



**TO:** Planning Committee South  
**BY:** Head of Development  
**DATE:** 21 July 2020  
**DEVELOPMENT:** Change of use of land to provide 2.No traveller pitches including ancillary accommodation and car parking  
**SITE:** Fryern Park Farm Fryern Park Fryern Road Storrington Pulborough West Sussex RH20 4FF  
**WARD:** Storrington and Washington  
**APPLICATION:** DC/20/0600  
**APPLICANT:** **Name:** C/O Agent **Address:** Horsham RH13 6EQ

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

**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 application seeks consent for the siting of two permanent Gypsy pitches, along with the creation of two timber-clad dayrooms, hard standing areas for vehicles and provision of parking for 2no touring caravans. Parking is to be located directly adjacent to the recently permitted vehicular entrance along the southern side of the site, with new screening and landscaping elements proposed.

1.3 The mobile home pitches are indicated as measuring approximately 8.66m in width and 3.66m in depth and would be set some 3m off the boundaries of the site. The associated dayrooms would each measure approximately 9m in width and 4.5m in depth with a dual-pitch roof design and an overall height of approximately 3.6m. The proposed day rooms would be clad in dark-stained timber boarding with a reconstituted slate roof. Internally, the dayrooms would each provide a lobby area, bathroom, laundry room, and open plan day room / kitchen, with windows to three sides. The dayrooms would each be sited to the northern and southern ends of the site respectively.

**DESCRIPTION OF THE SITE**

1.4 The application site is a narrow strip of land, located on the western side of Fryern Park Road, Storrington, that runs alongside the northern edge of a lane that is a designated Public Right of Way (PROW) (Footpath No.2647), and which provides access to a number of

residential properties and land holdings which appear to have dominant equine usages. The immediately adjacent land pattern is one of sub-divided fields to form fenced paddocks. The lane itself is defined in this area by a high and dense hedge to both sides. The site is not located within any Environment Agency Flood Risk Zones (Flood Zone 1)

- 1.5 The site falls within an area designated as a 'green gap' between the settlements of Storrington and West Chiltington. The green gap status has, recently, been endorsed in the Storrington, Sullington & Washington Neighbourhood Plan 2018-2031, 'made' in September 2019. The surrounding landscape is characterised by a series of small-scale enclosures with horse-related activity dominating the immediate vicinity. Much of the land within the immediate vicinity of the site is sub-divided into paddocks, with scattered buildings and limited long-views due to the hedging.
- 1.6 The site itself measures approximately 41m in width and 15m in depth. The site is accessed via an existing access point from the access lane to the south. The land immediately to the north of the application site is formed of an equestrian use where planning permission has been granted for a stables building, hay barn, manure store and sandschool under planning references DC/16/1659, DC/12/1660, and DC/19/1069 respectively.
- 1.7 In addition, planning permission has been granted on appeal for 2no Gypsy and Traveller pitches immediately to the west of the application site, under planning reference DC/18/2084. These pitches have not yet been built.
- 1.8 The submitted land ownership declaration indicates that the applicant owns the adjacent site (stable development to the north) as well as the wider pasture / paddock land to the east up to Fryern Road.

## **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 35 - Strategic Policy: Climate Change

Policy 36 - Strategic Policy: Appropriate Energy Use

Policy 37 - Sustainable Construction

Policy 40 - Sustainable Transport  
Policy 41 - Parking  
Policy 42 - Strategic Policy: Inclusive Communities

2.4 Supplementary Planning Guidance/Documents:  
Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) - Preferred Strategy

Horsham District Council Gypsy and Traveller Accommodation Assessment Final Report January 2020 (GTAA)

2.5 RELEVANT NEIGHBOURHOOD PLAN  
Status – The Storrington, Sullington & Washington Neighbourhood Plan 2018-2031 was 'made' in September 2019.

Policy 8: Countryside Protection  
Policy 9: Green Gaps

2.6 PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/16/1659	Proposed erection of replacement 4 bay stable and hay barn for the rehabilitation of race horses	Application Permitted on 24.10.2016
DISC/15/0376	Discharge of condition 4 on DC/12/1660	Application Permitted on 01.03.2016
DC/15/1982	Erection of 6 bay stable and hay barn, along with sand school for the rehabilitation of injured race horses	Application Refused on 19.02.2016
DC/15/1088	Repair and improvement of existing track	Application Refused on 16.07.2015
DC/13/2118	Replacement of existing fire damaged stables with a five bay stable block with tack room and WC.	Withdrawn Application on 18.09.2014
DC/13/1006	Construction of five bay stable block with tackroom and WC, storage barn and sand school	Withdrawn Application on 19.08.2013
DC/12/1660	Proposed manure store	Application Permitted on 08.11.2012
DC/18/2084	Proposed change of use of land to accommodate two traveller pitches including ancillary accommodation and parking.	Application Permitted on Appeal on 04.11.2019
DC/19/1069	Creation/Reinstatement of access, laying of hardstanding and construction of a sand school to be used for the recuperation of race horses (Part Retrospective).	Application Permitted on 18.11.2019

