

Transport Statement

Menzies Wood Farm,
Okehurst Lane,
Billingshurst,
West Sussex,
RH14 9HR



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Issue	Issue date	Compiled	Checked	Authorised
1	February 2025	EP	LNS	LNS

1 Introduction

- 1.1 This Transport Statement has been prepared for Mark Betts in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd has been commissioned by Mark Betts to prepare a Transport Statement in connection with the development that comprises: *"Full planning permission for demolition of existing workshop, barn and offices and erection of a new barn and workshop building and office building and creation of open storage along with the full enclosure and refurbishment of existing barn for the continuation of uses on site falling within Use Classes B1(C) and B8, including the repair and maintenance of trailers and ancillary equipment; assembly of new trailers, horse boxes (including those with accommodation on board); trailer, motorhome and horse box conversions; pre sales work and customer collections; and the preparation and loading of trailers and horse boxes for export following grant of DC/18/0061."*

Planning History

- 1.3 Planning permission was granted on the 30 April 2019 under planning application number 'DC/18/0661', under Horsham District Council for: *"Hybrid planning application for: Full planning permission for the retention, full enclosure and refurbishment of existing barn and the retention of current uses on site falling within use classes B1(c) and B8, including the repair and maintenance of trailers and ancillary equipment; assembly of new trailers, horse boxes (including those with accommodation on board); trailer, motorhome and horsebox conversions; pre sales work and customer collections; and the preparation and loading of trailers and horse boxes for export; and Outline planning application (with approval of access and layout) for demolition of existing workshop, barn and offices and erection of a new barn and workshop building and office building, creation of open storage area at Menzies Wood Farm Okehurst Lane Billingshurst West Sussex."*
- 1.4 Subsequently, an appeal was lodged against the imposition of various conditions imposed by Horsham District Council (HDC), under Appeal Decision 'APP/Z3825/W/19/3240255'. The appeal was allowed.
- 1.5 The full comments can be found in **Appendix C**. Condition 20 of the Appeal decision states the following in reference to the type of vehicle accessing the site:

Condition 20

"33. The existing permission for the site does not include any restriction on the types of vehicle accessing the site. However, given the restricted uses permitted, there is limited likelihood of large HGVs needing to access the site. Indeed, the appellant's evidence is that HGVs are not an operational

requirement. I note that the highway authority's concerns about the use of the site by larger HGV vehicles were only withdrawn when the appellant confirmed that the proposal would not increase traffic volume or vehicle types using the site. However, this does not take into account the fact that permission is not sought for Universal Trailers alone. Other future occupiers, particularly for B8 uses, could very well generate large HGV movements.

34. I recognise that the existing use of the site and the various equestrian yards must already generate movements by trailers and horseboxes along the lane, including larger horseboxes which may be classed as small HGVs. However, given the nature of the lane would have an unacceptable impact on highway safety. Condition 20 is therefore necessary to restrict such use in order to achieve safe and suitable access for all users and minimise conflict between vehicles and other road users as required by HDPF Policy 40 and Framework paragraphs 108 and 110.

35. The condition as drafted would still allow smaller HGVs, including some types of horsebox conversion, to access the site and therefore would not prevent the appellant carrying out the activities for which permission is sought. Consequently, condition 20 is also reasonable, relevant to planning and relevant to the development to be permitted.

36. The Council's reason for the condition also cites HDPF Policy 33 in relation to amenity along the lane. Given the types of traffic that already use the lane and the existing use of the site however, there is no substantive evidence before me that large HGVs would result in unacceptable harm to the living conditions of nearby residents. As such, I find that the condition is not necessary in relation to HDPF Policy 33."

- 1.6 This Transport Statement has been written in support of the proposed development which details a very similar application to that granted planning permission under planning application number 'DC/18/0661' by HDC on 30 April 2019. This report provides information in relation to transport and highways to adequately support the scheme and concludes that there are no reasons for this proposal to be refused on highway grounds.

The Report

- 1.3 This Transport Statement has been written to include the following scope of work:
- Reference to relevant national and local planning and transport policies;
 - Review of the existing site and transport network;
 - Review of local accident records in the vicinity of the proposed development using Crash Maps;
 - Outline the accessibility and transport sustainability in relation to the site;
 - Review of access arrangements with relevant visibility splays;
 - Review of relevant parking standards required within the site to meet WSCC requirements, including consideration of EV parking requirements;
 - Forecast vehicle trips in using a first principles approach, accounting for the existing site and proposed site;

- Refuse and emergency vehicle access arrangements in relation to the site.

Policy Context

1.4 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- West Sussex Transport Plan (2022-2036);
- West Sussex County Council Guidance for Parking at New Developments (September 2020);
- Horsham District Planning Framework (Local Plan) (2015);
- Billingshurst Parish Neighbourhood Plan (2019-2031).

2 Existing Site Details

Site Location

- 2.1 Menzies Wood Farm is located within a rural area of West Sussex, situated north along an existing access track from Okehurst Lane. The site measures 1.6 of a hectare in area and is located to the north of Billingshurst village and to the west of the A29 trunk road. The site is connected to the A29 via Okehurst Lane, which forms part of the adopted highway network.
- 2.2 Menzies Wood Farm is currently a secure facility for the storage and maintenance of trailers and horseboxes for Universal Trailers. This site supports their main site at Coneyhurst, where trailers are displayed and sold to the trade and general public. There are no existing retail sales at the site, and none are proposed resultant of the new development. Clients would visit the facility for viewings and deliveries/collections by appointment only.
- 2.3 Menzies Wood Farm has an assortment of existing outbuildings on the site together within extensive hardstanding. The current use class of the site is a mix of B1(c) (now B2) and B8 uses, with this extant use class to remain following re-development of the site. The current workshop buildings are in a substandard condition and in need of modernising and replacement.
- 2.4 The site has the following breakdown of existing buildings:
 - Barns – 692sqm
 - Office – 137sqm
 - Workshop – 244sqm
- 2.5 The location of the site and the red line boundary is shown below in **Figure 2.1**. An aerial view of the site can be seen in **Figure 2.2**, with the existing access from Okehurst Lane viewed in **Figure 2.3**.

