



TO: Planning Committee North
BY: Head of Development and Building Control
DATE: 11 May 2021

DEVELOPMENT: Outline application for erection of up to 24 dwellings (including eight affordable units), the demolition of the existing cricket pavilion and replacement with a new one and a half storey cricket pavilion including the provision of 25 car parking spaces, and associated landscaping and highways works with access from Lyons Road, with all matters reserved except access.

SITE: Land North of Slinfold Cricket Club Lyons Road Slinfold Horsham West Sussex RH13 0RX

WARD: Itchingfield, Slinfold and Warnham

APPLICATION: DC/21/0109

APPLICANT: **Name:** Kevin Morley and Slinfold Developments Ltd **Address:** Please Refer To Agent Coles Yard Barn North Lane Clanfield Hampshire PO8 0RN

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

By request of Councillor Youtan

RECOMMENDATION: To approve outline planning permission subject to appropriate conditions and the completion of a Section 106 Legal Agreement. In the event that the legal agreement is not completed within three months of the decision of this Committee, the Director of Place be authorised to refuse permission on the grounds of failure to secure the obligations necessary to make the development acceptable in planning terms.

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 Outline planning consent is sought for the erection of up to 24 dwellings, including the provision of 33% affordable housing (providing 8 onsite units), with all matters except for access being reserved for later consideration. The proposal also includes the demolition and

redevelopment of the existing cricket pavilion, with associated parking, landscaping and highways works. Space is also included along the southern boundary of the adjacent cricket ground for the provision of ball-stop netting for the cricket club, details of which are reserved for later consideration.

- 1.2 The site would be accessed via an existing track from the north of Lyons Road – the track is currently under private ownership and has been proposed to be upgraded for vehicular traffic and use as a Right of Way. The indicative layout includes a central green space with trees, parking and landscaping travelling to the north of the site. The housing is divided by the central greenspace into two distinct parcels of housing: to the west, housing is set on reasonably sized plots, with detached dwellings with garaging sited to the northern side, and a terrace of houses and flats to the southern side, and; to the east, the housing is organised within a barn courtyard arrangement, two storeys in height.
- 1.3 The proposal also includes works to the highway on Lyons Road, comprising widening of the existing access road to the site, and the creation of a wider carriageway north to the site itself. A new linking section of footpath would link the carriageway to a dropped kerb crossing west of the entrance bellmouth necessitating two small breaks in the hedgerow that runs alongside. In order to attain the necessary visibility splays to the access onto Lyons Road, the Lyons Road carriageway is to be moved south by 0.7m at its maximum extent, and the footways and grassed verges to both sides of the road adjusted accordingly.
- 1.4 A previous outline application (DC/19/1386) for the development of 24 dwellings was refused at the November 2020 planning committee north for the following reason:
 1. *The scale of the proposed site access works from and on Lyons Road would result in an unacceptably hard and urbanising impact on the rural character of Lyons Road, contrary to Policies 32 and 33 of the Horsham District Planning Framework (2015) and Policy 8 of the Slinfold Neighbourhood Plan (2018).*
- 1.5 This application seeks to address this reason and has amended the highway access work accordingly as described above. All other aspects of the proposal remain as per the previous scheme. To clarify the main changes to the highway access scheme include:
 - Reduction in width of the access road from 5.5m to 4.8m, with a narrower 3.7m wide central section.
 - Removal of the previously proposed footpath west of the hedge alongside the access road, with the new access road to become a shared surface road for pedestrians and vehicles. The shared surface road to become a 'permissive' right of way for pedestrians.
 - Retention of the hedgerow along the western side of the access road, with the exception of two small sections to allow for a short length of pedestrian footway linking to a new dropped kerb west of the bellmouth. All main trees along the western side of the access road to be retained, and a further 11 new trees planted (as previous).
 - Lyons Road to be indented south by 0.7m at its maximum extent rather than 1.1m as previously proposed.
 - Dropped kerb crossing to Lyons Road be installed east of the bellmouth to provide improved access to the existing bus stop.
 - Retention of the grassed verges to the southern footway alongside Lyons Road

DESCRIPTION OF THE SITE

- 1.6 The application relates to a 1.2hectare parcel of land located to the north of Slinfold cricket club on Lyons Road, Slinfold. The site currently hosts two large detached agricultural storage barns, constructed of blockwork, timber cladding, and a corrugated metal roof, including large areas of hardstanding to the east. To the west, the site is laid to grass with fencing and

hedges to its boundaries. Two detached converted barns (now offices) are located to the north of the site, though are not included within the development area of this application.

- 1.7 The site is on the edge, though included within the built-up area boundary of Slinfold. Slinfold cricket ground and pavilion are sited to the south of the site, with open fields sited to the immediate north and east.
- 1.8 The Slinfold Conservation Area is located immediately to the west and is formed of dwellings and commercial premises of varying size, styles and character. A number of listed buildings are located within the Conservation Area with the nearest (Grade II listed The Old Bakery, The Old Post Office, and Slinfold House) set some 52m from the western boundary of the site beyond an existing non-listed building (The Garden House). Grade II listed St Peters Church sits 100m west of the site. More contemporary (20th century) housing is located to the south of Lyons Road and the Conservation Area.

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:

National Planning Policy Framework

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 4 - Strategic Policy: Settlement Expansion
- Policy 15 - Strategic Policy: Housing Provision
- Policy 16 - Strategic Policy: Meeting Local Housing Needs
- Policy 24 - Strategic Policy: Environmental Protection
- Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
- Policy 26 - Strategic Policy: Countryside Protection
- Policy 32 - Strategic Policy: The Quality of New Development
- Policy 33 - Development Principles
- Policy 34 - Cultural and Heritage Assets
- Policy 35 - Strategic Policy: Climate Change
- Policy 36 - Strategic Policy: Appropriate Energy Use
- Policy 37 - Sustainable Construction
- Policy 38 - Strategic Policy: Flooding
- Policy 39 - Strategic Policy: Infrastructure Provision
- Policy 40 - Sustainable Transport
- Policy 41 - Parking
- Policy 42 - Strategic Policy: Inclusive Communities
- Policy 43 - Community Facilities, Leisure and Recreation

Supplementary Planning Guidance:

- Planning Obligations and Affordable Housing SPD (September 2017)
- Slinfold Conservation Area Appraisal (September 2020)

RELEVANT NEIGHBOURHOOD PLAN

Slinfold Parish Neighbourhood Plan (Made, January 2018)

Policy 1 - Conservation Area

Policy 4 - Conserve and Enhance Biodiversity

Policy 5 - Development Principles

Policy 6 - Housing Mix

Policy 8 - Crosby Farm

PLANNING HISTORY AND RELEVANT APPLICATIONS

SF/40/59	Pavilion Comment: b.regs (From old Planning History)	Application Permitted on 26.08.1959
SF/32/61	Pavilion (From old Planning History)	Application Permitted on 13.09.1961
SF/46/66	Proposed erection of implement garage (From old Planning History)	Application Permitted on 16.09.1966
SF/44/70	Extn of existing club house providing two new changing rooms, showers (From old Planning History)	Application Permitted on 13.11.1970
SF/46/74	Outline: 12 houses village hall complex & parking (From old Planning History)	Application Refused on 25.04.1975
SF/54/95	Retention of cricket nets on concrete base Site: Pavilion Lyons Road Slinfold	Application Permitted on 07.02.1996
SF/7/03	Installation of patio Site: Pavilion Lyons Road Slinfold	Application Permitted on 02.04.2003
DC/19/1387	Relocation of agricultural barns	Application Refused on 27.11.2020
DC/19/1386	Outline application for the erection of up to 24 dwellings, including eight affordable units, with access from Lyons Road, landscaping and associated works, and the demolition of the existing cricket pavilion and replacement with new two-storey cricket pavilion and provision of 25 car parking spaces. All matters reserved except for assess.	Application Refused on 04.11.2020
DC/21/0498	Full application for the erection of 24 dwellings including eight affordable units, demolition of existing and erection of replacement cricket pavilion with associated storage and car park, accessed from Lyons Road, including all associated works.	Pending Consideration

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

HDC Landscape Architect: No Objection

(summary) – With regards to the changes made to the access proposals including narrowing of the access with retention of the existing hedge, landscape is happy with the revisions submitted.

