPTION OF THE SITE**

1.5 The application site forms a small site area (approx 0.3ha), reached by way of a single track lane and public right of way which also serves a number of small parcels of land which have been sub-divided for small-holding purposes. The site lies in a hilltop location, at the junction of two public rights of way (footpaths), some 230m north of the built-up area

boundary of Thakeham. It is bounded on all sides by a reasonably dense hedgerow, with two gates providing access from the northern edge. Ground levels slope gently across the site with the western side lying higher than the eastern side (height difference of around 3m

- 1.6 The existing site layout includes a number of timber structures along the western boundary, and what appears to be a new timber stable block, providing one stable and an associated tack / store room. There is a sizable area of concrete hard-standing to the north-western corner of the site.

## **2. INTRODUCTION**

### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

### RELEVANT PLANNING POLICIES

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

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

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

- Policy 1 - Strategic Policy: Sustainable Development
- Policy 2 - Strategic Policy: Strategic Development
- Policy 3 - Strategic Policy: Development Hierarchy
- Policy 21 - Strategic Policy: Gypsy and Traveller Sites Allocations
- Policy 22 - Gypsy and Traveller Sites
- Policy 23 - Strategic Policy: Gypsy and Traveller Accommodation
- Policy 24 - Strategic Policy: Environmental Protection
- Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
- Policy 26 - Strategic Policy: Countryside Protection
- Policy 31 - Green Infrastructure and Biodiversity
- Policy 32 - Strategic Policy: The Quality of New Development
- Policy 33 - Development Principles
- Policy 34 - Cultural and Heritage Assets
- Policy 40 - Sustainable Transport
- Policy 41 - Parking
- Policy 42 - Strategic Policy: Inclusive Communities
- Policy 43 - Community Facilities, Leisure and Recreation

#### **2.4 Supplementary Planning Guidance:**

- Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) - Preferred Strategy
- Thakeham Parish Design Statement (2002)

#### **2.5 RELEVANT NEIGHBOURHOOD PLAN**

Thakeham Neighbourhood Plan – Made January 2017

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

## 2.6 PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/11/1755	Retrospective permission for stock fencing and 12 foot galvanised gate	Application Permitted on 18.10.2011
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A former agricultural building was converted to a dwelling to the east of the application site, with the dwelling now known as Bramble Barn (ref: DC/16/0272). The permission was granted at appeal, with the Inspector considering that the access track was surfaced and 'a short distance from the village' and was not sufficiently divorced from services and utilities to be considered isolated.

## 3. OUTCOME OF CONSULTATIONS

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

### INTERNAL CONSULTATIONS

3.2 **HDC Strategic Planning:** Comment:-

- It is acknowledged that the sites allocated through Policy 21 of the HDPF have yet to come forward and therefore, the Council is currently still unable to demonstrate an up-to-date 5 year supply of deliverable sites. This is a significant consideration in terms of the determination of this planning application and would weigh in favour of the proposal, provided that the proposed development does not significantly depart from the criteria laid out in policy 23 of the HDPF and the PPTS.
- The application site has not been assessed as part of the 'Gypsy & Traveller' DPD process.
- In terms of compliance with policy 23 (1) of the HDPF, it is noted that part (d) states that the site should be located in or near to existing settlements, within a reasonable range of local services and community facilities, in particular schools and essential health services. In this case, the application site is located approximately 250m north from the Built-up Area Boundary (BUAB) of Thakeham, approximately 330m from a first school (in Thakeham) and approximately 3km from a doctor's surgery (The Glebe) in Storrington. There is no doctor's surgery in Thakeham. Thakeham is classified as a "smaller village" in Policy 3 of the HDPF "villages with limited services, facilities, social networks but with good accessibility to larger settlements"
- In addition, policy 23 (1) (b) and (e) of the HDPF in relation to highway safety and the impact upon the character and appearance of the area should be considered by the Case Officer in this case. Policy 23 (1) (e) is of particular significance given the location of the site in the countryside and the landscape issues associated with the site.
- However, as summarised, the proposed development has the potential to conflict with policy 23 (1) (b) and (e) and indeed policy 25 of the HDPF in terms of its impact on the character and appearance of the surrounding landscape.

3.3 **HDC Landscape Architect:** No Objection:-

- The proposal is not considered to introduce any greater level of activity than is already present in the adjoining plots and by virtue of the topography would not introduce any significant harm to the wider landscape character.
- The site is located outside the BUAB of Thakeham. The field is situated on the high ground on the brow of a hill open and surrounded on all sides by hedges. The land slopes gently down from the north western corner to the south eastern edge. The proposed built form and caravan site will sit on the higher part of the land to the north on existing hardstanding, replacing the existing buildings.