Figure 2.1 Site Location and Red Line Boundary

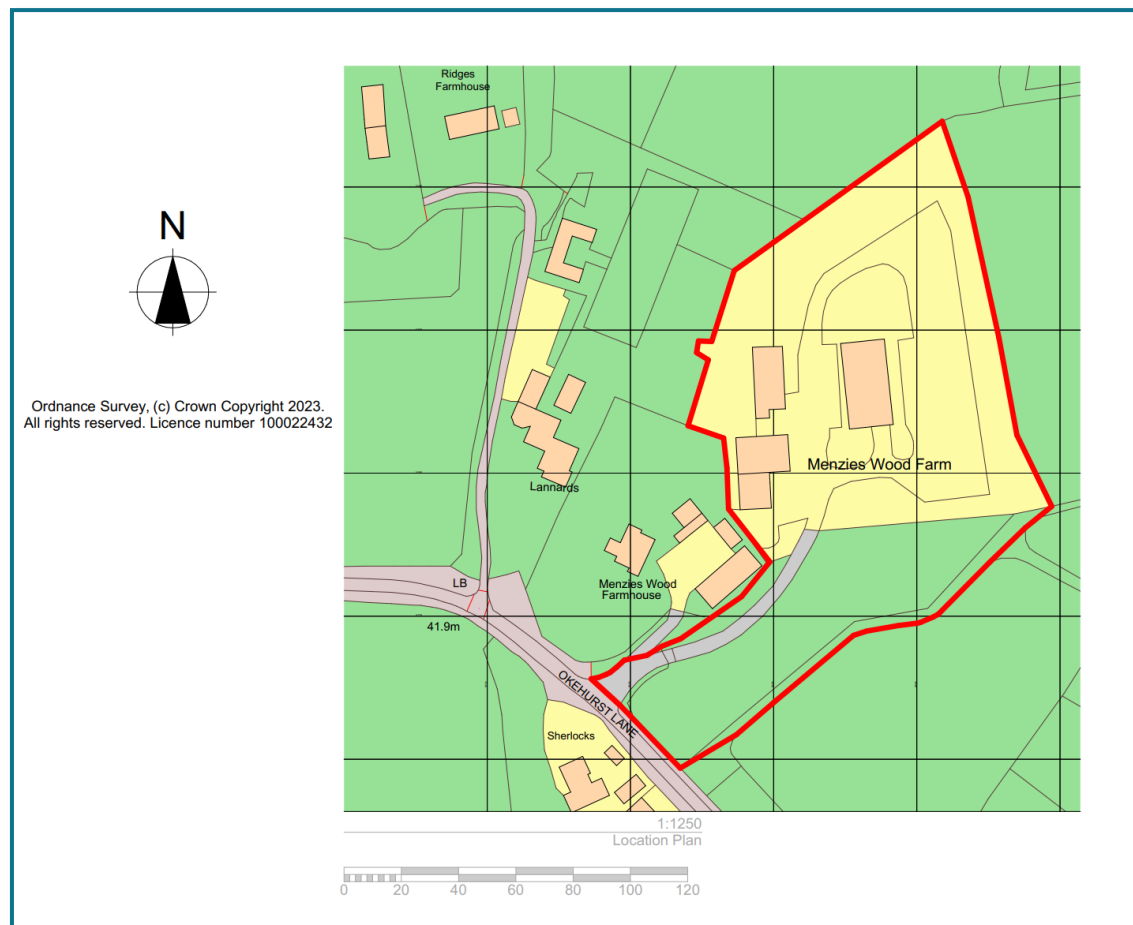


Figure 2.2 – Aerial View of Existing Site



Figure 2.3 – Existing Site Access Location from Okehurst Lane



Local Highway Network

- 2.6 The site is accessed from a long track accessed from Okehurst Lane. The access road has a wide bellmouth of approximately 20m in width and an access road of approximately 5.3m allowing for two vehicles to pass. Okehurst Lane is an unclassified, rural lane subject to National Speed Limit. There is no footway or lighting on the lane due to the rural nature of the road.
- 2.7 Okehurst Lane spans across 1.6km from Okehurst Road to the west to Stane Street in the east. From the site access, Okehurst Lane meets Stane Street (A29) to the east within 666m at a priority junction. To the north by a further 1km, the A29 provides access to Five Oaks. To the south of this point, the A29 provides access to the town boundary of Billingshurst and also meets the A272. The A29 forms part of the strategic highway network spanning over 56.5km from Beare Green in Surrey to Bognor Regis in West Sussex, via Billingshurst. The A272 is also part of the strategic highway network spanning across 138.4km providing access to key destinations such as Petersfield, Uckfield and Winchester.

Personal Injury Accident Data – CrashMaps

- 2.8 CrashMaps uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.9 Accident records along Okehurst Lane have been examined within the site vicinity for a 5-year period between 2019 and 2023. Within this period, there have been no recorded accidents recorded along Okehurst Lane or within 650m of the existing site access location in either direction.
- 2.10 The local accident incidence rate is therefore very low and infrequent. It is reasonable to conclude that the proposal for an additional 9sqm in GFA would not result in a highway safety concern or a material change in highway accidents along this stretch of Okehurst Lane or the surrounding local highway network. There is no evidence that the proposed development will lead to an increase in the risk of accidents.

Bus Services

- 2.11 The nearest bus stops to the site are located on the A29, titled 'Sothebys', located approximately 800m to the east of the site, equating to a 12-minute walk time.
- 2.12 The bus services available from this bus stop are detailed below in **Table 3.1**.

Table 3.1 – Local bus services and frequencies

Service No.	Route	Weekday Frequency	Weekend Frequency
100 – Compass Travel	Burgess Hill – Henfield – Steyning – Storrington – Pulborough – Billingshurst – Slinfold – Horsham	Hourly service	Hourly service on Saturdays
525 – Sussex Coaches	Southwater – Horsham – Broadbridge Heath – Slinfold – Five Oaks – Billingshurst	1 return service daily – School Days Only	N/A

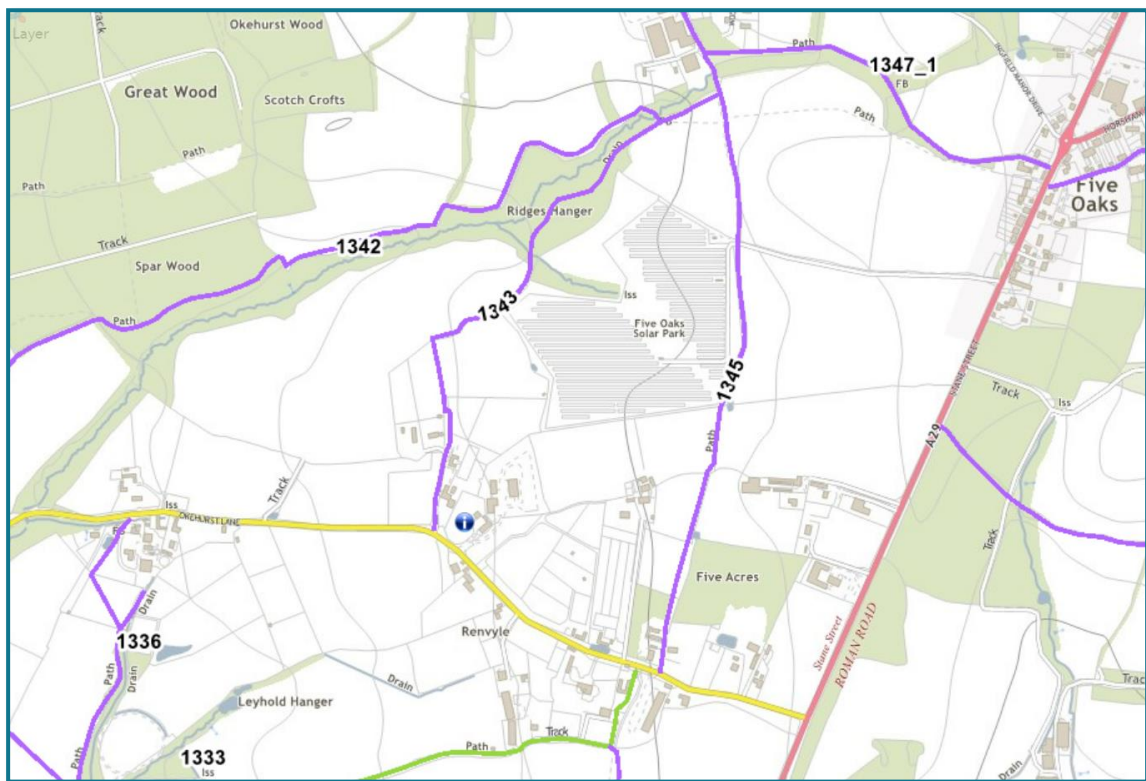
Rail Services

- 2.13 The nearest railway station is Billingshurst Station located approximately 3.37km south from the proposed development site.
- 2.14 Whilst this is too far for walking, this equates to a 14-minute cycle journey. The station may also be accessed by the 100 bus which stops within 60m of the station within 7 minutes. The station has 84 car parking spaces available.
- 2.15 Billingshurst Railway Station has services operated by Southern Rail and provides connections to destinations such as London Victoria, London Bridge and Bognor Regis. Station facilities include 18 CCTV covered cycle storage spaces, 84 car parking spaces, a seated area, and toilets.

