



TO: Planning Committee South

BY: Head of Development

DATE: 17 September 2019

DEVELOPMENT: Change of use of land for the provision of two pitches for gypsies and travellers and the erection of a shared day room.

SITE: Land at Junction of Hill Farm Lane and Stane Street Hill Farm Lane
Codmore Hill Pulborough RH20 1BW

WARD: Pulborough, Coldwaltham and Amberley

APPLICATION: DC/19/0845

APPLICANT: **Name:** Mr and Mrs Chatfield **Address:** c/o agent

REASON FOR INCLUSION ON THE AGENDA: Pulborough Parish Council have requested to speak on the application at Planning Committee.

More than eight persons in different households have made written representations raising material planning considerations that are inconsistent with the recommendation of the Head of Development.

RECOMMENDATION: To approve planning permission subject to appropriate conditions

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 The application as submitted seeks planning permission for the change of use of the site for the provision of two pitches for use by gypsies and travellers and the erection of an associated single storey day room building, including associated car parking and touring caravan parking.
- 1.2 The proposed day room, which would serve both pitches, would measure approximately 9.7m by 5.7m with a maximum height of approximately 4.55m. The proposed day room would be made up of rendered walls and a slate tiled roof, and would have a GIA of approximately 55sqm.
- 1.3 The site would be laid out in a 'U' shaped configuration with the day room to the north of the site and the two pitches positioned to the east and west of this. The proposed vehicle and touring caravan parking would be positioned in between the two pitches and to the south of the pitch labelled as 'Unit 1' on the submitted drawings respectively.

DESCRIPTION OF THE SITE

- 1.4 The application site is located at the junction between Hill Farm Lane and Stane Street, Codmore Hill Pulborough and the site effectively adjoins the built up area boundary of Codmore Hill. The site is accessed via the public highway to the south and over an area of land/hardstanding/a layby of which the applicant has a right of way over (as confirmed within the title deeds to the site). The site area measures some 2100sqm.
- 1.5 The site is made up of hardstanding with soft landscaping to the edges and is currently unoccupied with only a number of containers/skips present within the site towards the western boundary area. There are a number of trees to the southern boundary of the site which are covered by a blanket Tree Preservation Order (TPO) and the site is generally unmaintained with regards to the existing soft boundary treatments.
- 1.6 There is no confirmed history for this site, however it has been previously used for storage and car parking. The surrounding area consists of residential properties to the west, south and east. It is noted that there are Grade II Listed Buildings located on the eastern side of Stane Street at Forge Cottage and the Old Forge and a restaurant to the south of the site. This section of Hill Farm Lane/Stane Street is served by a pedestrian pavement and public foul sewers are located just outside of the site. The site is not located within in a Conservation Area or a Flood Risk Zone.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT GOVERNMENT POLICY

- 2.2 National Planning Policy Framework
- 2.3 The Government also published 'Planning Policy for Traveller Sites' in 2015 alongside the NPPF. Policy H advises on the determination of planning applications for traveller sites.

2.4 RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (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

RELEVANT NEIGHBOURHOOD PLAN

- 2.5 The Parish of Pulborough was designated as a Neighbourhood Development Plan Area in February 2014. To date no draft Plan has been prepared for public consultation.
- 2.6 Supplementary Planning Guidance: Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) 2017

PLANNING HISTORY

- 2.7 None relevant

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 **Strategic and Community Planning**: No objection
Verbal Comments. No objections raised given the current need and lack of 5-year supply for Gypsy, Traveller and Travelling Showpeople accommodation.
- 3.3 **Property Services (Drainage)**: No objection
- 3.4 **Environmental Health**: No Objection.
Conditions suggested if application was to be approved.
- 3.5 **HDC Arboricultural Officer**: Verbal Comments. No objection.
- 3.6 **HDC Heritage Officer**: No objection
The proposal for two pitches on the parcel of land in the north west corner of the crossroads will not result in harm to the setting of the listed buildings on the east side of the road.