- The site is located on the southern edge of a group of smaller plots - each plot having different uses - from storage of vehicles and materials to allotments. Some have habitable buildings on them and others have a variety of sheds.
- The plot and its neighbours do not display the landscape characteristics of the open land to the south towards Crays Lane. The location is such that the plots are not read as being part of the open fields to the south and form a distinct enclave.
- A narrow access road leads to the site from the village PROW 2475 also follows along this route for most of the way diverting Northeast at the south eastern corner of the site where it meets with PROW 2399. The location of the built day room and static home would be barely visible from the crossing point of the two PROWS due to the curving away nature of the landform and relative height of the viewer and intervening hedge and height of vegetation in the lower part of the field.
- The site lies within the character area F1 Pulborough, Chiltington and Thakeham farmlands. The character of these farmlands are typified by the undulating mixed farmland landscape of arable and horticulture, with small areas of pasture. There is development pressure on this declining landscape and in areas where there is moderate inter-visibility, the overall sensitivity to change can be described as moderate. The site itself - partly due to the subdivision of the land and boundary treatments does not display the open characteristics of the surrounding landscape - nor do they afford 'moderate' inter-visibility - except from the access road used by the owners of the plots. Rather each plot is enclosed and the level of activity is more intensive as a result - creating a distinct pattern and character.
- The landform falls sharply away from the southern boundary towards Crays Lane and this again prevents any views into the site as the viewer approaches from the fields in a northerly direction. So, the site is again, not read in relation to these open pastures.
- The applicant proposes a scheme of soft landscaping which aims to help integrate the development into the landscape. This should assist further in screening the proposal from the PROWS which lie on lower land to the south of the site.
- Conditions are advised to secure hard and soft landscaping details

3.4 **HDC Conservation:** No Objection. The Thakeham conservation area will not be harmed by a traveller and gypsy site at plot 3 Bramble Lane

3.5 **HDC Environmental Health:** No Objection:-

- No objections subject to advised conditions to include means of treatment and sewage disposal, external lighting, control on delivery and installation of development and no burning on site
- It is also noted that the proposal will require a caravan site license

3.3 **HDC Waste and Refuse:** Comment:-

- The refuse lorry currently accesses Chequers at the southern corner of the lane, and this is the only point the vehicle can turn
- Access would therefore not be possible further along the lane

#### OUTSIDE AGENCIES

3.6 **WSSC Highways:** No Objection:-

- Vehicular access to the public highway is via Cray's Lane. Both Cray's Lane and Bramble Lane are narrow with limited opportunities for 2 vehicles to pass each other. However, the area is rural in nature and traffic levels and speeds are likely to be very low.
- Visibility from Bramble Lane to the south is limited due to the horizontal alignment of the carriageway and 3rd party land. However, the proposal is for 1 dwelling only which

will generate a small level of traffic and considering traffic speeds along Cray's Lane are likely to be low, is therefore acceptable to the highway authority.

- As Bramble lane is; narrow with no passing places, a Public Right of Way (footpath) and visibility to the south is limited any additional development on the site will require further consideration by the Highway Authority.
- A construction management plan (CMP) in relation to the planting/landscaping proposals is required. The plan should also include how the mobile home will enter the site ie showing there is sufficient room within Cray's Lane and Bramble Lane for a low loader carrying a mobile home to manoeuvre into and out of Bramble Lane from the public highway. The plan will also need to show there is sufficient room on site for the mobile home delivery vehicle to turn and re-enter Bramble Lane/Cray's lane in a forward gear.
- No highway objection subject to the submission of a detailed CMP.

### 3.7 **WSSC Rights of Way:** Comment:-

- Public Rights of Way (PROW) Footpath 2475 and Footpath 2478 run to the south and east of the proposed development, within the red line of the planning application boundary. It is understood that the vehicular access to the proposed development is to be via these PROW.
- It is noted that the current Land Registry title to Plot 3 Bramblefield does not extend to include the footpaths. Public vehicular rights do not exist along the PROW and the Applicant should not assume private access rights along the PROW unless these can be lawfully demonstrated by (1) ownership of the land across which access is proposed to be gained or (2) by such rights being conferred to them by the owner of the land. The Local Planning Authority should ensure that the Applicant is made aware that it is a criminal offence to drive a motor vehicle along a footpath in the absence of a private vehicular right of access and that no parking is permitted on the PROW.
- It should be noted that the rights of the public take precedence over private rights and, therefore, all vehicular movements along the footpath must give way to pedestrians.
- The Applicant should submit designs to demonstrate adequate visibility splays for vehicle movements along the PROW and entering and exiting the PROW.
- Further notes are advised regarding the protection of the PROW