### 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 **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 **HDC Environmental Health**: No Objection.  
Conditions suggested if application was to be approved.
- 3.4 **HDC Arboricultural Officer**: Comments to be reported at committee

#### OUTSIDE AGENCIES

- 3.4 **Southern Water**: No objection
- 3.5 **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 cycle storage.

#### PUBLIC CONSULTATIONS

- 3.6 **Storrington & Sullington Parish Council**: Objection
- The site falls within the protected green gap between Storrington and West Chilmington and should be resisted.
  - The proposals are considered to be contrary to the HDPF and Neighbourhood Plan.
  - The proposal would not be visually attractive or sympathetic to the local area.
  - Concerns regarding expansion to become a full gypsy encampment, linking up with a further three pitches at Oldfield Stables
  - Continual breaches of planning control on site
  - Site was previously a greenfield site
  - Previous application DC/18/2084, included a condition which restricted site to only 2no pitches.
- 3.7 A total of 4 letters of objection have been received for this application. The letters of objection can be summarised as follows:
- Green Gap, development should be resisted
  - Highways and issues regarding access
  - Issues with regards to drainage
  - Noise disturbance and Loss of privacy
  - Detrimental effects on the character of the area

3.8 A total of 6no letters of support have been received for this application. The nature of the supporting letters can be summarised as follows:

- No impact on uses of Public Right of Way (PROW)
- Suitable location for the proposals

#### **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.

##### **Background:**

6.2 It is noted that planning permission has been granted on appeal for two Gypsy and Traveller pitches immediately to the west of the application site, under planning reference DC/18/2084. This application, which directly abuts the current application site and would share the same access, was initially refused by the planning committee for the following two reasons –

1 *The development, by reason of its siting, design and cumulative impact, would result in a detrimental impact on this countryside setting and results in coalescence between Storrington and West Chiltington. The proposal is therefore contrary to policies 25, 26 & 27 of the Horsham District Planning Framework (2015).*

2 *The development fails to provide a safe and convenient public access to the site contrary to policy 40 of the Horsham District Planning Framework (2015).*

6.3 This decision was appealed and subsequently allowed by the Planning Inspectorate, who stated in their decision that –

“...while the site is located within the designated green gap where development should be resisted, I find that the nature and scale of the proposal would not have a significant harmful visual effect on the character and appearance of the surrounding area or result in unacceptable degree of coalescence” and;

“...I find that the site would be suitable for the proposed development as it would provide safe and convenient public access.”

6.4 In addition to the above, the Planning Inspector concluded that –

“...the substantial unmet need for Gypsy and Traveller sites in the area carries significant weight as does the fact that there is a lack of a five-year supply of specific deliverable sites and the lack of available, suitable and affordable alternative accommodation for Gypsies and Travellers in the District. These factors combined are enough to outweigh any localised visual effect of the proposed development on the character and appearance of the countryside in this case.”

- 6.5 The presence of this extant planning permission on the immediate adjacent land is a material planning consideration in the determination of this current application.

**Principle of Development:**

- 6.2 The revised 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.
- 6.3 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.
- 6.4 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 Site Allocations DPD. This sets out a pitch requirement for 60 gypsy pitches over a ten year period (up to 2027), and a 15 year requirement for 78 pitches. The 10 year requirement, which is essential, includes a backlog of 40 gypsy pitches, a need for 1 pitch in years 1-5 (2017-2022) and a requirement for a further 19 pitches between 2022-2027. However, it is currently acknowledged that a number of sites allocated through Policy 21 of the HDPF did not come forward.
- 6.5 On the basis of the above, a supply of 60 pitches over the 10-year plan period (up to 2027) could not be demonstrated, and HDC is unable to demonstrate a 5-year supply of Gypsy and Traveller pitches. As the Site Allocations document could not be progressed to Examination by the Planning Inspectorate, it carries very little weight. This is a significant consideration in terms of the determination of this planning application.
- 6.6 This position was also confirmed by the Planning Inspector in their consideration of the appeal at the adjacent site, under planning reference DC/18/2084, who stated that – *“...the substantial unmet need for Gypsy and Traveller sites in the area carries significant weight as does the fact that there is a lack of a five-year supply of specific deliverable sites and the lack of available, suitable and affordable alternative accommodation for Gypsies and Travellers in the District.”*
- 6.7 In view of the position as set out above, it was therefore decided in 2018 to update the Gypsy and Traveller Needs Assessment, so that a new Gypsy and Traveller policy could be produced as part of the local plan review with new allocations to meet the current identified need. The Horsham District Council Gypsy and Traveller Accommodation Assessment Final Report January 2020 (GTAA) has now been published.
- 6.8 The primary objective of the GTAA is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in Horsham District.