We appreciate this is an outline application and would therefore ask for landscape to be conditioned. Within our comments, there is a view to recommending an upsize of standard trees proposed along access road and evidence of best arboricultural methods to construction of footpath around the retained memorial trees, from Lyons Road through to the access road.

HDC Conservation: No Objection

(summary) – The changes to the setting of the Conservation Area by development of the scale proposed would result in a less than positive change to its semi-rural character. The proposed development would change the setting of the Conservation Area, and cannot be considered to result in no harm. However, the current scheme would be considered to be at the lower end of less than substantial harm as set out in paragraph 196 of the NPPF. I am aware that there may be public benefit that would outweigh this harm. I am also aware that the site is designated for housing within the 'made' Slinfold Neighbourhood Plan.

Due to the position of the heritage assets and the existing boundary treatment I am of the opinion that overall the proposal would not harm the fabric of the identified listed buildings nor their individual close and intimate settings. The proposal would however, due to its scale and layout change the wider setting in which the assets are experienced and for that reason it can be said that the harm would be less than substantial as per paragraph 196 of the NPPF. The level of harm within the setting of the listed buildings would be towards the lower end of the scale of less than substantial. Again, this harm should be weighed against the public benefits of the proposal.

HDC Environmental Health: No Objection

(summary) – suggested conditions (attached).

HDC Housing: Comment

(summary) – The applicant has proposed a development consisting of 24 dwellings with 8 units being proposed as affordable housing. This equates to 33.3% provision, just under the required 35% as set out in the HDPF. Housing Officers would ideally like to see an additional unit proposed as affordable housing, or a financial contribution equating to 0.4 unit to make the scheme policy compliant. Housing Officers would support the application on the basis of an increase of affordable housing provision to ensure the development is policy compliant.

HDC Drainage Engineer: No Objection

(summary) – suggested conditions and informatives.

HDC Arboricultural Officer: No Objection

(summary) – None of the trees interacted for removal as part of this proposal are considered to be specimens with any especial or particular merit. The site layout as proposed allows for minimal encroachment into the root protection areas of the tree due to be retained. The proposed site layout plans show that a new footpath will be installed at the next entrance to the site from Lyons Road running northwards through the cricket field. This path would be situated to the west of T36, as shown on the supporting tree survey. To the west of T36 is a row of mature pine trees, it is clear from the plan that the new footpath would be situated within the RPA of T36 and the adjacent pine tree to the west. While it is possible to build a footpath within the RPA of a tree, this would need to be constructed using a no-dig above-ground construction method to minimise any potential harm to the trees root system. I would recommend that this is secured by condition.

OUTSIDE AGENCIES

WSCC Highways: No Objection

Final comments 26 April 2021: No objection

The Road Safety Audit (RSA) recommended that a new crossing of Lyons Road be installed to allow pedestrians to reach the existing bus stop. The Designer instead proposed to relocate the bus stop to the west side of the access. As the location could not be 15m or more from the junction it was advised that the bus stop stay where it is but a new linking footway provided with crossing of Lyons Road. The Designer has clarified that there is insufficient land ownership to provide the footway link from site access to bus stop. Furthermore, the RSA did not raise an issue with pedestrians from the development having to cross the road twice and it is considered that the proposed solution meets with the RSA recommendation. The LHA is also mindful of the existing bus stop at The Red Lyon on The Street which can be reached via the link to PROW bordering north of site. This stop has a shelter and may be a preferable route and stop for some. The crossing of Lyons Road to the bus stop is now show away from the Mitchell Gardens tactile paving.

The gateway feature is to be removed as another already exists to the east on Lyons Road.

The Local Highway Authority does not consider that the 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.

Initial comments 5 March 2021: Comment

(Summary) The existing access point to Lyons Road will be modified to provide 6m radii bellmouth junction. Previously, separate footway was also proposed abutting the western side of the access road. These arrangements have been modified to provide an internal private footway which will lead directly to tactile paving dropped kerb point adjacent Lyons Road, providing a crossing point to the existing footway on the southern side of Lyons Road. The existing fencing, which acts as a village gateway feature, will be relocated and details of where this will be relocated to should be provided at this stage. As per the previous application, modifications to Mitchell Gardens are also proposed including new tactile paving dropped kerb point to aid pedestrian movement.

Vehicle visibility splays of 2.4m by 56m to the east and west have been demonstrated, in line with the 85th percentile recorded speeds of 36mph for eastbound traffic and 35mph for westbound traffic. These speeds would require splays of 56m and 54m respectively, in line with Manual for Streets (MfS) co-efficient's for calculating Stopping Sight Distance. The splays have been drawn to a 1m offset from the carriageway edge. MfS paragraph 7.7.3 states that vehicles will normally be travelling a distance from the kerb line and thus when considering the track of a vehicle, the offset is acceptable.

In order to achieve safe and suitable access and the required splays, the existing kerblines of Lyons Road is to be moved southwards by approx. 0.7m (as opposed to 1m as per previous application). This will maintain a width of approx. 5.4m in vicinity of the site access. As per MfS paragraph 6.5.7 Streets on bus routes should not generally be less than 6.0 m wide (although this could be reduced on short sections with good inter-visibility between opposing flows). Whilst this guidance is intended for new streets, it is also worth noting the existing variation in width of Lyons Road and sufficient forward visibility of Lyons Road in this location. No objection would be raised to the road width as indicated for this section of Lyons Road.

A new Road Safety Audit has been undertaken on the updated proposals. The single point raised related to the eastbound bus stop on north side of Lyons Road which would require pedestrians to walk in the carriageway. The auditor recommended that a new uncontrolled

crossing be provided on east side of access road/ Mitchell Gardens junctions. The Designer has responded that this is an existing issue for all pedestrians wishing to reach eastbound bus stop. Nevertheless, the bus stop has been relocated to west side of the site junction with Lyons Road so that the new footway crossing can be used to access this. The LHA have sought the view of the WSCC Local Transport Improvements Officer. Whilst there is no objection in principle to the relocation being west side of junction, it is advised that it be 15m away from junction to allow vehicles to be able to see traffic along Lyons Road in either direction. It is therefore advised that the footway is extended and bus stop shown 15+ metres from the junction. The Designer should also supply the updated plan and response to the auditor to check whether this satisfies the point raised.

In principle the LHA consider there no transport grounds to resist the application, on the basis of the following:

- Relocate bus stop (by extending footway) 15m from junction then check with auditor that this addresses the issue raised in the RSA.
- Proposed relocation site for the fencing/village gateway to be provided so the LHA can advise the suitability of this.

Ecology Consultant: No Objection

(summary) – We have reviewed the Revised Design and Access Statement (Neame Sutton Limited, March 2021). We note that the amendments to the proposed housing mix and roads will not further affect the ecologically sensitive features of the site.

Previous comments DC/19/1386:

We have reviewed the Updated Ecological Assessment (Ecosupport Ltd, October 2020) supplied by the applicant, relating to the likely impacts of development on designated sites, protected & Priority habitats and species, particularly bats and slow worms and identification of proportionate mitigation. We are satisfied that there is sufficient ecological information available for determination.

Southern Water: No Objection

(summary) suggested informative (attached)

WSCC Flood Risk Management: No Objection

(summary) – The FRA/Drainage Impact Assessment included with this application state that Sustainable Drainage techniques (permeable paving/below ground attenuation) would be used to control the surface water runoff from the site. These methods would, in principle, meet the requirements of the NPPF and associated guidance documents. Appropriate planning conditions should be applied.