Walking and Cycling

- 2.16 There are several public rights of way within the vicinity of the site. Footpath 1343 runs adjacent to the site on the western side of the access. **Figure 2.4** below details the surrounding public rights of way in vicinity of the site.

Figure 2.4 PROW Map detailing routes within the vicinity of the site marked below



- 2.17 It is reasonable to assume that the site has a high level of permeability and is well located to be accessed by both foot, cycle and public transport.

3 Proposed Development

- 3.1 Menzies Wood Farm is an existing secure facility for the storage and maintenance of trailers and horseboxes for Universal Trailers. This site at Menzies Wood Farm supports 'Universal Trailers' main site at Coneyhurst, where trailers are displayed and sold to the trade and general public. As existing, there are no retail sales proposed at the Menzies Wood Farm site although clients would visit the facility for viewings and deliveries/collections.
- 3.2 Due to an ever-increasing demand, Universal Trailers have expanded into the modification and upcycling of old discarded trailers and vehicles into various types of mobile retail and storage businesses. The current workshop buildings are in a substandard condition and in need of modernising and replacement.
- 3.3 The proposed development is as follows:
"Full planning permission for demolition of existing workshop, barn and offices and erection of a new barn and workshop building and office building and creation of open storage along with the full enclosure and refurbishment of existing barn for the continuation of uses on site falling within Use Classes B1(C) and B8, including the repair and maintenance of trailers and ancillary equipment; assembly of new trailers, horse boxes (including those with accommodation on board); trailer, motorhome and horse box conversions; pre sales work and customer collections; and the preparation and loading of trailers and horse boxes for export following grant of DC/18/0061."
- 3.4 The proposals detail the demolition of the existing dilapidated buildings; in replacement a new barn will be erected as well as a new workshop building. A total increase in floor area at the site of 9 sqm is proposed, from 1073sqm to 1082sqm.
- 3.5 The site will continue to comprise a mixed-use class of B2 (B1c has since been revoked) and B8 use for the servicing, maintenance and storage of trailers and horseboxes and will retain this use for the development proposals. The existing and proposed GFA is as follows, outlined in **Table 3.1** below.

Table 3.1 Summary of Proposals

Use Class	Existing GFA (sqm)	GFA Lost by COU or Demolition (sqm)	Total GFA proposed following COU / Demolition (sqm)	Net additional GFA following development (sqm)
B1c – Light Industrial	137 sqm	137 sqm	160 sqm	23 sqm
B2 – General Industrial	244 sqm	244 sqm	461 sqm	217 sqm

B8 – Storage and Distribution	692 sqm	692 sqm	461 sqm	-231
Total	1,073 sqm	1,073 sqm	1,082 sqm	9 sqm

3.6 A further breakdown is summarised below:

- **Existing:**
 - Barns – 692 sqm
 - Office – 137 sqm
 - Workshop – 244 sqm
 - Total – 1,073 sqm
- **Proposed:**
 - Refurbished Barn – 461 sqm
 - Unit 1 – Office – 160 sqm
 - Unit 2 – Barn/Workshop – 461 sqm
 - Total – 3 units – 1082 sqm
 - **A total increase in 9sqm**

3.7 The operations on site will be as follows:

- a) Repair and maintenance of trailers and ancillary equipment;
- b) Assembly of new trailers, horse boxes (including those with accommodation on board);
- c) Trailer, motorhome and horsebox conversions;
- d) Pre-sales work and customer collections;
- e) Preparation and loading of trailers and horse boxes for export.

3.8 Use classes will be restricted to B2 General Industrial and B8 Storage and Distribution only. Normal business hours of operation will be adhered to, although occasional out of hours emergency deliveries/collections will occur. There are 3 existing employees on site and there will remain to be 3 employees following the proposals.

3.9 The proposals can be found in **Appendix A** for ease of viewing.

Development Access

3.10 Access to the site will remain to be from Okehurst Lane via the existing access road into the site. The access road has a wide bellmouth of approximately 20m in width and an access road of approximately 5.3m allowing for two vehicles to pass.

- 3.11 Under previous planning application DC/18/0661, the following comments were given regarding visibility from West Sussex County Council Highways on 6 September 2018:
- "Visibility from the existing access point to Okehurst Lane does not meet the stopping sight distance (SSD) of 215m as set out in Design Manual for Roads & Bridges (DMRB) for new accesses on to a 60mph road. Nevertheless, the use as an existing access point and the anticipated vehicle speeds along the lane must be taken in to account. MfS paragraph 7.7.7 sets out that a minimum 'X' distance of 2m back into the access point may be used in lightly-trafficked low speed situations. The LHA consider this applicable in this location and would advise the applicant to provide maximum achievable visibility splays on to Okehurst Lane. On site we observed that cutting back of vegetation to the south east could improve visibility in the trailing direction."* Comments from WSCC in relation to the previous application 'DC/18/0061' can be viewed in full in **Appendix C**.
- 3.12 Okehurst Lane is subject to the National Speed Limit, however due to the nature of the road and as acknowledged by the WSCC Highway Officer above for the previous almost identical application, speeds are likely to be a lot lower along the lane as well as the proposal generating a minimal amount of additional traffic resultant from the proposals.
- 3.13 The visibility splay drawing in **Appendix B** demonstrates the maximum achievable visibility splays along Okehurst Lane in either direction of the access. Splays of 2.0m x 82m have been shown to the west, and splays of 2.0m x 168m have been shown to the east.
- 3.14 The visibility splays are considered adequate based on the actual likely speed of traffic and are likely to be in excess of the actual vehicle speeds for the road. There are unlikely to be any safety issues resulting from the proposed development.
- 3.15 Additionally, the applicant is committed to the cutting back of verges and hedgerows in support of the visibility and maintaining sight lines.

Servicing and Emergency Vehicle Access

- 3.16 Refuse and emergency vehicles will be able to enter the site from the access from Okehurst Lane, turn on site and exit in a forward gear.
- 3.17 Refuse operations for the proposed development will operate as existing, with private commercial waste providers entering the site to collect the commercial waste, turn and exit in a forward gear.
- 3.18 Fire tenders will be able to get within 45m of the front door of all buildings. This is in accordance with the requirements set out for emergency vehicles in paragraph 6.7.2 of Manual for Streets.

Car and Cycle Parking

- 3.19 The parking at the proposed development will remain as existing. Following the demolition and re-construction of newly improved buildings, there will not be a significant increase in parking demand at the site.
- 3.20 All parking will be provided on the current hardstanding. Access from the parking area to the proposed offices will be level for disabled visitors in compliance with Approved Document Part M, access to and use of buildings other than dwellings. All entrance doors are to have mobility thresholds to provide unhindered access for ambulant and disabled visitors.
- 3.21 The scheme will provide vehicle parking in accordance with West Sussex County Council Guidance on Parking at New Developments (September 2020).
- 3.22 Parking standards for West Sussex County Council are set out in **Figure 4.2** below showing the maximum parking standards required for the different Use Classes as the development is mixed. Cycle parking standards will also be in accordance with West Sussex County Council Standards, as detailed below.