OUTSIDE AGENCIES

- 3.7 **Southern Water**: No objection
- 3.8 **WSCC Highways**: No objection
The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. Conditions suggested relating to parking and turning
- 3.9 **Ecology**: No objection
Condition recommended relating to Biodiversity Enhancement. Informative suggested relating to discovery of protected species.

PUBLIC CONSULTATIONS

3.7 **Pulborough Parish Council**: Objection.

- The description of the site is not accurate, it is not an industrial site.
- The access is not under the applicant's ownership and control, Members believe it is owned by South East Power Networks Ltd.
- HDC have more than sufficient gypsy and traveller sites at present.
- There will be privacy issues for neighbouring properties.
- This site will have problems with access to utilities, given that the neighbouring house has no connection to the sewerage system.

Members request that this application goes to the Planning South Committee and Pulborough Parish Council wish to send a representative to the meeting.

3.8 A total of 59 letters of objection have been received for this application. The letters of objection can be summarised as follows:

- Conflict with national, regional and local neighbourhood planning policies.
- No need for additional gypsy sites
- Highways and Parking Concerns
- Issues with regards to drainage
- Unsuitable site owing to its location
- Lack of essential services to site
- Noise disturbance and Loss of privacy
- Detrimental effects on the character of the area
- Impact on listed buildings to the east

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

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

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

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

6. **PLANNING ASSESSMENTS**

6.1 The main considerations material to this application relate to the principle of development, the suitability of the location; highways, parking and access; the amenities of the occupiers and adjoining properties; the impact on the landscape character of the area.

Principle of Development

6.2 In 2015, the government published its 'Planning Policy for Traveller Sites' (PPTS) to be read alongside the NPPF. Policy H of the guidance relates to the determination of planning applications for traveller sites. At paragraph 23, it states that applications should be assessed and determined in accordance with the presumption in favour of sustainable development. Also, paragraph 24 of the Planning Policy Guidance requires Local Planning Authorities to consider the existing level of local provision and need for sites, along with the availability (or lack) of alternative sites for the applicants, and other personal circumstances of the applicant. It is noted at Paragraph 27 of this document 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 In terms of local planning policy, 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 Gypsy and Traveller Site Allocations Development Plan Document (DPD).
- 6.4 However, it is acknowledged that a number of sites allocated through Policy 21 of the HDPF have yet to come forward and the DPD was not able to progress, therefore the Council is currently unable to demonstrate an up-to-date 5 year supply of deliverable sites. The application site has not been put forward as a possible site within the draft DPD document and was not identified in the call for sites. Notwithstanding this, as the Council currently has a lack of identified sites for this purpose and cannot demonstrate a 5-year supply, the principle of this change of use is considered to be acceptable subject to all other relevant material considerations.
- 6.5 Policy 23 of the HDPF has previously been found by Inspectors to be consistent with the amended NPPF which recognises in paragraph 78 that sustainable development in rural areas can be promoted where its location would maintain or enhance the vitality of rural communities, while Chapter 9 sets out that the planning system should 'actively manage patterns of growth', recognising that opportunities to maximise sustainable transport will vary between urban and rural areas.
- 6.6 Policy 23 also sets out a list of criteria for applications for use for Gypsies, Travellers, and Travelling Showpeople on non-allocated sites. The criteria set out within the Policy is as follows:
- a. There must be no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where conventional housing would not be suitable;*
 - b. The site is served by a safe and convenient vehicular and pedestrian access. The proposal should not result in significant hazard to other road users;*
 - c. The site can be properly serviced and is supplied with essential services, such as water, power, sewerage and drainage, and waste disposal. The site must also be large enough to provide adequate vehicle parking, including circulation space, along with residential amenity and play areas;*
 - d. The site is located in or near to existing settlements, or is part of an allocated strategic location, within reasonable distance of a range of local services and community facilities, in particular schools and essential health services;*
 - e. The development will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties, and is sensitively designed to mitigate any impact on its surroundings.*
- 6.7 As stated above, the site is not located within an Environment Agency defined Flood Risk Zone and is located in very close proximity to existing public foul sewers. It is noted from comments received from neighbouring properties that the public sewer may not be suitable for additional connections, however no objections have been raised by Southern Water in this regard. The details within the application state that a soakaway would be provided for surface water drainage. Notwithstanding the above, full details of the means of foul and