WSCC Rights of Way: Comment

Final comments 26 April 2021:

I note that the applicant is proposing providing permissive access along the access road to the development. It is proposed that this will be the main access route for pedestrians, cyclists and motor vehicles to access the development and farm, although it is understood that the cricket club has alternative pedestrian access and that Footpath 1440_3

There are two elements to this

- (i) the route will not provide a segregated pedestrian route but will be an unsegregated surface shared between all user groups.
- (ii) The applicant is proposing to provide permissive access along the route and not to dedicate it.

If this meets your test for sustainable access, and given that the previous proposal for a dedicated footpath failed, I would consider it better to secure permissive access than no public access at all.

I would therefore suggest that we seek a s106 condition to secure a Permissive Path Agreement between the landowner and WSCC for a period of, say, 20-years. Maintenance of the route and its surface would fall to the landowner and not WSCC.

The path should be signed *Permissive Footpath* at either end – at its junction with Lyons Road and at its junction with Footpath 1440_3 and Footpath 1441. WSCC would arrange for the signs to be supplied and installed at the applicant's expense.

Initial comments 15 April 2021:

No reference has been made as to whether the shared access road is intended to be dedicated as a public right of way, as had previously been requested. This should be clarified. It would appear that no consideration has been given to the needs of pedestrians using the access road, other than the use of the word "shared" which may or may not refer to the sharing of the road by user type or the sharing of the road for different types of access, i.e. cricket club, farm and residential. Whatever the meaning of the "shared access road" there appears to be no segregated pedestrian access to link the development to Lyons Road, its facilities and onward connectivity of the footway network. As previously advised in respect of planning application DC/19/1386, I suggest to the Local Planning Authority that, in accordance with Horsham Planning Framework Policy 40, the proposed development should provide connections for pedestrians from Lyons Road, through the development, to link to Public Footpaths 1440_3 & 1441 and for surface improvements to be made to Public Footpath 1440_3.

WSCC Minerals and Waste: No Objection

(summary) – The submitted MRA details that an overriding need for non-mineral development can be demonstrated as the application site is identified within the Slinfold Neighbourhood Plan as an allocated housing site. The Note continues to propose that prior extraction is neither practicable nor environmentally feasible as a result of the proximity of the site to the Slinfold Conservation Area, and its limited commercial viability due the small site area and abundance of Weald Clay within the county.

PUBLIC CONSULTATIONS

3.2 38 letters of representation have been received from 26 separate addressed *objecting* to the proposal on the following grounds:

- Overdevelopment
- More dwellings are proposed than initially promised
- Unnecessary and harmful proposed highways works
- Urbanising impact on the landscape
- Increased activity in a rural location
- Inadequate parking provision
- Housing will not be 'affordable'
- Little has changed since the first refused proposal
- Loss of public footpaths
- Adverse impact on memorial trees
- Unsuitable housing mix
- Adverse impact on conservation area
- Impact on important vistas
- Proposal missing vital documentation
- Misdirecting CGI imagery
- Adverse loss of trees
- Adverse impact on local wildlife
- Increased pressure on local services and utilities
- The proposal would open adjacent fields for future development

- Loss of private views
- The barn relocation must be considered
- Uncharacteristic access
- Adverse impact neighbouring amenity
- Increase risk of flooding
- Two pedestrian crossings across Lyons Road is preposterous
- Footpath impinges in root zone of memorial Oak tree
- No village gateway sign east of the site

3.3 2 letters of representation have been received from 2 separate addresses *neither objecting nor supporting* the proposal, commenting:

- Concerns over loss of views / diminished experience on footpaths
- Potential impact on local wildlife
- Potentially dangerous access
- Insufficient parking for new pavilion

3.4 67 letters of representation have been received from 61 separate addresses *supporting* the proposal on the following grounds:

- The site is allocated within the Slinfold Neighbourhood Plan
- The proposal would deliver needed affordable homes in the village
- The proposal would deliver a needed upgrade to the cricket pavilion
- Upgraded footpaths are needed
- The site is an appropriate location
- The proposal has resolved traffic / access issues previously raised
- Proposals are in-keeping with the overall aesthetic of the village
- The site is located within a sustainable location
- The proposal would give many additional benefits to the village

3.5 **Slinfold Parish Council:** Comment

(summary)

1. The Parish Council has no objection to the proposed revised access arrangements subject to confirmation that visibility at the bell mouth is reviewed and meets the required safety standards; and;

2. The Parish Council accepts the principle of development, subject to the following: -

- i) A maximum of 24 dwellings, subject to detailed design considerations which should include houses of no more than 1.5 stories in height.
- ii) A condition on the detail of the Public Rights of Way plans and that the much valued Trotter Oak is protected given the proximity of the footpath to the root protection area. HDC's Tree Officer should report back on this matter.
- iii) Assurance and commitment from the developer to construction of the cricket pavilion and assurance from HDC that they will re-visit conditioning this construction.
- iv) The pavilion to be a maximum of 1.5 stories in height as recently stated in a communication from Antler Homes.
- v) The final detailed design is in line with (or an improvement on) the Antler Homes presentation to the Parish Council on 10th February.

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

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

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

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

6. PLANNING ASSESSMENTS

Principle of the Development

- 6.1 The application site is located within the built-up area boundary of Slinfold, and is allocated for development within the Slinfold Neighbourhood Plan 2014-2031 (Policy 8: Crosby Farm).
- 6.2 Policy 3 (Development Hierarchy) of the Horsham District Planning Framework (HDPF) states that development will be permitted within town and villages which have defined built-up area. The policy establishes the District's settlement hierarchy, in which the settlement of Slinfold has been characterised as a medium village – this is defined as a settlement with a moderate range of services and facilities, community networks and local employment provision, and also benefits from some access to public transport.
- 6.3 Policy 15 (Housing Provision) of the HDPF establishes the District's housing need within the development plan period (2011-2031). This has been identified as 16,000 homes. Criterion (4) of the policy states that part of this provision is expected to be delivered through neighbourhood planning, amounting to 1,500 homes over the plan period.
- 6.4 Policy 8 (Crosby Farm) of the Slinfold Neighbourhood Plan (SNP) states that residential development on this site will be supported where:
1. The design positively responds to the prevailing character of the surrounding area;
 2. The houses are no more than two storeys in height to reflect the local vernacular
 3. Proposals allow for the retention of existing mature trees and hedges;
 4. Proposals creates a Public Rights of Way to link the site to the existing Public Rights of Way, and;
 5. The site facilitates the development of a new cricket pavilion
- 6.5 The subsequent sections will detail how the proposal has demonstrated to accord with criterion (1) – (5) of this policy.
- 6.6 Given the location of the site within a built-up area, and the site's allocation within the SNP, there is no objection in principle to the development of this site for housing. Consideration must therefore be given to any site-specific constraints, and the detail of the scheme. As such, the principle of development on the site is considered to be acceptable, subject to the detailed considerations as set out below.

Affordable Housing and Housing Mix

- 6.7 Policy 16 of the HDPF states that development should provide a mix of housing sizes, types, and tenures to meet the needs of the district's communities as evidenced in the latest Market Housing Mix study (Iceni, November 2019) in order to create sustainable and balanced communities. Table 66 of the study shows that residential development market housing should comprise the suggested mix:
- 1 bedroom housing – 6%
 - 2 bedroom housing – 27%
 - 3 bedroom housing – 41%
 - 4+ bedroom housing – 26%
- 6.8 Policy 16 of the HDPF continues to state that development providing 15 or more dwellings the Council will require 35% of the dwellings to be affordable. The proposal includes an on-

site affordable housing provision of 8 dwellings, equivalent to 33% of the proposed dwellings. In order for the development to be policy compliant, the additional 2% will be required to be provided to the Council by way of financial contribution, and has been drafted into the Section 106 Legal Agreement. For affordable housing, the study shows that residential development should comprise:

- 1 bedroom housing – 26% (shared ownership) and 46% (rented)
- 2 bedroom housing – 42% (shared ownership) and 30% (rented)
- 3 bedroom housing – 25% (shared ownership) and 22% (rented)
- 4+ bedroom housing – 7% (shared ownership) and 2% (rented)

6.9 Policy 6 (Housing Mix) of the SNP states that developments which provide a suitable mix of one, two, three and four bed dwellings will be supported. This also includes centrally located level sites suited to older residents.