Figure 4.2 WSCC Vehicle and Cycle Parking Standards

Use Class	Vehicular	Cycle
B2 General Industrial	1 space per 40sqm	1 space per 200sqm for staff and 1 space per 500sqm for visitors
B8 Storage	1 space per 100sqm	1 space per 500sqm for staff and 1 space per 1000sqm for visitors
E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 30sqm	1 space per 150sqm for staff and 1 space per 500sqm for visitors

Source: West Sussex County Council Guidance on Parking at New Developments (September 2020)

- 3.23 The proposed amended use classes are as follows:
- 160 sqm – Office – 5 spaces required
 - 461 sqm – B2 – 12 spaces required
 - 461 sqm – B8 – 5 spaces required
 - Total: 1,082 sqm – 22 spaces required

3.24 As stated above, the parking requirement of 22 spaces can adequately be provided on the existing hardstanding within the site.

3.25 For cycle parking provision, the following provision is needed for the site:

- 160 sqm – Office – 2 cycle spaces required
- 461 sqm – B2 – 3 cycle spaces required
- 461 sqm – B8 – 1 cycle space required
- Total: 1,082 sqm – 6 cycle spaces required

3.26 There is adequate space within the refurbished barn to accommodate safe, secure, covered shelters for bicycles to meet the projected demand in line with WSCC standards.

4 Development Impact

Site Trip Generation

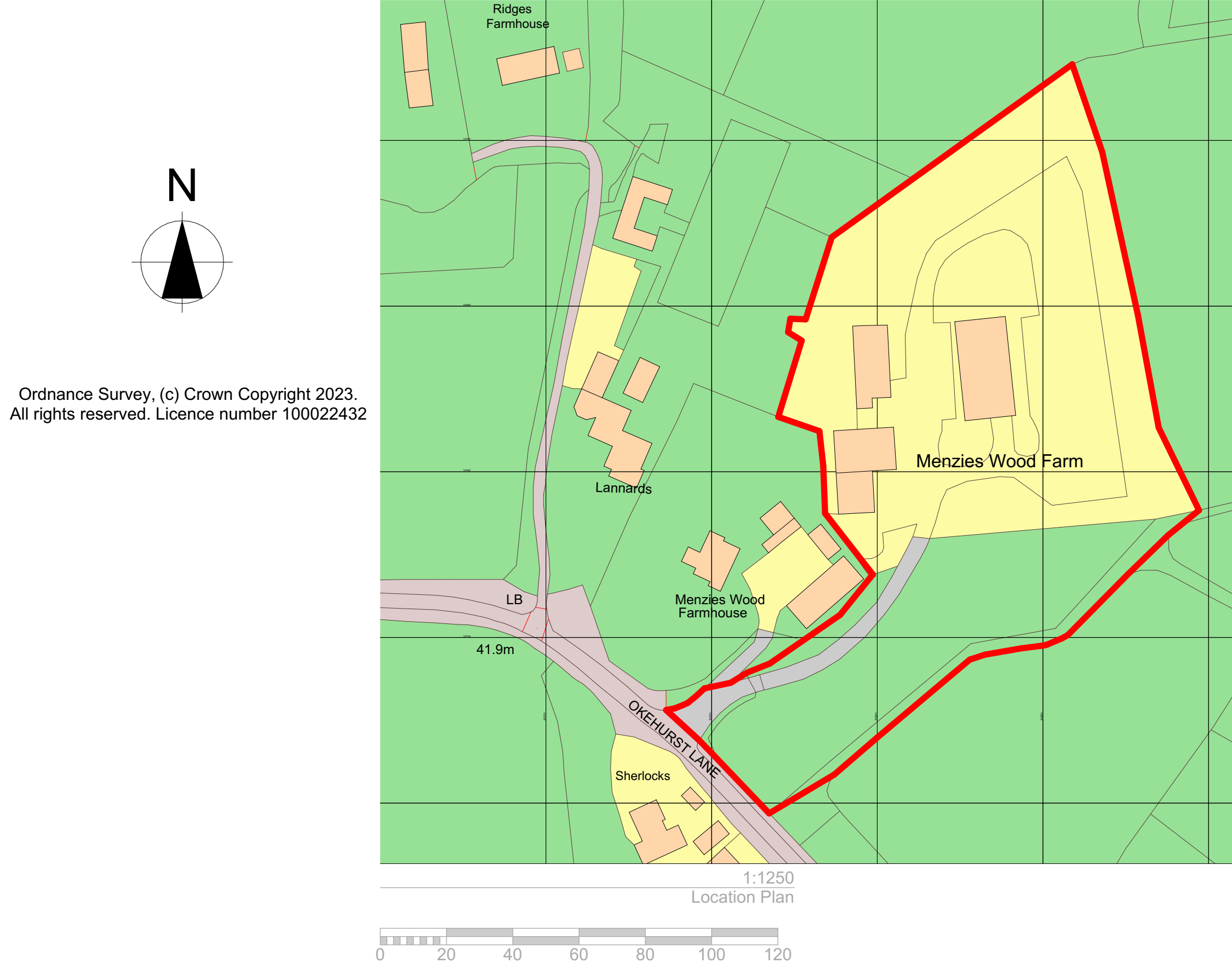
- 4.1 The application does not propose any intensification of traffic use. Due to the re-development of the site and the demolition and subsequent reconstruction of dilapidated buildings, an additional 9sqm of GFA is proposed.
- 4.2 The applicant has provided normal daily movements restricted to the site. This is not anticipated to change following the proposed development. The normal daily vehicle movements are as follows:
- 3 two-way movements across the working day for LGV (Iveco – 3.5T)
 - 3 two-way movements across the working day for AWD SUV
 - 6 two-way movements across the working day for private cars associated with workers vehicles (3 full-time employees, no additional employees proposed)
 - Total – 12 two-way movements across the working day.
- 4.3 The previous commercial owners of the site were Town & Country Turf, which used the site far more intensively with up to 9 commercial operators licenses being held for the site at one time over 15 years. The site access has operated successfully and without incident for over 30 years and when the poultry farm operated there were more daily vehicle movements with larger vehicles.
- 4.4 It must be concluded that the anticipated trips provided do not indicate an increase over the existing or a change in vehicle type and this will not resultantly significantly impact the surrounding local highway network.
- 4.5 Under 'DC/18/0061', WSCC gave 'no objection' on 19th December 2018, with the following comments in relation to trip generation: *"considering the existing level of traffic on the lane and that no 'severe' increase in vehicular movements are anticipated, the LHA could not raise highway safety or capacity grounds to resist the application. The proposals are therefore in line with paragraph 109 of the National Planning Policy Framework."* Comments from WSCC in relation to the previous application 'DC/18/0061' can be viewed in full in **Appendix C**.
- 4.6 The access will be able to readily accommodate the vehicle trip rates entering the Little Springfield Farm estate, as the access already sufficiently accommodates for the existing use class, which generates more trips than the proposed use class.