## PUBLIC CONSULTATIONS

### 3.8 **Parish Council:** Objection:-

- Site is in an unsustainable location outside of the BUAB, and subject to a current agricultural designation, subject to problematic level of sub-division
- Clear conflict with HDPF 26 and policies TNP1, TNP8, TNP9 of the Made Thakeham Neighbourhood Plan.
- Proposal fails on at least 4 of the 5 listed HDPF Policy 23 criteria:
  - Access to the site depends on a single-track private lane and it is not clear if the applicant has rights of way / easements over it
  - Services to the site are currently only suitable for livestock - no waste / sewerage disposal arrangements
  - Not within the BUAB
  - Introduction of permanent mobile home in this sensitive hilltop location would have a significantly detrimental impact on landscape character
- The Parish Council wishes to speak at committee in the event it is recommended for approval

### 3.9 Representations have been received from 66 addresses objecting for the following reasons:-

- Already enough designated gypsy / traveller sites in the area

- Proposed area outside of allocated sites identified in DPD - strategy identifies that there will be need for just 40 additional sites between now and 2027 and has identified sites adequate to provide 68
- Sufficient allocated land and alternative sites set out in local policy
- Conflict with local planning policies - isolated rural location Require ongoing monitoring and regulation
- Prohibited residential use of small-holding sites
- Adverse impact on other small-holding plots
- Adverse impact on character and area of natural beauty
- Overdevelopment
- Poor location
- Significant development in Thakeham in last two years
- Highly visible on skyline - impact on conservation area views
- Inappropriate use of agricultural land
- Contrary to Neighbourhood plan
- Provision of day room constitutes a dwelling in itself
- Danger to other road users by way of vehicles towing trailers
- Increase in traffic - danger to other road users (horse riders and walkers) - unmade and narrow lane
- Use of suggested 3.5tonne lorry would destroy lane
- Increased disturbance to other residential properties adjoining the lane
- Difficulties in accessing the site in an emergency
- Increased strain in infrastructure
- Not served by safe and convenient pedestrian access
- Not served by essential services etc
- Precedent for other small-holders in area applying for similar
- Description would allow for further intensification of the site
- Does not take account of adjacent land holder's access rights over land to access two gates at eastern end
- Development in the area on small-holdings without planning permission - continuing breaches
- Question what provision is made for waste removal

3.10 1 representation has been received supporting the proposal for the following reasons:-

- The provision of a 'pocket park'
- provision of accommodation for one family won't impact on rural location and traffic unduly

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

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

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

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

## **6. PLANNING ASSESSMENTS**

### **Background**

- 6.1 The Council has recently successfully defended appeals against the refusal of planning permission for settled gypsy accommodation on land at Whiteoaks near Small Dole (ref: DC/17/1375) and at Millers Mead in Nuthurst (ref: DC/17/2534). As part of these appeal decisions the Inspector noted that the wording and objectives of Policy 23 of the HDPF are consistent with the new NPPF, and that while the unmet needs within the District for residential sites for Gypsies, Travellers and Travelling Showpeople, was a consideration of significant weight it did not automatically trigger the 'tilted balance'. Accordingly, the decisions were made in accordance with the development plan.