6.10 The application seeks consent for the erection of up to 24 dwellings comprising 16 market units and 8 affordable. The proposed housing mix would comprise:

Dwelling Type	Market	%age	Affordable	%age
1 Bedroom Units	0	0%	2	0%
2 Bedroom Units	2	13%	3	75%
3 Bedroom Units	8	44%	2	25%
4+ Bedroom Units	6	44%	1	0%

6.11 This mix has been amended from the previous mix proposed to now include 2x one-bed affordable flats and one four-bed house at the expense of 3 three-bed houses. This revisions provide a better mix of housing including smaller units in line with the Housing Mix study targets. The final housing mix would be formally agreed and secured at the reserved matters stage. Overall, the proposed housing mix as currently presented is considered to appropriately comply with the Council’s expectations for a residential development of this quantum and is therefore considered in accordance with Policy 16 of the HDPF.

6.12 The affordable housing tenure would be split at a ratio of 70:30 in favour of affordable rent, as per the requirements of Policy 16 of the HDPF and the accompanying Planning Obligations and Affordable Housing SPD. A Section 106 legal agreement has been drafted to secure the provision, the tenure of the affordable housing, and the registered provider who will take on the site.

6.13 With the above in mind, the proposed affordable housing provision is considered appropriately compliant with Policy 16 of the HDPF.

Layout, Amount, Scale and Appearance

6.14 Policy 32 of the HDPF states that good design is a key element in sustainable development, and seeks to ensure that development promotes a high standard of urban design, architecture and landscape. Policy 33 of the HDPF states that development proposals should make efficient use of land, integrate effectively with the character of the surrounding area, use high quality and appropriate materials, retain landscaping where feasible (and mitigate loss if necessary) and ensure no conflict with the character of the surrounding town or landscape.

6.15 The proposal seeks outline consent with all matters except for highways access reserved for later consideration. Therefore, matters relating to layout, appearance, scale and landscaping are to be dealt with at the reserved matters stage. However, the application is accompanied with a relatively detailed indicative proposed site layout in order to provide assurance that 24 dwellings can be appropriately delivered on this site.

- 6.16 Representations received during the course of this application have raised concern at the proposed quantum and density of development for this site. Whilst Policy 8 of the SNP (and housing allocations in the Plan in general) does not specifically allocate a housing number for this site, it is noted that the initial submission draft neighbourhood plan stated 'up to 24 dwellings'. Furthermore, at paragraph 4.9 of the Examiner's report, the Examiner agreed with Horsham District Council that the overall allocation of housing in the Neighbourhood Plan (at some 77 dwellings, toward the upper end of the identified range of housing need) was in proportion to the scale and size of the village and its function. Collectively the allocations will deliver these new housing numbers. As a result, the applicant's proposal for 24 dwellings on this site is considered proportionate to the evidence base that supported this site's allocation for housing development.
- 6.17 As previous, the indicative layout splits the site into two distinctive parcels of housing separated by a central greenway, with the form and character of the housing to the east taking on a more rural aesthetic to address the transition of this site from the village into the countryside. The buildings indicated are two storey and are indicated to reflect the material finishes that characterise Slinfold, including red brick and clay tiles.
- 6.18 In respect of the adjacent Conservation Area, the Slinfold Conservation Area Appraisal (September 2020) states that '*Within the Conservation Area there are a variety of building materials and building types which add a diversity of style which are unified by the scale of development and the use of local/natural materials. As noted in the brief history of Slinfold above, the village has evolved slowly and consequently the buildings can be grouped into three main styles – medieval, Georgian and Victorian*'. It continues to state that dwellings are formed of a use of 'natural materials' and comprises a variety of house types and designs. It would be expected that the final details are reserved matters stage reflect this Appraisal to ensure the historic core of the village is suitably preserved.

Heritage Impacts

- 6.19 Section 66 of the Town and Country (Listed Buildings and Conservation Areas) Act 1990 provides a statutory requirement for decision makers to have special regard to the desirability of preserving a listed building or its setting. Section 72 of the Town and Country Planning (Listed Building and Conservations Areas) Act requires that development should preserve or enhance the character or appearance of the [conservation] area. Chapter 16 of the National Planning Policy Framework (NPPF) follows these statutory provisions and seeks to positively manage changes to the historic environment to ensure sufficient flexibility whilst conserving the important and irreplaceable nature of the designated asset.
- 6.20 Policy 34 of the HDPF states that development affecting the setting of a Conservation Area will be required to (amongst others) reinforce the special character of the district's historic environment through appropriate siting, scale, form and design; including the use of traditional materials and techniques; make a positive contribution to the character and distinctiveness of the area.
- 6.21 The indicative layout has been produced in close consultation with the Council's Senior Conservation Officer (during the consideration of the previous application DC/19/1386) in order to demonstrate that the proposed 24 dwellings are capable of having an acceptable impact on the adjacent Conservation Area and Grade II listed buildings.
- 6.22 The Senior Conservation Officer remains satisfied that the indicative layout would mitigate most of the harm to the Conservation Area and setting of the listed buildings, to the extent that the resultant harm would be at the lower end of 'less than substantial'. In reaching this conclusion, the Senior Conservation Officer has advised that the very allocation of this site for housing will inevitably lead to some harm to the conservation area and setting of these listed buildings, therefore the key consideration is whether a layout can be provided that best

minimises this harm. In this case officers are satisfied that the indicative layout shows that to be the case.

- 6.23 Paragraph 196 of the NPPF (2019) states that ‘less than substantial harm’ to heritage assets should be weighed against the public benefits of the proposal. The following public benefits include (but are not limited to):
- The provision of market housing (16 units)
 - The provision of affordable housing (8 units)
 - The delivery of an allocated site within an adopted neighbourhood plan
 - Upgrading the existing PROW to the north of the site
 - An additional PROW traveling north into the site from Lyons Road
 - The provision of public open space
- 6.24 In this instance the public benefits to the scheme are considered to outweigh the harm identified when applying the test of NPPF paragraph 196.
- 6.25 Overall, officers consider that the site can suitably accommodate up to 24 dwellings and be designed to appropriately to integrate with the surrounding area without causing unacceptable harm to the adjacent conservation area or the setting of the nearby listed buildings. The low level of heritage harm that is identified is capable of being outweighed by the public benefits of the development as outlined above. Officers are therefore satisfied that criterion (1) and (2) of the SNP Policy 8 could be achieved at the detailed design stage, and that Policies 32, 33 and 34 of the NPPF would not be conflicted.
- 6.26 The proposed replacement Cricket Pavilion would replace the existing pavilion and is indicated to include a slightly larger floor plan that would include an additional storey. No indicative designs of the replacement pavilion have been provided as this aspect is reserved for later consideration. Concerns have been raised in the representations over the Pavilion’s potential size, however these details will be secured at the reserved matters stage and would be expected to suitably relate to the character of the area in scale and form, including its impact on the conservation area and setting of nearby listed buildings. It is noted that the Parish Council have requested that a condition be attached restricting the size of the pavilion to 1.5 storeys, however there is no evidence that this is strictly necessary to preserve the character of the site at this stage of proceedings. As the proposal facilitates the development of the replacement Cricket Pavilion to the south, the principle of criterion (5) of SNP Policy 8 is therefore considered to have been satisfied.