5 Conclusion

- 5.1 The site lies on the land at Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex. The proposed development comprises: *"Full planning permission for demolition of existing workshop, barn and offices and erection of a new barn and workshop building and office building and creation of open storage along with the full enclosure and refurbishment of existing barn for the continuation of uses on site falling within Use Classes B1(C) and B8, including the repair and maintenance of trailers and ancillary equipment; assembly of new trailers, horse boxes (including those with accommodation on board); trailer, motorhome and horse box conversions; pre sales work and customer collections; and the preparation and loading of trailers and horse boxes for export following grant of DC/18/0061."*
- 5.2 It is proposed that refuse servicing and emergency vehicle access will be maintained and function as at present.
- 5.3 The proposals are considered to be in accordance with current policies and guidance provided by West Sussex County Council (WSCC), Horsham District Council (HDC) and are compliant with National Guidance Documents.
- 5.4 Vehicle and cycle parking is provided in accordance with WSCC guidance for parking at non-residential development and provides adequate existing space for 22 car parking spaces and 6 cycle spaces within the hardstanding and refurbished barn, in line with WSCC guidance.
- 5.5 The access is to remain as existing. Vehicles will continue to utilise the existing access for the commercial units, accessing the site along the access track from Okehurst Lane. The access is of adequate width where it joins the highway with adequate visibility resultant of cutting back of verges and hedgerows adjacent to the access.
- 5.6 The client has provided trip generation data for the site. As the proposals detail an additional 9sqm only, resultant of the rebuilding of the existing redundant buildings, it is highly unlikely that the trip generation for the site will increase. The site will remain to have 3 employees and will generate approximately 12 two-way movements across the working day, with client appointments to be booked in advance only.
- 5.7 Overall, there should be no reason to reject the development on transport grounds.

Appendix A

Site Location / Site Plans



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Rev.	Amendments	Date	Drw.

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CLIENT:

Mr M. Betts
Oakhurst Properties, Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

PROJECT:

Proposed Barns, Workshop, Office s and Open Storage Area
Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9H R

DRAWING TITLE:

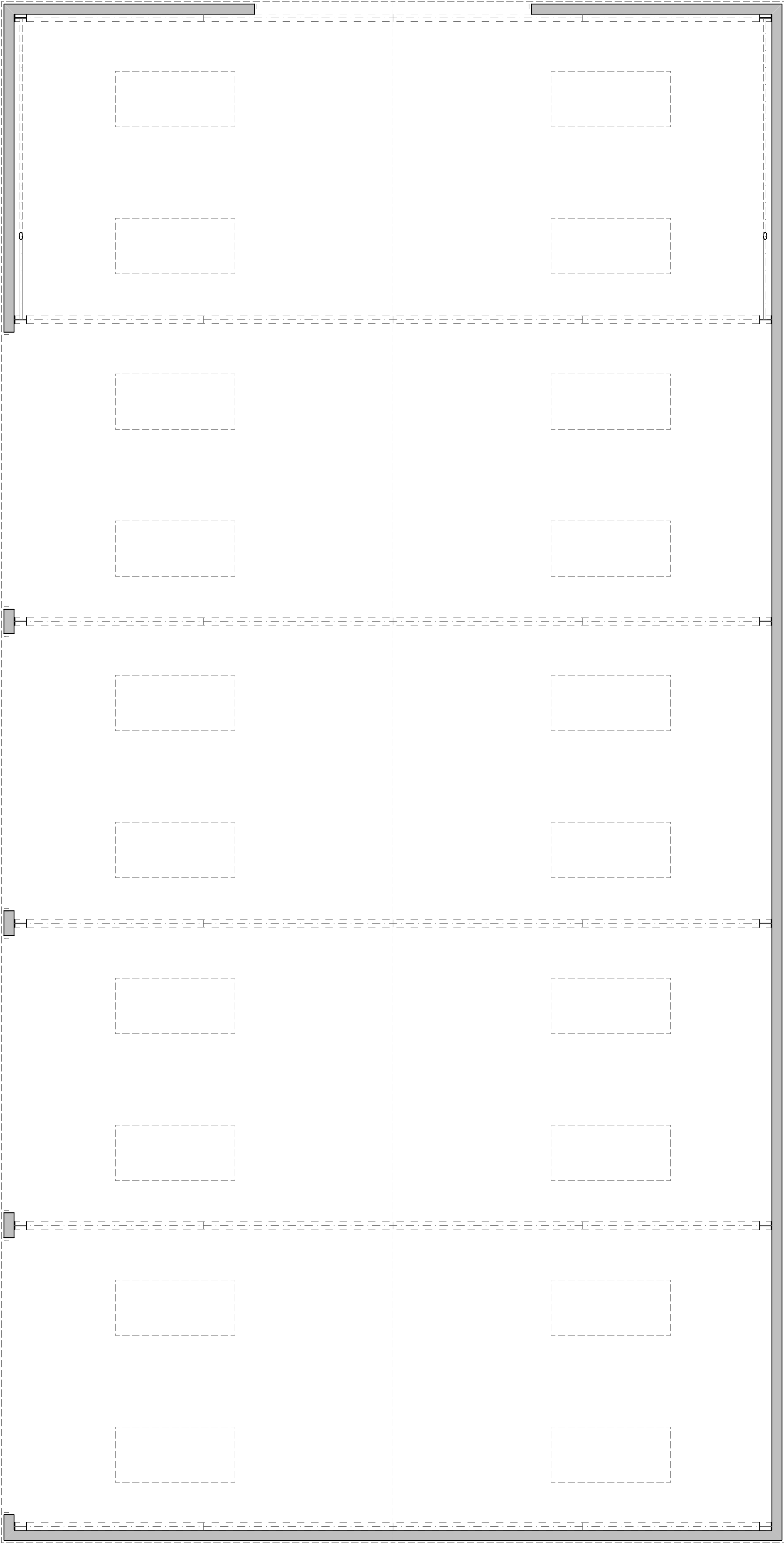
Existing

LOCATION PLAN

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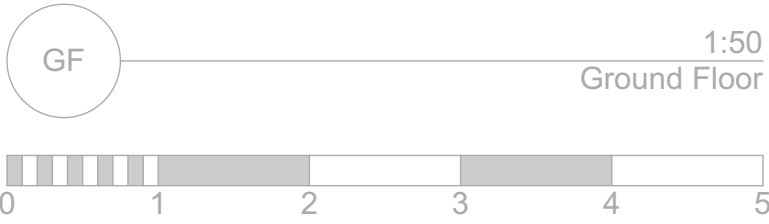
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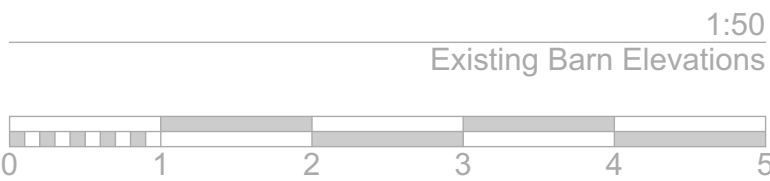
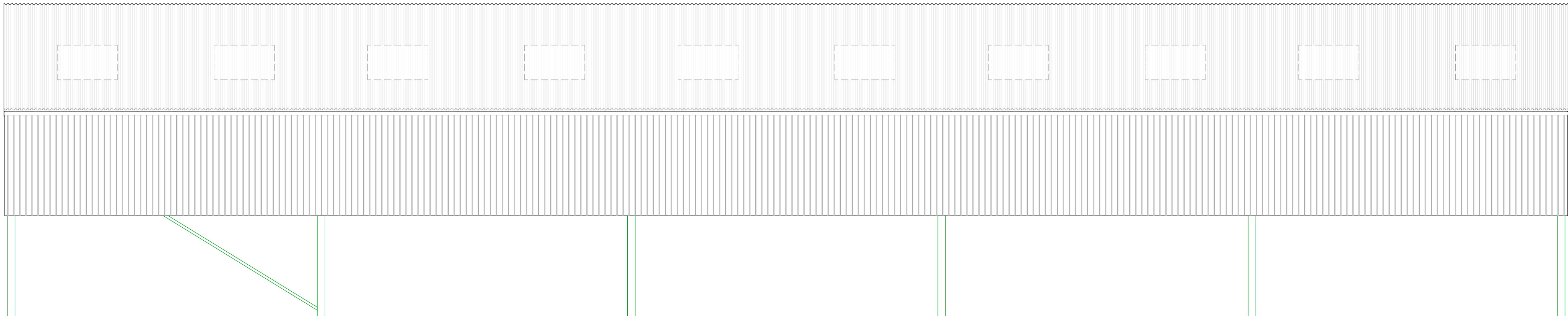
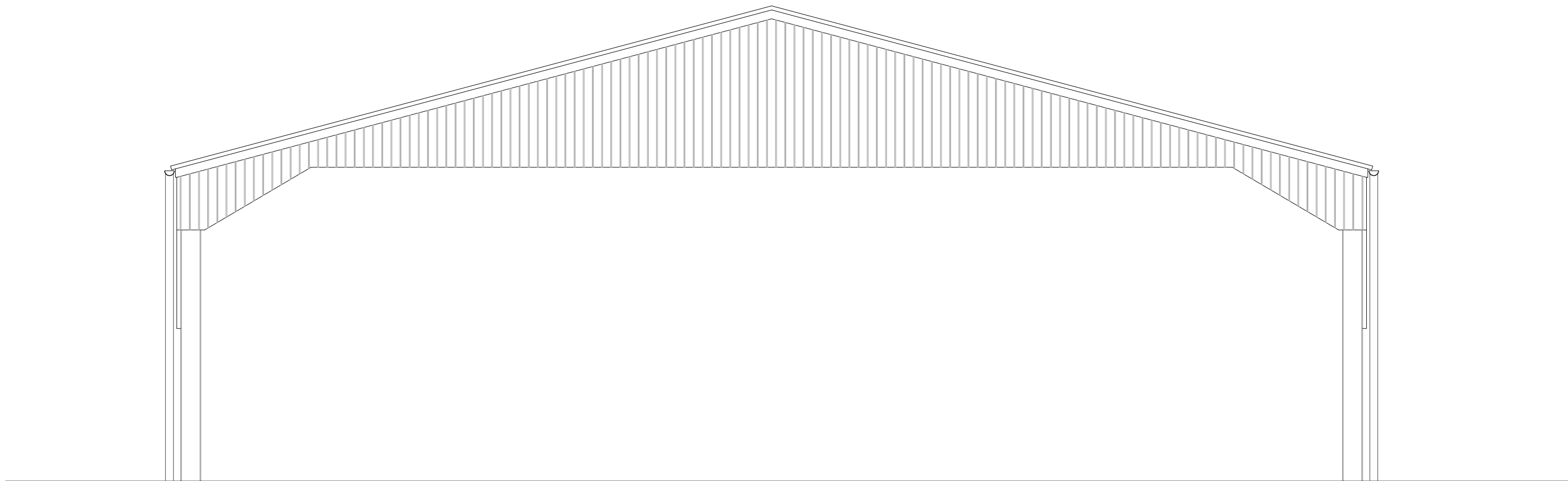
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Rev.	Amendments	Date	Drw.									
<div><div>PS</div><div>PHILIPS SURVEYORS BUILDING SURVEYORS, DESIGNERS & CONSULTANTS</div></div> <p>PHILIPS SURVEYORS LLP, THE OLD COACH HOUSE, 78 LOWER STREET, PULBOROUGH, WEST SUSSEX, RH20 2AA TEL 01798 873222 FAX 01798 873444 EMAIL INFO@PHILIPS-SURVEYORS.CO.UK WWW.PHILIPSHARTEREDSURVEYORS.CO.UK</p> <div></div> <p>CLIENT:</p> <p>Mr M. Betts Oakhurst Properties, Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR</p> <p>PROJECT:</p> <p>Proposed Barns, Workshop, Offices and Open Storage Area Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR</p> <p>DRAWING TITLE:</p> <p>Feasibility</p> <p>EXISTING BARN ALTERATIONS - PLAN</p> <table><tr><td>DRAWN: THR</td><td>JOB NO: 2576</td><td>SCALE @ A1: As Shown</td></tr><tr><td>CHECKED: PGA</td><td>DRAWING NO: FE-01</td><td>REV:</td></tr><tr><td>DATE: Sept 23</td><td colspan="2"></td></tr></table> <p>© PHILIPS SURVEYORS LLP.</p>				DRAWN: THR	JOB NO: 2576	SCALE @ A1: As Shown	CHECKED: PGA	DRAWING NO: FE-01	REV:	DATE: Sept 23		
DRAWN: THR	JOB NO: 2576	SCALE @ A1: As Shown										
CHECKED: PGA	DRAWING NO: FE-01	REV:										
DATE: Sept 23												





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EMAIL: INFO@PHILIPS-SURVEYORS.CO.UK
WWW.PHILIPSCHARTEREDSURVEYORS.CO.UK



CLIENT:

Mr M. Betts
Oakhurst Properties, Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

PROJECT:

Proposed Barns, Workshop, Offices and Open Storage Area
Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