### **Principle of Development:**

- 6.2 The NPPF seeks to foster 'sustainable development' which includes a social objective, in seeking to ensure that sufficient number and range of homes can be provided to meet the needs of present and future generations. In considering the provision of rural housing, the NPPF advises that decisions should reflect local needs. To be read alongside the NPPF, paragraph 27 of the 'Planning Policy for Traveller Sites' (PPTS) states that if a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites; this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission.
- 6.3 The application site is located within a countryside location which is afforded a significant degree of protection by Policy 26 of the HDPF and by policy 'Thakeham1' of the Thakeham Neighbourhood Plan (TNP). The Thakeham Neighbourhood Plan (TPNP) also sets out an objective to 'safeguard the best and most versatile agricultural land for sustained food production', with policy Thakeham8 stating that development on agricultural land subdivided into holdings of less than 0.4 hectares and involving the erection of small structures will be resisted. However, the Planning Policy for Traveller Sites (PPTS) implicitly accepts that gypsy and traveller sites may be located in rural areas, albeit that the PPTS does indicate at paragraph 25 that development in open areas, or outside areas allocated in the development plan, should be strictly limited. It is therefore considered that subject to detailed landscape character considerations the location of the site within the countryside, and the resulting conflict with the above policies, would not, in itself, justify a refusal of planning permission.
- 6.4 Policy 21 of the HDPF, 'Gypsy and Traveller Site Allocations', makes provision for 39 net additional permanent residential pitches for Gypsies and Travellers within the period 2011-2017 in order to fulfil the backlog of unmet need identified through the Council's current Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2013). The policy confirms that Horsham District Council will make provision for further pitches over the rest of the Plan period from 2017 to 2031 in a Site Allocations DPD. A number of sites allocated through Policy 21 of the HDPF have though yet to come forward and therefore the Council is currently unable to demonstrate an up-to-date 5 year supply of deliverable sites. This shortfall in pitches is a consideration of significant weight in the determination of this application.
- 6.5 The application site is not specifically allocated as a Gypsy and Traveller site in the HDPF. Policy 23 of the HDPF sets out the criteria that the Council will take into account in considering planning applications for gypsy accommodation on non-allocated sites (for clarity these criteria will be referenced throughout the assessment section of this report).
- 6.6 Criterion (d) of Policy 23 indicates that whether the site is located within a reasonable distance of a range of local services and community facilities, in particular schools and essential health services be taken into account. The nearest settlement is Thakeham

which is approximately 460 metres to the south (as measured from the access to the proposed pitch). Thakeham is identified by Policy 3 of the HDPF as a 'smaller village' where residents are reliant on larger settlements to access most of their requirements. This is though noted to be common for all recently constructed development in Thakeham, including that at the current Abingworth development site. The Abingworth development includes provision for new services within the village, including a store and nursery which are in the process of being provided, which would potentially meet some of the needs for occupiers of the proposed development.

- 6.7 It is considered that while occupiers may need to travel further afield for many services this would not, given the services being brought forward in Thakeham, be a daily necessity. The site is in reasonably close proximity to Thakeham such that pedestrian access is a distinct possibility. It is therefore considered that in principle the location of the site and relative proximity to the village boundary would accord with the aims of criterion (d) of Policy 23, with the scale of development not at a level which would 'overdominate' the character and scale of Thakeham. There are no significant barriers to development on the site, with no issues identified in respect of flooding, drainage, ground stability or contamination and as such there is no conflict with criterion (a) of Policy 23. The highway impacts, and whether safe and convenient pedestrian access is available (criterion b); servicing arrangements (criterion c); and landscape impacts (criterion d) are considered elsewhere in this report.

#### **Landscape Character:**

- 6.8 Criterion (e) of Policy 23 of the HDPF states that development proposals for gypsy and traveller accommodation should not have an unacceptable impact on the character and appearance of the landscape, and should be sensitively designed to mitigate any impact on its surroundings.
- 6.9 The site lies within an area characterised by farmlands typified by the undulating mixed farmland landscape of arable and horticulture, with small areas of pasture. Following a site visit it was apparent that a number of plots in the locality incorporate established field boundaries, fencing and gates, with many seemingly in use as small-holdings and including a number or related (small-scale) structures, including shepherd huts on wheels, polytunnels, pig arcs of sheds and other forms of structures used for shelter and stores.
- 6.10 The application site does not display the open characteristics of the surrounding landscape, and is not particularly visible except from the adjoining access road, due to the subdivision of sites and the enclosed nature of boundaries. As a result there is only limited visual connection with the wider open characteristics of the larger fields that lie to the south and north-east and the site and immediate surrounds form a distinct enclave.
- 6.11 As a result of the above factors it is considered that the modest scale of development proposed would not result in any adverse visual harm to the site itself or the landscape character of the wider surrounds. The level of development across the site would be a modest increase over and above the existing grouping of sheds and stable block, the physical form and nature, including the use of timber cladding, would lead to a visually recessive form of development on the site. A landscaping plan has been submitted which would help integrate the development into the landscape and further assist screening the proposal from wider public view. For the reasons outlined it is considered that the visual impact of the proposal accords with relevant local and national planning policies.

#### **Impact on neighbouring amenity:**

- 6.12 HDPF Policies 23 and 33 of the HDPF requires consideration be had to the resulting amenities of neighbouring occupiers of nearby land and property, for example, through overlooking or noise.