Landscape and Arboricultural Impacts

- 6.27 Matters relating to the landscaping of the site itself are reserved for later consideration. However, during the course of the previous application considerable discussion was had as to retaining as many of the trees alongside the access road as possible. Further to the plans considered under DC/19/1386, the revised proposals for the access road and junction now retain all the trees west of the existing access road, with the exception of a small category C Common Beech (T35) which sits between the roadside and hedgerow. The loss of this tree was accepted under the previous application and there is no reason not to reach the same conclusion under this submission.
- 6.28 The applicant has further clarified that 11 new trees are to be planted alongside the hedgerow and that two trees previously earmarked for removal to facilitate the PROW footpath are also now to be retained. It is noted that the access road and new footway link to the west side will encroach into the root protection areas of two tree either side of the bellmouth including the large Pedunculate Oak (T36) that is of high amenity value to the area.
- 6.29 These trees are assessed under the Arboricultural Impact Assessment (AIA) (prepared by Broad Oak Tree Consultant Ltd, dated December 2018) submitted under the previous

application and this assessment is considered to remain relevant. The Council's Arboricultural Officer has been consulted on the proposal, and has raised no objection to the scheme, stating that the majority of the trees on or abutting this site are of no especial or particular merit, and therefore does not raise objection subject to no-dig foundations being used to protect T36. This is secured by condition.

- 6.30 With regards to the proximity of built form to retained trees, the site layout has been devised to minimise encroachment into the root protection areas (RPA) of these trees. The Council's Arboricultural Officer had previously expressed favour of the method that the large RPA of T5 (a large mature Oak on the northern site boundary) has been allotted suitable and satisfactory space to allow its continued expansion in size, as well as offering respect to its high level of amenity value.
- 6.31 In respect of the landscape impact of the access junction itself, under the previous proposal, DC/19/1386, a number of concerns were raised regarding the appearance of the access into the site from Lyons Road by the Parish Council and local residents, and the urbanising impact the proposed works would have on the approach to the village. This resulted in the refusal of planning permission in November of 2020.
- 6.32 In response the applicants have revised the proposals as set out in paragraph 1.5 above. The narrowing of the access road and removal of the separate north-south footpath allows for the full retention of the hedgerow and trees to its western side (with a further 11 trees to be added along the hedgerow), whilst the footway to the south side of Lyons Road now retains its grass verges. At the bellmouth, the road is narrower at 4.8 compared to 5.5m previously, and the short section of footway is now detached from the carriageway allowing for the hedgerow to site between. Overall, the proposals retain more green infrastructure and reduces down the extent of hard surfacing from that previously proposed, with new tree planting to act as compensation and improve the soft landscaping along the access road. Whilst there is an inevitable need to better formalise this junction given the additional traffic movements, the scheme now proposed is considered to represent an appreciable and welcome improvement on the previous proposals that would better retain the green and rural approach into the village.
- 6.33 With the above in mind, no objection is raised on landscape and arboricultural grounds. Therefore, criterion (4) of SNP Policy 8 is considered to have been met, in addition to Policies 25 and 33(6) of the Horsham District Planning Framework.

Amenity Impacts

- 6.34 Policy 33 of the Horsham District Planning Framework states that permission will be granted for development that does not cause unacceptable harm to the amenity of the occupiers/users of nearby properties and land.

Amenity of Existing Neighbouring Residents

- 6.35 The proposed site shares its western boundary with The Garden House, The Street. The side elevation of the proposed dwelling closest to this neighbour (Plot 21) is sited at a distance of approximately 10m from the rear elevation of The Garden House. Existing mature boundary screening and trees (within the grounds of The Garden House) would be retained. Whilst the relationship between the proposed dwelling and its neighbour may appear appreciably overbearing (compared to the existing arrangement on the site), this separation distance is not considered out of the ordinary for dwellings within the built-up area.
- 6.36 Given the westerly location of the proposed dwellings in the relation to The Garden House, coupled with the two-storey heights of the proposed dwellings, the neighbour would not be expected to experience any detrimental loss of light or overshadowing. Details relating to boundary treatment will be agreed at the reserved matters stage. Furthermore, as no

elevations are provided for the dwellings, it is not currently known if any windows would be sited at first floor level facing the west. This would be assessed at the reserved matters stage and could be controlled by way of condition.

- 6.37 The proposal site does not immediately neighbour dwellings to the north, east or south. The closest dwellings to the south/east and south-west would be sited between 110m and 172m from the nearest proposed dwelling on the site. This separation distance is considered sufficient to not result in adverse harm to neighbouring amenity by way of overlooking, overbearing, or overshadowing.
- 6.38 The proposed replacement Cricket Pavilion would be sited in the same location as the existing, which is sited to the north-eastern corner of the cricket field to the south of the site, and is indicated to occupy a slightly larger footprint. The Design and Access Statement indicates that the replacement pavilion would be two-storeys in height, which would appear taller than the existing. As established above, the principle of replacing the Cricket Pavilion is accepted under Policy 8 of the SNP. The pavilion, as existing, is located some 39m from the nearest neighbouring dwelling to the west, Windalls. The replacement pavilion is indicated to include an additional storey as well as a larger footprint.
- 6.39 Whilst the pavilion would appear larger than the existing, in terms of form and height, the separation distance between the building and the neighbouring dwelling coupled with the westerly orientation to the neighbour is considered sufficient to not warrant any adverse harm by way of overlooking, overshadowing, or overbearing. Given the existing use of the site, the increased size of the pavilion may result in a modest increase in activity on the site. However, hours of use and ancillary activities can be controlled by way of condition.
- 6.40 Whilst it is accepted that the development would result in an increased level of activity on the site, based on the indicative plans submitted it is considered that it has been suitably demonstrated that the resultant development is capable of not resulting in adverse harm to the amenities of the existing neighbouring dwellings. Whilst details of boundaries and internal room arrangement are yet to be confirmed, the amenity impact to existing neighbouring dwellings is considered to be acceptable. As such, no objection is raised with regards to this aspect of the proposal.

Amenity of Future Occupants

- 6.41 The indicative layout of the proposed dwellings is considered appropriate with regards to their impact on each other. The scheme does include parcels of back-to-back housing, all of which feature gardens between each dwelling. Given their separation distance from each other, no harm is considered to arise by way of overlooking. Overall, this layout would not result in a significant sense of enclosure for future residents of the site, nor lead to undue harm by way of overshadowing and overbearing. Whilst details of the first-floor windows and the internal layout of each dwelling has not been confirmed, this can be controlled at detailed design stages and through applying planning conditions.
- 6.42 With the above in mind, the proposed development is not considered to result in adverse harm to the amenities of the existing neighbouring and future occupants, in accordance with Policy 33 of the HDPF.

Highways and Access

- 6.43 Policy 40 of the Horsham District Planning Framework states that transport access and ease of movement is a key factor in the performance of the local economy. The need for sustainable transport and safe access is vital to improve development across the district. Policy 41 of the Horsham District Planning Framework states that development that involved the loss of existing parking spaces will only be allowed if suitable alternative provision has

been secured elsewhere. Adequate parking facilities must be provided within the developments to meet the needs of the anticipated users.