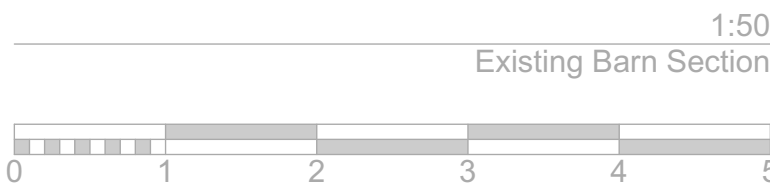
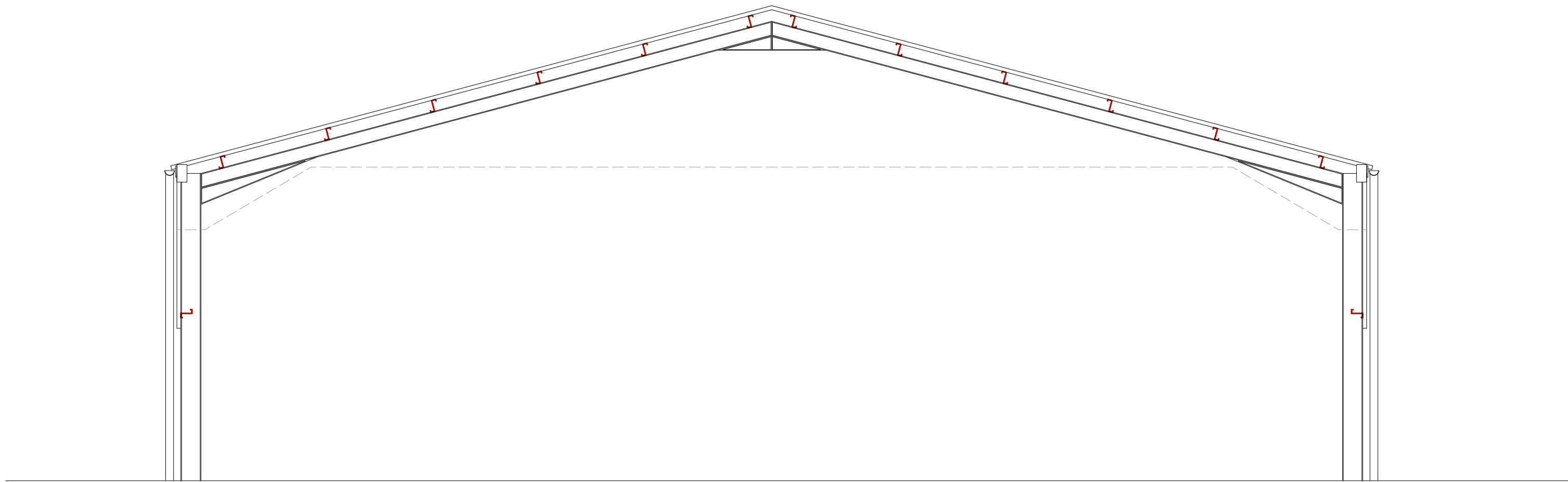
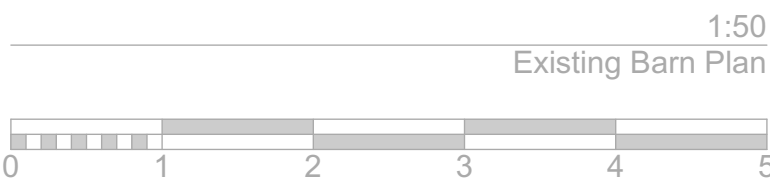
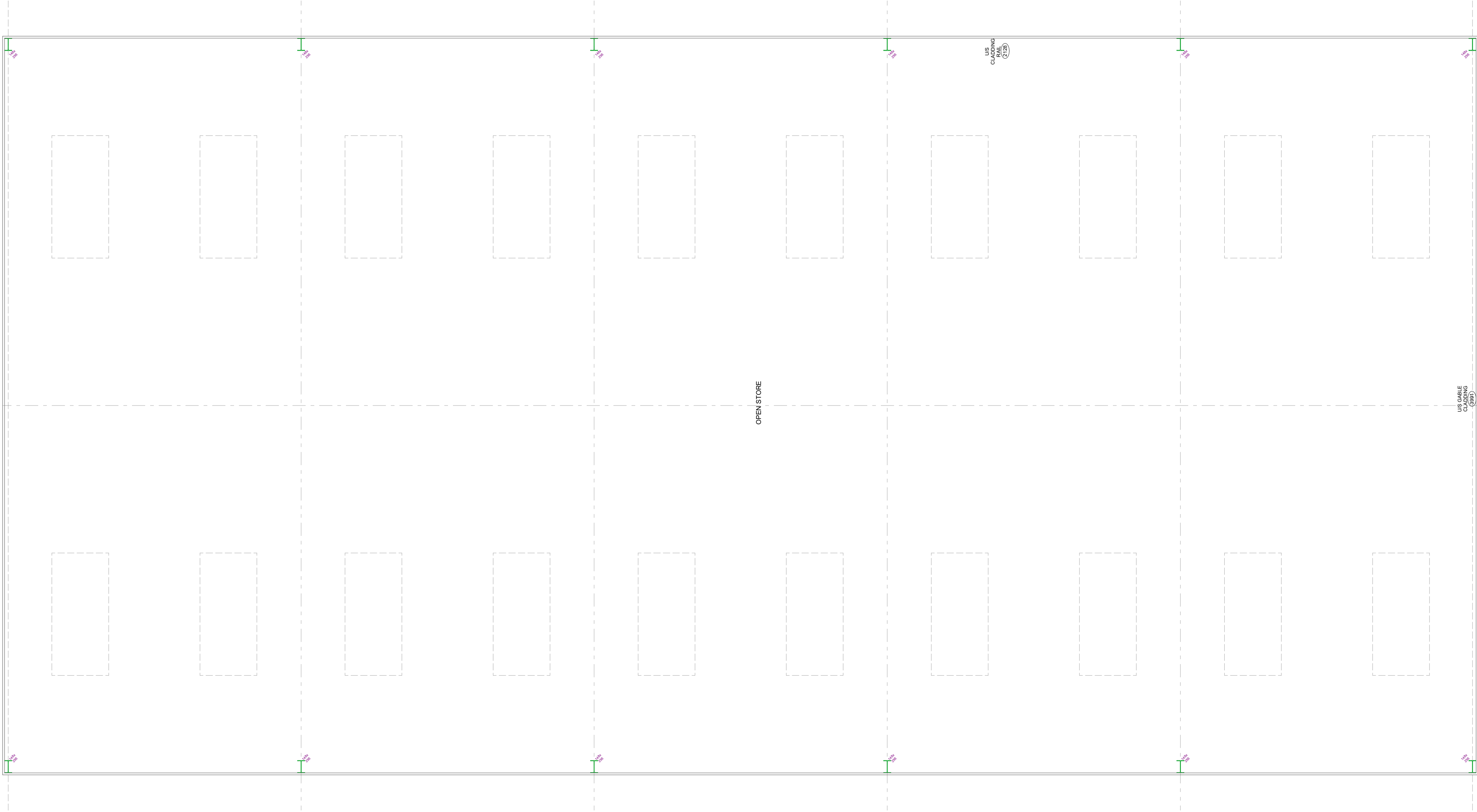
DRAWING TITLE:

Existing

EXISTING OPEN BARN ELEVATIONS

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CHECKED: PGA	DRAWING NO:	REV:
DATE: Sept 23	EX05	