surface water drainage would be secured and controlled by a suitable condition, as advised by the Council's Drainage Engineer. The land within the site is considered to be flat and stable following assessment of this during a case officer site visit and any previous hazards or contamination within the site can also be investigated with a suitably worded condition to ensure that human habitation of the site is appropriate.

- 6.8 A pedestrian pavement is located on the opposite side of Hill Farm Lane to the site and the site is served by an existing vehicular access point with a layby allowing for ease of access from the public highway. Given the presence of existing neighbouring residential development directly adjoining and adjacent to the site, it is considered that there are no constraints with regards to the site being served by essential services such as water and electricity. The plans submitted with the application also indicate that there would be sufficient space for parking and turning on site with appropriate outdoor areas maintained.
- 6.9 A key criteria in the consideration of this application is its relationship with the existing established settlement of Codmore Hill. As detailed above, the site effectively adjoins the defined built up area boundary of Codmore Hill and is located in relatively close proximity to the larger settlement of Pulborough to the south (approximately 1.1km away). Stane Street, located directly to the east of the site, given that it is a major connecting road, provides appropriate public transport links into Pulborough with bus stops located only short distances away (approximately 100m). The site is therefore considered to be in a sustainable location with good access to services such as schools and healthcare in Pulborough.
- 6.10 The proposals overall are considered to be low-key in nature given the number of pitches proposed and the size and distances preserved to neighbouring properties in terms of the proposed day room. The surrounding area is made up of a mixture of dwelling designs with differing built forms and materials present. It is considered that the proposed development would not have an impact on the surrounding area or the landscape character beyond that of the existing development in this section of Hill Farm Lane, particularly when viewed against the properties directly to the west of the site.
- 6.11 Overall it is considered that the principle of the development in this location would be acceptable and the proposed development would adhere to the criteria set out within the NPPF and HDPF Policy 23.

Design, Appearance & Landscape Impact

- 6.12 Policies 25, 32 and 33 of the HDPF promote development that is of a high quality design, which is sympathetic to the character and distinctiveness of the site and surroundings. The landscape character of the area should be protected, conserved and enhanced, with proposals contributing to a sense of place through appropriate scale, massing and appearance.
- 6.13 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.
- 6.14 On assessment of the details submitted with the application and following a case officer site visit, it is considered that given its location, in very close proximity to the built up area boundary of Codmore Hill, the significant residential development within the vicinity and the relationship the site has to this, the site is not considered to be in 'rural' location, which would be associated with sites further away from settlements. Whilst it is acknowledged that the site is located outside of the built up boundary and for policy purposes, is considered to be located in the countryside, the makeup of the site is considered to be well-related to the existing residential development which characterises this area.

- 6.15 The proposed pitches, parking areas and driveways to be created would not be dissimilar to the existing hardstanding currently in place. The proposed day room is considered to be a modestly designed and scaled structure which would be a common feature within sites of this proposed use. The site currently benefits from extensive mature soft boundary treatments so the proposed day room would not appear as a prominent addition within the site. Indeed, it is noted, that given the existing boundary treatments, the existing containers/waste skips present on site and not clearly visible from views from outside of the site.
- 6.16 As stated above, given the nature of the works to the site, the scale of the proposed day room and the make-up of the surrounding area, it is considered that there would not be a detrimental impact on the landscape character of the locality. The surrounding development is made up of different building designs, forms and external materials and given that there is no prevailing character in this regard, it is considered that the proposals would accord with Policies 25, 32 and 33 of the HDPF.