- 6.44 The means of access to the site are sought under this outline proposal and have been revised from those previously proposed under DC/19/1386 to address the visual impact concerns that prompted the refusal of planning permission. The amendments are outlined at paragraph 1.5 at the start of this report and essentially comprise a narrower 4.8m wider shared surface access road, indentation of Lyons Road south by a maximum of 0.7m, dropped kerb crossings to Mitchell Gardens and across Lyons Road west of the site entrance, and a short section of footway west of the access road to link to the dropped kerb crossing point. A new Road Safety Audit (RSA) accompanies the application.
- 6.45 WSCC Highways previously commented on the access following a visit to the site in July 2019. In response to the latest proposals, WSCC raise no objection on highway safety grounds, or in terms of the appropriateness of the new shared surface arrangement given the low traffic volumes that would use the access. In response to the findings of the RSA, concern has been raised that the relocation of the existing bus stop from the east of the access bellmouth to the west may introduce obstruction to visibility splays. Further details of the relocation of the village gateway fencing is also sought by WSCC Highways.
- 6.46 In response, the applicants have revised the highway layout plan to keep the bus stop in its current position east of the bellmouth, and instead include a new dropped kerb crossing point adjacent. This revised arrangement is to the satisfaction of WSCC Highways officers following receipt of amended plans and a designers response to the RSA. The village gateway sign is not to be replaced as there is already existing such signage to the east; again this is acceptable to WSCC Highways officers
- 6.47 As previous, the submitted (updated) transport statement summarises that 16 x vehicle movements are anticipated over AM and PM peak. It is anticipated that Lyons Road will have a five-day average peak flow of approximately 160 trips for both AM and PM Peaks. This equates to an increase in peak hour vehicle movements of 10%. Once the development traffic merges on the adjacent main highway network of either the A29 Stane Street or A264 Five Oaks Road then the traffic generated by the proposed development is assumed to be less than 1% given the classification as highway as local/county distributor road. WSCC have carried out their own assessment using suitable parameters and sites and found that the peak trips estimated are broadly in line with those set out in the transport statement.
- 6.48 With regards to parking, the indicative plans show a mix of off-street parking and parking courts for the dwellings. WSCC have stated that as the application is outline seeking matters of access approval only, details of the internal layout, car and bicycle parking would be expected at reserved matters stage. WSCC have also suggested that a Travel Plan Statement is submitted to provide further detail to promote non-car use by way of condition (attached). Furthermore, details of the amount of Electric Vehicle Charging points will be detailed at the reserved matters stage, where it would be necessary for the applicant to meet the requirements of WSCC Highway's latest Parking Standards (currently 28% overall provision for 2020).
- 6.49 With the above in mind, the Local Highway Authority does not consider that the 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. Officers have no reason to disagree with this conclusion and recommend that the proposal therefore accords with Policies 40 and 41 of the HDPF.

Public Rights of Way

- 6.50 The site is located close to two existing Public Rights of Ways. PROW 1440_3 travels west to east along the northern boundary of the site, connecting to the southern side of PROW 1441, which travels north connecting on to the wider footpath network.
- 6.51 The proposal initially included the creation of a new 'dedicated' PROW connecting Lyons Road from the south to PROW 1441 to the north in order to directly connect the highways with the wider footpath network. The WSCC Rights of Way officer has though raised concern at the right of way not being the preferred 2.5m segregated footway, but instead being a shared surface with vehicular traffic. To achieve a segregated footway would significantly increase the extent of hard surfacing around the site and likely necessitate the removal of trees and part of the hedgerow.
- 6.52 The applicant has offered instead for the shared access road to be made a 'permissive' right of way whereby the landowner consents for the public to have the right to pass for an agreed period, likely 20 years in this case. Although not a dedicated right of way, this nevertheless amounts to an improvement on the existing arrangement whereby there is no public right to use the road, and would provide for improved sustainable connectivity for residents of the development as well as wider users of the local public right of way network. The WSCC PROW team have advised that this is an acceptable arrangement for them, with the permissive agreement to be secured with WSCC by way of s106 agreement.
- 6.53 The existing PROW 1440_3 (on the northern boundary of the site) is currently composed of a tarmac surface (north of the existing buildings) and a dirt track (north of the field) travelling towards the churchyard. As before, the footpath would be upgraded to an all-weather surface along its extent on the northern boundary of the site. The indicative layout illustrates that the two new access points would be incorporated to access the footpath from the site. No diversions to the existing footpaths are proposed.
- 6.54 The specification and materials of this footpath would need to be agreed between the applicant and WSCC. Officers are satisfied that this could be adequately accommodated by way of planning condition.
- 6.55 Officers consider that the creation of a new PROW connecting Lyons Road to the wider footpath network to the north as a significant benefit to the scheme in favour of approving the proposal. Furthermore, this is also considered to satisfy Criterion (4) of SNP Policy 8.

Ecology

- 6.56 The previous application was accompanied with a Phase 1 Habitat Survey, a bat report, and a reptile report (prepared by Wildlife Matters, received 08.07.2019). An updated ecological assessment (Ecosupport dated 08.02.2021) has also submitted to the Council. Whilst the previous full suite of reports do not directly accompany this application, they nevertheless remain up-to-date and fully relevant in framing the ecological interest of the site and mitigations necessary alongside the updated ecology assessment. The surveys assessed the presence of various species including mammals, bats, nesting birds, and reptiles, and assessed the condition of their potential habitats. Ecological mitigations and enhancements have been recommended as part of the reports.
- 6.57 The Council's Ecology consultant has reviewed the submitted surveys and reports and, subject to adequate avoidance, mitigation and enhancement measures secured via suggested conditions, does not object to the proposed development. Additional measures include a Wildlife Sensitive Lighting Design Scheme to be included within the reserved matters stage of this application to demonstrate how the areas onsite particularly sensitive to bats. The submitted reptile report detailed that some slow worms are present on site, and appropriate mitigations would be implemented to ensure their protection. On the basis of the

detailed within the submission documents and adherence to the conditions suggested by the Council's ecological consultant, there is no objection to the proposal on ecological / biodiversity grounds.

- 6.58 Further to the above, it is noted that a family of Barn Owls are nesting nearby. The Council's Ecological Consultant has advised on this matter, stating that Barn Owls are protected under Schedule 1 of the Wildlife & Countryside Act 1981 (as amended). Suitable Barn Owl foraging habitat does not receive protection other than that afforded by virtue of the presence of other protected flora or fauna. As such, even though a particular area may prove attractive to a foraging Barn Owl, this does not confer the area any sort of statutory legal protection, irrespective of the time of year, and whether or not the birds are breeding.
- 6.59 Barn Owls are included in Schedule 1 of the Wildlife & Countryside Act 1981 which affords them protection against disturbance whilst nesting in addition to the basic level of protection of Barn Owls afforded to most wild birds. Specifically, under Part 1, Section 1 (5) it is an offence punishable with imprisonment for a period of up to 6 months to intentionally or recklessly:
- Disturb a Barn Owl while it is building a nest or is in, on or near a nest containing eggs or young; or
 - Disturb a Barn Owl's dependent young.
- 6.60 The Phase 1 Habitats Survey report (Wildlife Matters, 2017) states that no Schedule 1 birds were recorded on site in 2017 by the applicant's ecologists when surveying for reptiles and bats, which includes evening as well as daytime visits. As this survey was conducted over three years ago, this data is now considered out of date. With the above in mind, it has been recommended that an updated survey for Barn Owls is provided to check for any nesting in trees or buildings prior to commencement to be secured as a condition of any consent.

Drainage

- 6.61 The Environment Agency's (EA) online flood maps show that the site is located wholly within Flood Zone 1, meaning that the land is in a 'low probability' flood zone – this was confirmed by WSCC, the Local Lead Flood Authority. A Floodzone 2 is located approximately 250m east of the site, surrounding an ordinary watercourse that spurs from the River Arun located some 670m north of the site.
- 6.62 The application was accompanied by a detailed drainage impact assessment (prepared abmh, dated January 2021). The report verifies that there are existing surface water flooding issues associated with the ditches and culverted watercourses along the Lyons Road. Therefore, drainage is proposed to be routed to an existing watercourse situated 200m east of the current site access. This new connection point and drainage route will bypass the existing culverted watercourse and in so doing provide significant betterment and a reduction in flood risk along Lyons Road.
- 6.63 The report also details that flow rates to the eastern discharge point will be restricted to greenfield site flow rates, in line with DEFRA guidance. Site attenuation will also be incorporated, including porous paving and cellular tanks. The report concludes that the proposed drainage design significantly reduces the surface water flows that currently contribute to the flooding issues along the eastern section of Lyons Road, providing betterment to these residential areas.
- 6.64 Following consultation with the Council's Drainage Engineer, no objection is raised with regards to the findings of the submitted report. The concerns of residents and their local knowledge of flooding along Lyons Road are fully acknowledged, however the drainage strategy is clear in how the re-directing and control of surface water flows east of the site will reduce the flooding experienced along Lyons Road creating a betterment on existing, and avoid causing flooding issues further along to the east. It is considered that the submitted

drainage report demonstrates the development proposals can be satisfactorily accommodated without increasing flood risk elsewhere, and could therefore be considered in accordance with Chapter 14 of the NPPF, and Policy 38 of the HDPF, subject to planning conditions.