The updated GTAA report identifies that there is an increased need for Gypsy and Traveller Sites, above that found in the needs assessment previously published and relied on by the Council. The GTAA provides an updated evidence base to inform the implementation of Local Plan Policies and, where appropriate, the provision of new Gypsy and Traveller pitches and Travelling Showpeople plots for the period 2019 to 2036. The outcomes of this study supersede the outcomes of any previous GTAAs for Horsham District.

- 6.9 The key findings of the GTAA report identify that there is a need for 93 pitches over the Local Plan period (2019-36) for households that met the planning definition, an increase from the need of 39 pitches previously identified. The identified need as set out within the GTAA is considered to weigh in favour of the Planning Policy for Traveller Sites (PPTS) in August 2015, and therefore carries significant weight in the consideration of this application.
- 6.10 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.
- 6.11 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.*
- 6.12 As stated above, the site is not located within an Environment Agency defined Flood Risk Zone and no objections have been raised by Southern Water in this regard. Notwithstanding the above, full details of the means of foul and surface water drainage would be secured and controlled by a suitable condition. The land within the site is considered to be flat and stable following assessment of this during a case officer site visit. It is noted that the above matters were not raised as concerns by the Planning Inspector in their consideration of the appeal allowed at the adjacent site under planning reference DC/18/2084.
- 6.13 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.

- 6.14 A key criteria in the consideration of this application is its relationship with the existing established settlement of Storrington and services. The site is located approximately 145m outside of the defined built-up boundary of Storrington. There is a bus stop approximately 150 metres away from the site. The site is located approximately 600m from Storrington First School, and some 850m away from medical facilities and local shops.
- 6.15 The village of Storrington is provided with a good range of shops, local amenities, including a library and post office. HDPF policy 3 considers Storrington to be a Small Town / Larger Village' with a good range of services and facilities, community networks and local employment provision, which provide for day-to-day needs.
- 6.16 While future occupiers are likely to rely upon private mode of transportation to meet some of their needs, local facilities are a short drive away. In terms of the PPTS, this site would be suitable for the kind and scale of development proposed given its urban fringe location. Future occupants would be within a reasonable range of local services and community facilities. The development would be appropriate and in scale to the existing transport infrastructure including public transport. Further, the site would be integrated with the wider network of routes, including PROW and cycle paths. The above matters detailed within Paragraphs 6.12 – 6.14 were also considered to be acceptable by the Planning Inspector in their consideration of the appeal allowed under planning reference DC/18/2084.
- 6.17 In this instance, whilst it is recognised that the proposal lies outside of the BUAB of Storrington, where new residential development would ordinarily be resisted, the proposal would be well-sited and of a modest scale, with no adverse visual harm to the site or the wider countryside and landscape character. Therefore, whilst outside the built-up-area, the site is considered to be in a sustainable location with good links to the village of Storrington. The scheme is considered appropriate and the proposal would help address an unmet need for gypsy pitches in the district.
- 6.18 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**

- 6.19 NPPF para 127 (2018) requires development to function well and add to the overall quality of the area, to be visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and be sympathetic to local character, including the surrounding built environment and landscape setting.
- 6.20 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.
- 6.21 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.
- 6.22 It is noted that the application site lies in a countryside location, but the site has a very enclosed character by virtue of the hedging and boundary treatments. This defines the local field patterns which have evolved from pasture lands to the more prevailing horse paddocks that characterise this particular area on the northern fringes of Storrington, and within Fryern Park.