Impact on Listed Buildings

- 6.17 Policy 34 of the Horsham District Planning framework states that the Council will sustain and enhance its historic environment through positive management of development affecting heritage assets. The proposal would be required to ensure it has no adverse effect upon the historic character and appearance of the listed building or its setting.
- 6.18 As stated above, there are two Grade II Listed properties located to the east of the site on the opposite side of Stane Street. Given that this major road would be located between the proposed development and the Listed Buildings and taking into account the nature of the proposed single storey day room and other works, as well as existing boundary treatments, it is considered that the proposals would not have a detrimental impact on the these properties. No objections have been raised following consultation with HDC's Heritage Officer and overall, the proposals are considered to be acceptable from this standpoint, preserving the special historic interest of the heritage assets, in accordance with Policy 34 of the HDPF.

Impact on Neighbouring Amenity

- 6.19 As detailed above, criterion (e) of Policy 23 and Policy 33 of the HDPF require consideration be had to the resulting amenities of neighbouring occupiers of nearby land and properties and that development should consider the scale, massing and orientation between buildings. The details submitted with the application indicate that minimum distances of approximately 18.6m and 11.5m would be preserved between the proposed day room and the pitch located to the eastern side of the site respectively and the closest neighbouring property, located to the west at Orchard Cottage Hill Farm Lane.
- 6.20 Looking at the configuration of existing development within the immediate vicinity, it is evident that existing properties, particularly to the west of the application site, are located in much closer proximity to one another. A case officer site visit also revealed that Orchard Cottage is a bungalow and there is an existing fence along the western boundary of the site, so no views are available into the site from this vantage point. It is therefore considered that the distances maintained to all neighbouring properties would be appropriate and given the single storey nature of the proposed day room and existing boundary treatments present, there would be no issues of overshadowing, overbearing or overlooking from the proposals. Overall, it is not considered that the scheme would contribute to any harmful impact on the privacy or amenity of the occupiers of the neighbouring residential property, or users of adjoining land.

Highways & Parking Considerations and Implications

- 6.21 As detailed above, criterion (b) of Policy 23 of the HDPF requires that sites 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 of the HDPF which require, amongst other matters, safe and suitable vehicular access and adequate parking facilities. Paragraph 109 of the NPPF sets out that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 6.22 The site would be accessed via an existing access point off of Hill Farm Lane to the south. As detailed above, there is a layby to the south of site of which the applicant has a right of way over. It is noted that no incidents or accidents have been recorded in this location and it is considered that given the location of the site and the proximity to the junction of Hill Farm Lane and Stane Street, speeds at this section of the highway would be relatively low.
- 6.23 Following the submission of additional information in relation to visibility splays, WSCC Highways have raised no objections to the proposals and have stated that the proposed use would not have a severe impact on the operation of the highway network and would provide acceptable levels of off-street parking, subject to an appropriate condition. The site would also be served by appropriate pedestrian access given the presence of a pavement directly to the south and the proximity to the built up area of Codmore Hill. Overall, it is considered that the proposed use of the site would accord with the relevant section of Policies 23, 40 and 41 of the HDPF.

Impact on Trees

- 6.24 It is noted that there are a cluster of trees located along the southern boundary of the site, which are the subject of a blanket Tree Preservation Order (TPO). Given the distances maintained between the proposals and the nature of the development, it is considered that the proposals would not have a detrimental impact on the existing trees within and adjacent to the site following consultation with HDC's Arboricultural Officer who raised no objections to the application.

Ecology Considerations

- 6.25 Policy 31 of the Horsham District Planning Framework states that proposals will be required to contribute to the enhancement of existing biodiversity, and should create and manage new habitats where appropriate. The Council will support new development which retains and/or enhances significant features of nature conservation on development sites. On assessment of the submitted information and following consultation with the Council's Ecology consultant, it is considered that it is unlikely that protected or priority species are present on site or that they would be affected by the development. A suitable condition and appropriate informative are recommended to ensure ecological enhancements and mitigation measures are put in place, to include as a minimum 2 bat boxes and 2 bird nest boxes. Subject to this condition it is considered that the proposals would not have a detrimental impact on ecology and overall, the proposals are considered to be acceptable in this regard.