Climate Change

- 6.65 Policies 35, 36 and 37 of the HDPF require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions mitigate the impact of development on climate change.
- 6.66 Officers are satisfied that proposed development could include the following measures to address climate change:
- water usage limit of 110l/p/day.
 - Energy efficient LED lighting (including external lights);
 - Use of permeable surfaces and sustainable drainage systems;
 - Dedicated refuse and recycling storage capacity;
 - Opportunities for biodiversity gain (as detailed above) and additional planting;
 - Cycle parking facilities;
 - Improved pedestrian and cycle links;
 - Provision of electric vehicle charging points, and;
- 6.67 The Local Planning Authority are satisfied that appropriate measures could be put in place to mitigate against any potential sustainability impacts. These measures would be secured by way of planning condition and S106 agreement in the event that permission is granted.
- 6.68 With the above in mind, the Local Planning Authority are satisfied that through the use of appropriately worded planning conditions, the above measures could be implemented to reduce the development's impact on climate change. To this regard, the Local Planning Authority does not object to the proposal on these grounds.

Other Matters

- 6.69 During consideration of the previous application concern has been raised that the boundaries to the adjacent cricket pitch will need to move, thereby bringing properties into greater danger of ball strike and/or necessitating tall net fencing. The cricket field sits outside the red line of this application site and is not shown to be moved. Officers understand that regardless of this application the cricket club is likely to need to move the wicket up to 8m west within the field boundary and install boundary netting in order to bring the field up to code with the England and Wales Cricket Board (ECB) playing standards. An area between the cricket field and Lyons Road is included in the red line of this application for the provision of ball-stop netting, with all details reserved for later consideration. This would include details of its height, appearance, and whether the netting would be permanent or a temporary installation for the duration of the cricket season.
- 6.70 It is also important to recognise that the area set aside for the ball-stop netting is not required as a consequence of the development of houses on this allocated housing site. It is instead included to enable the cricket club to appropriately upgrade its facilities to meet ECB standards as described above. In respect of ball-strike risk, there is no indication the indicative housing layout will bring any of the proposed dwellings within ball strike of the cricket field, with the intervening space comprising access ways and parking for the pavilion, and planting.

Community Infrastructure Levy (CIL) and Section 106 Agreement

- 6.71 Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. This development constitutes CIL liable development.
- 6.72 In the case of outline applications, the CIL charge will be calculated at the relevant reserved matters stage.
- 6.73 A Section 106 Agreement has been drafted to secure the affordable housing contributions (33%) in addition to the 2% equivalent financial contribution. This will be agreed between the Council's legal department and the applicant's solicitors prior to issuing the decision notice if members are minded to agree with the Officer's recommendation to approve the planning application subject to the below planning conditions. The S106 will also include agreement with WSCC to the permissive Right of Way and to a contribution of £1,500 towards travel plan monitoring.

Conclusions

- 6.74 The application seeks outline planning consent for the erection of up to 24 dwellings, with all matters reserved for later consideration except for access. Details relating to scale, appearance, design and landscaping have been reserved. The site has been allocated for residential development under Policy 8 of the SNP therefore the principle of the development is accepted. The proposal includes an appropriate housing mix, in addition to a policy compliant provision of affordable housing. The submission has further demonstrated accordance with the criterion within Policy 8 of the SNP, including access to the site and enhancements and additions to the existing PROW network, in addition to general compliance with local planning policies.
- 6.75 It has further been demonstrated that the proposal would not amount to an adverse impact on existing residents' amenity. The detailed design stage will confirm the layout and habitable room placement of the dwellings in relation to their siting to the nearest existing residential neighbours.
- 6.76 The proposed means of access to the site are considered satisfactory on technical highways grounds, and thus the Highways Authority are satisfied that the site would be adequately served by a safe means of access and would not cause harm to the operation or safe use of the existing highway network.
- 6.77 Development of this site would nevertheless amount to 'less than substantial' harm to the historic context of the site, however this harm is to the lower end of the 'less than substantial' scale and would be outweighed by the benefits of the scheme such as the provision of market and affordable housing, and enhancements and additions to the existing PROW network as proposed.
- 6.78 Appropriate ecological mitigations and enhancements have been recommended, which the Council's Ecological Consultant has agreed to. No adverse risks have been identified as a result of the scheme in regards to drainage on and surrounding the site, to which appropriate mitigation measures have been considered as part of the design.
- 6.79 Furthermore, the proposal facilitates the replacement of the existing Cricket Pavilion to the south of the site, in which detailed design, use, layout and scale will be sought under future reserved matters applications. The provision and facilitation of this is considered a significant community benefit to the scheme.
- 6.80 Officers therefore recommend that this application for the development of the site be approved in compliance with the relevant policies of the Horsham District Planning

Framework and Slinfold Neighbourhood Plan, subject to the below detailed list of planning conditions and the completion of the necessary s106 legal agreement.

7. RECOMMENDATIONS

7.1 To approve outline planning permission, subject to the following conditions:

Conditions:

1 **Standard Plans Condition:** The development hereby permitted shall be undertaken in full accordance with the approved plans.

Reason: For the avoidance of doubt and in the interest of proper planning.

2 **Outline Permission:**

(a) Approval of the details of the layout of the development, the scale of each building, the appearance of each building hereby approved (including the new cricket pavilion), and the landscaping of the development (hereinafter called “the reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced.

(b) Plans and particulars of the reserved matters referred to in condition (a) above, relating to the layout of the development, the scale of each building hereby approved (including the new cricket pavilion), the appearance of each building, and the landscaping of the development, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(c) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

(d) The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

3 **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 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 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)
- An indicative programme for carrying out of the works
- The arrangements for public consultation and liaison during the construction works
- Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination

- measures to control the emission of dust and dirt during construction
- a scheme for recycling/disposing of waste resulting from demolition and construction works
- ecological and biodiversity mitigations (see informative)

Reason: In the interests of highway safety and the amenities of the area, ecological and biodiversity interests, and in accordance with Policies 24, 33(2) and 40 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 Condition:** No development shall commence until a detailed surface water drainage scheme including a Surface Water Drainage Statement, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall be fully coordinated with the landscape scheme. The development shall subsequently be implemented prior to first occupation in accordance with the approved details and thereafter retained as such.

Reason: As this matter is fundamental to prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance Policies 35 and 38 of the Horsham District Planning Framework (2015).

- 6 **Pre-Commencement Condition:** Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination, including asbestos contamination, of the site and extant structures shall each 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.
- b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

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).

- 6 **Pre-Commencement Condition:** No part of the development shall commence until such time as the highways works including vehicular access, footway and dropped kerb pedestrian

tactile points serving the development have been constructed in accordance with the details shown on the drawings titled:

- RESIDENTIAL DEVELOPMENT & CRICKET PAVILION HIGHWAY JUNCTION LAYOUT HIGHWAY INDENTED SOUTH and numbered FC2703/13 OPT2 Rev. N (received 12.04.2021).
- RESIDENTIAL DEVELOPMENT & CRICKET PAVILION HIGHWAY LAYOUT & LEVELS DWG 1 OF 2 and numbered FC2703/06 OPT2 Rev. Q (received 12.04.2021).
- RESIDENTIAL DEVELOPMENT & CRICKET PAVILION HIGHWAY LAYOUT & LEVELS DWG 2 OF 2 and numbered FC2703/07 OPT2 Rev. H (received 09.04.2021).

The access footway and dropped kerb tactile points serving the development shall be retained thereafter.

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

- 8 **Pre-Commencement Condition:** No part of the development shall commence until visibility splays of 2.4 metres by 56 metres have been provided at the proposed site vehicular access onto Lyons Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

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

- 9 **Pre-Commencement Condition:** The following works shall not in in any circumstances commence unless the local planning authority has been provided with either:
- a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorizing the specified activity/development to go ahead; or
 - b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

Reason: To conserve protected and Priority species and allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 and s17 Crime & Disorder Act 1998.