- 6.23 The Storrington, Sullington & Washington Neighbourhood Plan identifies this area north of the village as a 'Green Gap', and a 'Countryside protection view' (policies 8 and 9). In the examination of the plan, the Planning Inspector noted that the policies are not intended to rule out any development of the area, merely to seek to protect identified views and to limit coalescence between Storrington and West Chiltington.
- 6.24 Taking the local and national planning policies into account, it is considered that the landscape in this area has undergone a shift from agriculture to a more equine purpose over the last 20 or so years, but that older and more established field boundaries remain in place and create a small patchwork pattern of fields. Within these, the application site nestles in and is screened on all sides by well-maintained evergreen hedging, particularly to the south and west.
- 6.25 Notwithstanding the above, it is acknowledged that the tops of caravans are likely to be visible from the adjacent public footpath which, incidentally, is well-used and when approaching the site via the access road, the development would be apparent. Nonetheless, the impact on these views would be localised given the existence of boundary treatments and there would be some further opportunity for soft landscaping, which would be secured via a suitable condition. The impact of the caravans on leisure walkers and horse riders or cyclists is likely to be limited to a short section of the path, due to the limited scale of the development and the location of the site. Passers-by would be aware of the development's existence, but it is considered that the site would be seen in the context of existing buildings and equine-related activities, and not within the wider landscape.
- 6.26 Similar to the adjacent appeal site, the application site would represent a small area of land adjacent to the footpath, with longer range views, particularly with regards to the open fields to the north, curtailed by the equestrian uses and boundary treatments. There is a wide and extensive swathe of open countryside between the two settlements. In long and medium views from public footpaths that traverse the locality, the caravans and utility buildings would not have a significant visual impact. This is because the structures would be seen against the backdrop of the paddock, the verdant nature of the boundaries and nearby buildings.
- 6.27 Taking into account and considering the location, positioning and setting of the site, together with the layout of the caravans, utility buildings and the area's topography, the development would not represent an unacceptable encroachment into the countryside and would not represent a significant erosion of the green gap, or lead to any significant coalescence between Storrington and West Chiltington. It is considered that there would be no significant reduction in the openness and break between settlements and the development would not erode the sense of leaving one place and arriving at another due to the wide corridor between the two settlements and the location of the site.
- 6.28 Visually, it is considered that the proposal would result in a limited physical impact on the wider character and openness of the rural area, owing to the location, scale and external appearance of the proposals, with appropriate materials to be utilised for the proposed day rooms. Therefore, there would be no adverse visual harm to the site or the wider countryside setting arising as a result of the limited physical development on the site, which would be screened on all sides by fencing and existing hedging, and additional planting. Development on this plot of land would not adversely affect wider landscape qualities that prevail in this location, nor would the proposal affect high quality, versatile agricultural land or a green and open space that contributes to recreational purposes.
- 6.29 As noted at Paragraph 1.8, the Planning Inspector, during their analysis of the adjoining appeal proposals allowed under planning reference DC/18/2084, considered that the nature and scale of the development would not have a significant harmful visual effect on the character and appearance of the surrounding area or result in unacceptable degree of coalescence. Given the nature and small scale of the development proposed within the

application site, it is considered that the same considerations and conclusions would be application in this instance.

- 6.30 Overall, it is considered that the proposals would be in accordance with the main aims and objectives of Policies 23, 25, 26, 27, 32 and 33 of the HDPF and Policies 8 and 9 of the Neighbourhood Plan

**Impact on neighbouring amenity:**

- 6.31 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.
- 6.32 The site is some 70m off the nearest corner of the residential plot at Fryern Park House to the east, which fronts onto the lane. As a result of the distances of separation involved, and the intervening landscape and built features, it is not considered that the scheme as proposed, would have an adverse impact on the privacy or amenity of the occupiers of the neighbouring residential properties, and there would be no issues of overshadowing, overbearing or overlooking from the proposals.
- 6.33 It is also noted that the proposals would maintain appropriate distances to the locations of the pitches approved under appeal reference DC/18/2084 at the adjacent site to the west. 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**

- 6.34 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'.
- 6.35 The proposals would be served by an existing access and the provision of 3no parking spaces. 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. In addition, as part of the consideration of the access under a previous application, WSCC Highways were happy with the achievable visibility splays onto the access road. There are considered to be no reasons to take a different position to the Highway Authority and the proposed access arrangements would therefore be acceptable.
- 6.36 In terms of proposed parking levels at the property, the development would provide for parking and turning space within the property for at least three vehicles. This level of provision and on-site arrangement is considered sufficient to cater for the needs of the development, subject to an appropriate condition. Whilst the site would not be served by a dedicated pedestrian pavement, it is served by an existing PROW which is readily and extensively used and which leads directly into the built up are of Storrington. 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.
- 6.37 In addition to the above, it is noted that the access and parking arrangements were considered to be acceptable to the Planning Inspector in their consideration of the appeal scheme at the adjacent site, under appeal reference DC/18/2084.