- 6.13 The application site is separated by an access track and public right of way with a resulting gap of approximately 6m between the application site and the neighbouring property to the east, Bramble Barn. However, the cumulative gap between the proposed mobile home / day room and the front of the neighbouring building would be approximately 118m, which is considered sufficient to ensure no significant harm to adjoining properties. The scale of the development would similarly be sufficient to prevent any significant harm to users of adjoining land.
- 6.14 The proposal, including the introduction of the pocket park along the eastern edge, would not lead to any further loss of residential amenities on the new dwelling at Bramble Barn, over and above the existing use of the lane as a PROW, which is stated to be well-used. It is suggested that a condition be added to secure details of the final layout and landscaping scheme of this eastern area / pocket park.
- 6.15 Overall, it is not considered that the scheme as proposed would have an adversely harmful impact on the privacy or amenity of the occupiers of the neighbouring residential property, Bramble Barn.

#### **Highways Impacts / Public Right of Way:**

- 6.16 Criterion (b) of Policy 23 requires that site's for gypsy and traveller accommodation are served by a safe and convenient vehicular and pedestrian access, and that proposals should not result in significant hazard to other road users. This is supported by Policies 40 and 41 which require, amongst other matters, safe and suitable vehicular access and adequate parking facilities. 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'.
- 6.17 As set out in the 'principle' section of this report, the site is considered to be in reasonable proximity to Thakeham such that pedestrian access is a distinct possibility. The majority of access would be along a footpath, adopted as a public right of way, which provides vehicular and pedestrian links to the centre of Thakeham. The remainder of the access comprises a narrow private lane with limited passing places. The scale of the proposed development would though be expected to generate a modest number of trips and the nature of the access means any vehicular movements would be at a low speed. While private vehicular rights may be present rights of the public take precedence over private rights and therefore any vehicular movements along the footpath must give way to pedestrians. Taking into account the above it is considered the access arrangements would be adequate for vehicles and pedestrians, and the potential for conflict between vehicles and pedestrians would be minimal.
- 6.18 It should be noted that a former agricultural building was converted to a dwelling to the east of the application site, with the dwelling now known as Bramble Barn (ref: DC/16/0272). The permission was granted at appeal, with the Inspector considering that the access track was surfaced and 'a short distance from the village' and was not sufficiently divorced from services and utilities to be considered isolated.
- 6.19 In terms of proposed parking levels at the property the development would provide for parking and turning space within the property for at least two vehicles, along with the touring caravan. The proposed layout would be sufficient to meet the needs of the development and can be secured through an appropriate condition.

#### **Trees and Ecology:**

- 6.20 Policy 31 of the HDPF seeks to support development which retains, enhances and maintains existing networks of green infrastructure and habitats, as the proposal includes the provision of additional native planting and trees on the site. A landscaping proposal to identify all hard and soft landscaping elements across the site has been submitted, including future maintenance arrangements for the open space at the corner of the site, and this can be secured through an appropriate condition.

### **Conclusions and Planning Balance:**

- 6.21 In conclusion, it is acknowledged that the Council cannot currently meet the identified backlog of unmet gypsy and traveller accommodation need or future need in accordance with policies 21, 22 and 23 of the HDPF. The Council has prepared a revised Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) - Preferred Strategy - which is still undergoing review.
- 6.22 The site's location within the countryside and at a modest distance from the nearest local services, accessible along a designated PROW have been taken into account, along with the likely additional increase in vehicular movements to/from the site given the single new residential pitch being proposed on the site. Although the site would be located in a rural area, it is located adjacent to a recent barn conversion, and where the sub-divided nature of the adjacent small-holding plots would not be overwhelmed as a result of the proposed development. It is therefore considered that the amount of resulting development would not lead to harm to the rural character and nature of the locality.
- 6.23 It is considered that there would be a modest benefit of providing further gypsy/traveller accommodation within the District, which would go some way to off-set the identified shortage of sites. The proposal is therefore considered to be in line with local and national planning policies and would not lead to a significantly harmful development.

## **7. RECOMMENDATIONS**

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

1 **Approved Plans**

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

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

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

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

- 4 **Pre-Commencement Condition:** No development shall commence until all existing storage buildings and structures on site have been removed from the land.

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

- 5 **Pre-Commencement Condition:** 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 highway safety and the amenities of the area.

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

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

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

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

- 8 **Pre-Occupation Condition:** Details of any external lighting of the site shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

- 9 **Regulatory Condition:** Any touring caravans shall not be occupied by any person at any time whilst on the application site.

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

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

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

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

Reason: To enable the Local Planning Authority to control the use of the site and in accordance with Policy

- 12 **Regulatory Condition:** No more than 1 static caravan or mobile home, and no more than 1 touring caravan, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (or any Act revoking or re-enacting these Acts), to be stationed on the site at any time.

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

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

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