- 10 **Pre-Commencement Condition:** No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until the following preliminaries have been completed in the sequence set out below:
- All trees on the site shown for retention on drawing number J54.03/02 (as per the submitted Arboricultural Impact Assessment, prepared by Broad Oak Tree Consultants Ltd, received 08.07.2019 under application DC/19/1386), to include for the avoidance of doubt the trees identified as T33-T38 (inclusive) and T40 & T41 (referenced as T28-T34 (inclusive) and T36-T38 (inclusive) on the Tree Survey MW.21.0109.TS received on 08/02/2021 under this application) which for the avoidance of doubt shall be retained at all times, as well as those off-site whose root protection areas ingress into the site, shall be fully protected throughout all construction works by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012).
 - Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.

- Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.

Any trees or hedges on the site which die or become damaged during the construction process shall be replaced with trees or hedging plants of a type, size and in positions agreed by the Local Planning Authority.

Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 11 **Regulatory Condition:** The proposed footway west of the site access from Lyons Road shall be constructed using a no dig foundation where it passes through the root protection area of the Pedunculate Oak identified as T36 on the Tree Survey plan MW.21.0109.TS received 08/02/2021.

Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 12 **Pre-Commencement (Lighting) Condition:** Prior to the installation of any external lighting, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. The scheme must also be designed by a suitably qualified person in accordance with the recommendations for environmental zone E2 in the Institute of Lighting Professional's Guidance document "Guidance Notes for the Reduction of Obtrusive Light GN01:2011.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: To allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species), and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 13 **Pre-Commencement (Slab Level) Condition:** Prior to development commencing above ground floor slab level, a Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the Local Planning Authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) detailed designs to achieve stated objectives;
 - c) locations of proposed enhancement measures by appropriate maps and plans;
 - d) persons responsible for implementing the enhancement measures;
 - e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

- 14 **Pre-Commencement (Slab Level) Condition:** Prior to the commencement of the development above slab level, details of the proposed improvement works to the Public Right of Way (ROW 1440_3) along the northern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. This shall include, but not be limited to:
- A layout plan of the pathway at a scale of at least 1:500;
 - Horizontal sections of the proposed pathway at a scale of at least 1:20;
 - Details and construction of the proposed surfacing materials;
 - Details of any planting adjacent to the pathway (in accordance with landscape detail, to be submitted);
 - Details of the long-term management and maintenance of the pathways, and;
 - Details of (if any) street furnishings.

The works shall be undertaken in strict accordance with the approved details and completed prior to the occupation of the twentieth dwelling, and shall thereafter be maintained as such, unless otherwise agreed to and approved in writing by the Local Planning Authority.

Reason: To ensure that the improvement works to the Public Right of Way are undertaken in accordance with the standards accepted by the West Sussex County Council Public Right of Way Team, and to ensure satisfactory appearance in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 15 **Pre-Occupation Condition:** Prior to the first occupation of each dwelling, the necessary in-building physical infrastructure and external site-wide infrastructure to enable superfast broadband speeds of 30 megabytes per second through full fibre broadband connection shall be provided to the premises.

Reason: To ensure a sustainable development that meets the needs of future occupiers in accordance with Policy 37 of the Horsham District Planning Framework (2015).

- 16 **Pre-Occupation Condition:** No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport, in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 17 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a verification report demonstrating that the SuDS drainage system has been constructed in accordance with the approved design drawings shall be submitted to and approved by the Local Planning Authority. The development shall be maintained in accordance with the approved report.

Reason: To ensure a SuDS drainage system has been provided to an acceptable standard to the reduce risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance Policies 35 and 38 of the Horsham District Planning Framework (2015).

- 18 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a contamination verification plan shall be submitted to and approved, in writing, by the Local Planning Authority. The verification plan shall provide

details of the data collected in order to demonstrate that the works set out in Condition (6) are complete, and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action where required.

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).

- 19 **Pre-Occupation Condition:** Prior to the occupation of the cricket pavilion, an assessment of the acoustic impact arising from the operation of all internally and externally located plant to be installed at the sports pavilion shall be undertaken in accordance with BS 4142:2014 or superseding equivalent. The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures to mitigate any adverse impacts identified in the acoustic assessment. The scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved by the Local Planning Authority shall be fully installed before the use hereby permitted commences and shall be operated for as long as the use is continued.

Reason: As this matter is fundamental in the interests of residential amenities by ensuring an acceptable noise level for the occupants of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 20 **Pre-Occupation Condition:** The use of the cricket pavilion hereby permitted shall not commence until a customer management plan has been submitted and approved in writing by the local planning authority. This should include but not be limited to, hours of operation, management responsibilities during all operating hours, measures to control noise from live and amplified music (including the screening of sporting events and public address systems) and minimising the effects of patrons coming and going from site and demonstrating how customers leaving the building will be prevented from causing nuisance for people in the area. The use hereby permitted shall thereafter be operated in accordance with the approved details.

Reason: As this matter is fundamental in the interests of residential amenities by ensuring an acceptable noise level for the occupants of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 21 **Regulatory Condition:** All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Updated Ecological Assessment (Ecosupport Ltd, February 2021) already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

- 22 **Regulatory Condition:** All works shall be executed in full accordance with the submitted Arboricultural Impact Assessment (prepared by Broad Oak Tree Consultants Ltd, received 08.07.2019 under application DC/19/1386), with the exception of the removal of the trees identified as T33-T38 (inclusive) and T40 & T41 detailed in appendix 6 of the report (referenced as T28-T34 (inclusive) and T36-T38 (inclusive) on the Tree Survey MW.21.0109.TS received on 08/02/2021 under this application) which for the avoidance of

doubt shall be retained at all times, and all works to the proposed access to the site from Lyons Road shall consist of a no-dig construction when within the Root Protection Zone of all trees to be retained.

Reason: To ensure the successful and satisfactory protection of important trees, shrubs and hedges on the site in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015).

- 23 **Regulatory Condition:** The dwellings hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to 110 litres per person per day. The subsequently approved water limiting measures shall thereafter be retained.

Reason: As this matter is fundamental to limit water use in order to improve the sustainability of the development in accordance with Policy 37 of the Horsham District Planning Framework (2015).

- 24 **Regulatory Condition:** No soils shall be imported or re-used within the development site until the developer has submitted details of the chemical testing and assessment of the soils which demonstrates the suitability of the soils for the proposed use. The assessment shall be undertaken by a suitably qualified and competent person and full details shall be submitted to and approved in writing by the local planning authority

Reason: To ensure that no contaminated material is brought on to the site in the interests of public safety and in accordance with Policy 33 of the Horsham District Planning Framework (2015)

- 25 **Regulatory Condition:** No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays.

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

INFORMATIVES

Conditions to be Discharged

Please be advised that there are conditions on this notice that will require the submission of details to be submitted for approval to the Local Planning Authority. To approve these details, you will need to submit an "Application for approval of details reserved by condition" with an application form and pay the appropriate fee. Guidance and the forms can be found at www.planningportal.gov.uk/planning/applications/paperforms

Highways

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

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

Surface Water Drainage Statements

A Surface Water Drainage Statement is a site-specific drainage strategy that demonstrates that the drainage scheme proposed is in compliance with the National Planning Policy Framework and the Non-Statutory Technical Standards for Sustainable Drainage Systems. An Advice Note and a proforma for the statement can be found using the following link <https://www.horsham.gov.uk/planning/development-management>

Ordinary Watercourse Consent

Under the Land Drainage Act 1991, any works (permanent or temporary) that have the potential to affect the existing watercourse or ditch's ability to convey water will require the Ordinary Watercourse Consent. Ordinary watercourses include streams, drains, ditches and passages through which water flows that do not form the network of main rivers.

Southern Water

Please note that Southern Water require a formal application for connection to the water supply in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire (tel: 0330 303 0119) or www.southernwater.co.uk

Waste Removal

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

Unexpected Contamination

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

Condition 3: Ecological / Biodiversity Considerations

Matters relating to ecological and biodiversity mitigation within the construction environmental management plan (CEMP) include details of the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.