## **Other Considerations**

- 6.38 It is noted that a number of objections have been received with regards to the allowed appeal decision, reference DC/18/2084, at the adjacent site to the west, with regards to the condition imposed by the Planning Inspector in relation to the number of pitches permitted on that particular site. Condition 8 of the Planning Inspector's decision, issued on the 03 September 2019, is worded as follows –
- 8) *There shall be no more than 2 pitches on the site and on the pitches hereby approved no more than 2 caravans on each of the two pitches (as defined by the Caravan Sites and Control of Development Act 1960 as amended and the Caravan Sites Act 1968 as amended) shall be stationed at any time, of which only 1 caravan shall be a static caravan.*
- 3.39 This restriction only relates to the appeal application site only, as defined by the red line on the site location plan. It defines only the quantum of pitches permitted on the appeal site and no more, for the avoidance of doubt. It does not, and cannot, extend to restrict development on adjacent land outside the red line, even though that land is under the same ownership. Accordingly the presence of this condition has no material bearing on the acceptability or otherwise of further pitches on adjacent land. In the event permission is granted on this current application, the same condition would be applied to ensure no more than two pitches are provided on the application site.

## **Conclusions:**

- 6.40 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. This position has been confirmed by the Horsham District Council Gypsy and Traveller Accommodation Assessment Final Report, produced in January 2020, which highlights a need for 93 pitches within the District to 2036.
- 6.41 The site's location within the countryside but nearly adjacent to the BUAB of Storrington, along with the provision of a PROW network linking through to the centre of the village, have been taken into account, along with the likely additional increase in vehicular movements to/from the site.
- 6.42 Although the site would be located in what is designated as a rural area, it is closely linked to the established development pattern in the vicinity, including the stables and equine holdings adjacent to the site, and which prevail in the local area, and the recently permitted stable yard immediately adjoining the northern boundary of the application site. It is therefore considered that the amount of resulting development would not dominate the wider pattern of development in this area, lead to harm to the rural character and nature of the locality, or indeed adversely impinge on the countryside protection views and green gap identified in the 'made' Neighbourhood Plan.
- 6.43 Overall, it is considered that there would be a benefit of providing further gypsy/traveller accommodation within the District, which would go some way to off-set the identified shortage of sites. Given this clear lack 5-year supply and the combination of the factors detailed above are considered to be enough to outweigh any localised visual effect of the proposed development on the character and appearance of the countryside in this case. It is also noted that this areas was considered appropriately for this type of development by the Planning Inspectorate in their consideration of the appeal scheme under planning reference DC/18/2084. The proposal is therefore considered to be in line with local and national planning policies and recommend for approval.

## 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:** Prior to the commencement of development a plan detailing all trees and planting to be retained on and adjacent to the site shall have been submitted to and approved, in writing, by the Local Planning Authority. Development shall be carried out in accordance with the approved details and no trees or hedges shown to be retained 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.

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).

- 5 **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).

- 6 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, the car parking spaces, turning and access necessary to serve it shall be constructed and made available for use in accordance with approved site/block plan, drawing number MBP/1103/5 - Plan 5, received 23 March 2020. The car parking spaces, turning and access shall thereafter be retained in accordance with the agreed details and made available for use as such.

Reason: To provide car-parking space for the use in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 7 **Pre-occupation Condition:** 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 to be submitted to and approved by the Local Planning Authority. The cycle storage shall thereafter be retained at all times for its designated purpose.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and in accordance with Policy 40 and 41 of the Horsham District Planning Framework (2015).

- 8 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, provision for the storage of refuse/recycling shall be made 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).

- 9 **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).

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

- 11 **Regulatory Condition:** There shall be no more than two (2) pitches on the site (as indicated within the red line area) 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:** The two (2) utility/day rooms hereby permitted, as shown on the submitted drawings (within the indicated red line site area), shall only be used for purposes ancillary to the use of the land at Fryern Park Farm pursuant to this application as a Gypsy and Traveller site as defined in Annex 1 of the Planning Policy for Traveller Sites (Department of Communities and Local Government 2015), or any subsequent amendments and shall not be used as separate units of accommodation (including overnight accommodation).

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

- 13 **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).

- 14 **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).