Conclusion

- 6.26 In conclusion, it is acknowledged that the Council cannot currently meet the identified unmet gypsy and traveller accommodation need or future need in accordance with policies 21, 22 and 23 of the HDPF.

6.27 Whilst the site has not been allocated this application has been considered against Policy 23 of the HDPF which relates to non-allocated sites, and all other relevant policies. Overall, it is considered that the site is well related to existing settlements, facilities and services and would accord with criteria set out within Policy with regards to highways, access, drainage, neighbouring amenity and landscape impact. The proposal would therefore be in accordance with Policy 23 of the HDPF and the National Planning Policy for Traveller Sites 2015.

7. RECOMMENDATIONS

7.1 To approve planning permission subject to the following conditions:

1 A list of the approved plans

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

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

3 **Pre-Commencement Condition:** No development shall commence until the following components of a scheme to deal with the risks associated with contamination, (including asbestos contamination), of the site be submitted to and approved, in writing, by the local planning authority:

- (a) A preliminary risk assessment which has identified:
- all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - Potentially unacceptable risks arising from contamination at the site.

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

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

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

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

The development shall thereafter be carried out in accordance with the approved details. Any changes to these components require the consent of the local planning authority.

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

4 **Pre-Commencement Condition:** No development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal has been

submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

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

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

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

- 6 **Pre-Occupation Condition:** No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 7 **Pre-Occupation Condition:** No part of the development hereby permitted shall be first occupied (or use hereby permitted commenced) unless and until provision for the storage of refuse/recycling has been made for the mobile homes in accordance with details that have been 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:** Prior to the first occupation of any part of the development hereby permitted, full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:

- Details of all existing trees and planting to be retained
- Details of all proposed trees and planting, including schedules specifying species, planting sizes densities and plant numbers and tree pit details
- Details of all hard surfacing materials and finishes
- Details of all boundary treatments
- Details of all external lighting
- Ecological enhancement measures

The approved landscaping 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. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site 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. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes seriously

damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

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

- 9 **Pre-occupation Condition:** A Biodiversity Enhancement Layout, providing the details and locations of the enhancement measures which should include 2 bat boxes and 2 bird nest boxes, shall be submitted to and approved in writing by the Local Planning Authority. The enhancement measures shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To enhance Protected and Priority Species and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with Policy 31 of The Horsham District Planning Framework (2015).

- 10 **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 21, Policy 22 and Policy 23 of the Horsham District Planning Framework (2015).

- 11 **Regulatory Condition:** There shall be no more than two (2) pitches on the site with no more than one (1) mobile home/static caravan (as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968) stationed on each pitch at any time. There shall be no more than two (2) touring caravans stationed on site at any time and these shall not be occupied by any person at any time whilst stationed on the application site.

Reason: To avoid an overcrowded appearance and to secure satisfactory standards of space and amenity and to enable the Local Planning Authority to control the use of the site, in accordance with Policy 21, 22, 23 and 26 of the Horsham District Planning Framework (2015).

- 12 **Regulatory Condition:** No industrial, commercial or business activity shall be carried out 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).

- 13 **Regulatory Condition:** No Heavy Goods Vehicles (defined as any vehicle having 3 axles or more and with a weight exceeding 3,500kg) shall operate to or from the site or be stationed, parked or stored on the site at any time.

Reason: In the interest of highway safety and amenity in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015).

- 14 **Regulatory Condition:** No work for the implementation of the development hereby permitted shall be undertaken on the site except between 08.00 hours and 18.00 hours 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 unless otherwise agreed in writing by the Local Planning Authority

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

Background Papers: DC/19/0845