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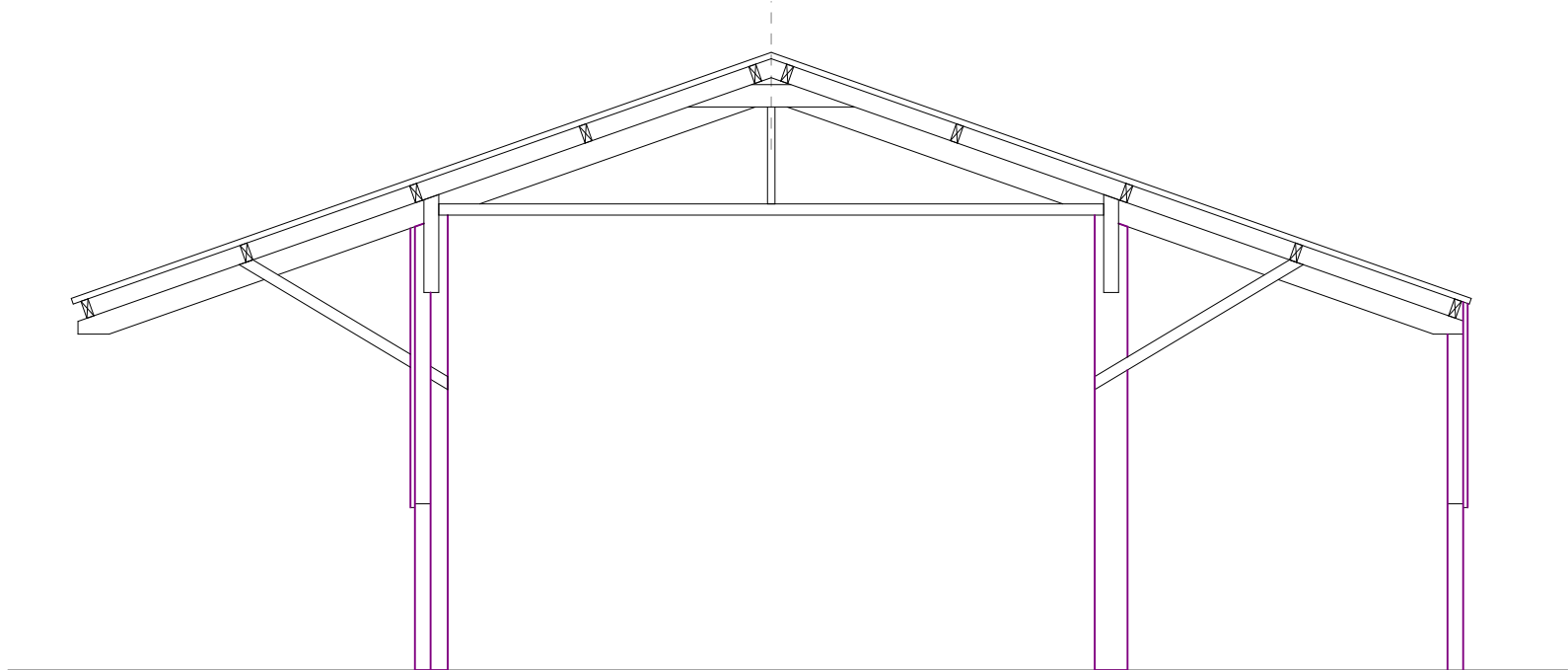
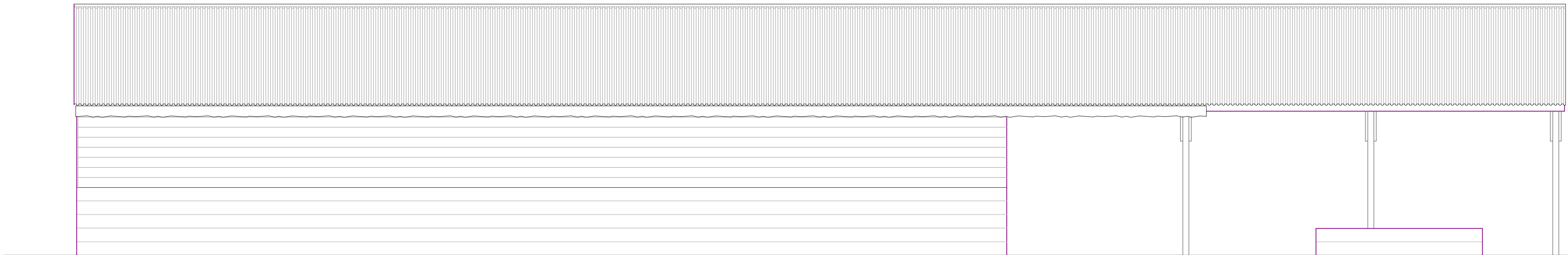
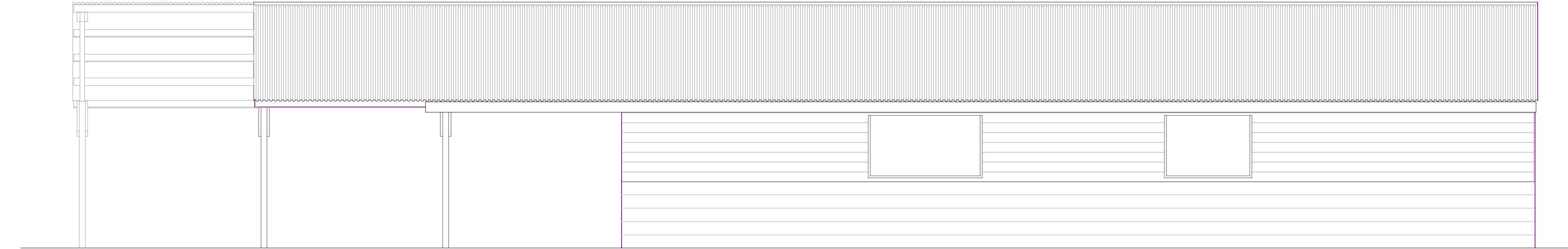
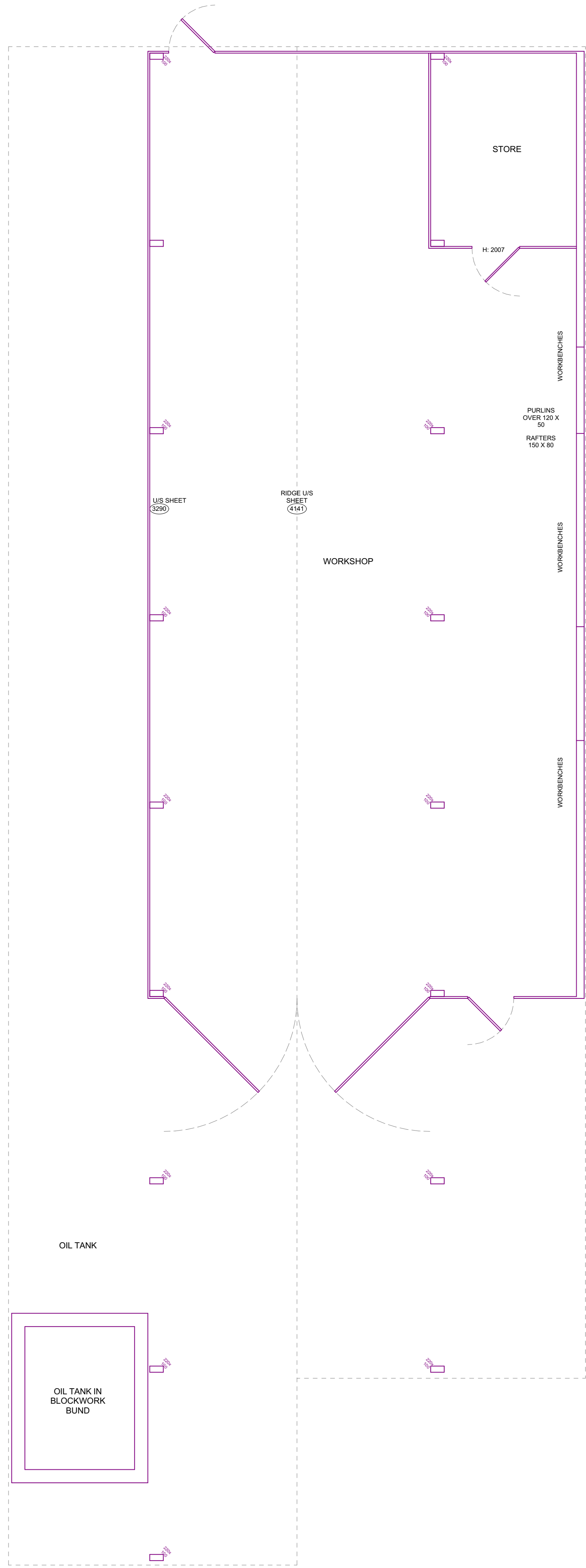
DRAWING TITLE:

Existing

EXISTING OPEN BARN PLAN & SECTION

DRAWN:	JOB NO:	SCALE @ A1:
THR	2576	As Shown
CHECKED:	DRAWING NO:	REV:
PGA	EX04	
DATE:		
Sept 23		

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DRAWING TITLE:

Existing

EXISTING WORKSHOP

DRAWN: THR	JOB NO: 2576	SCALE @ A1: As Shown
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DATE: Sept 23		

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Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

DRAWING TITLE:

Existing

EXISTING OFFICE & OPEN BARNSELEVATIONS

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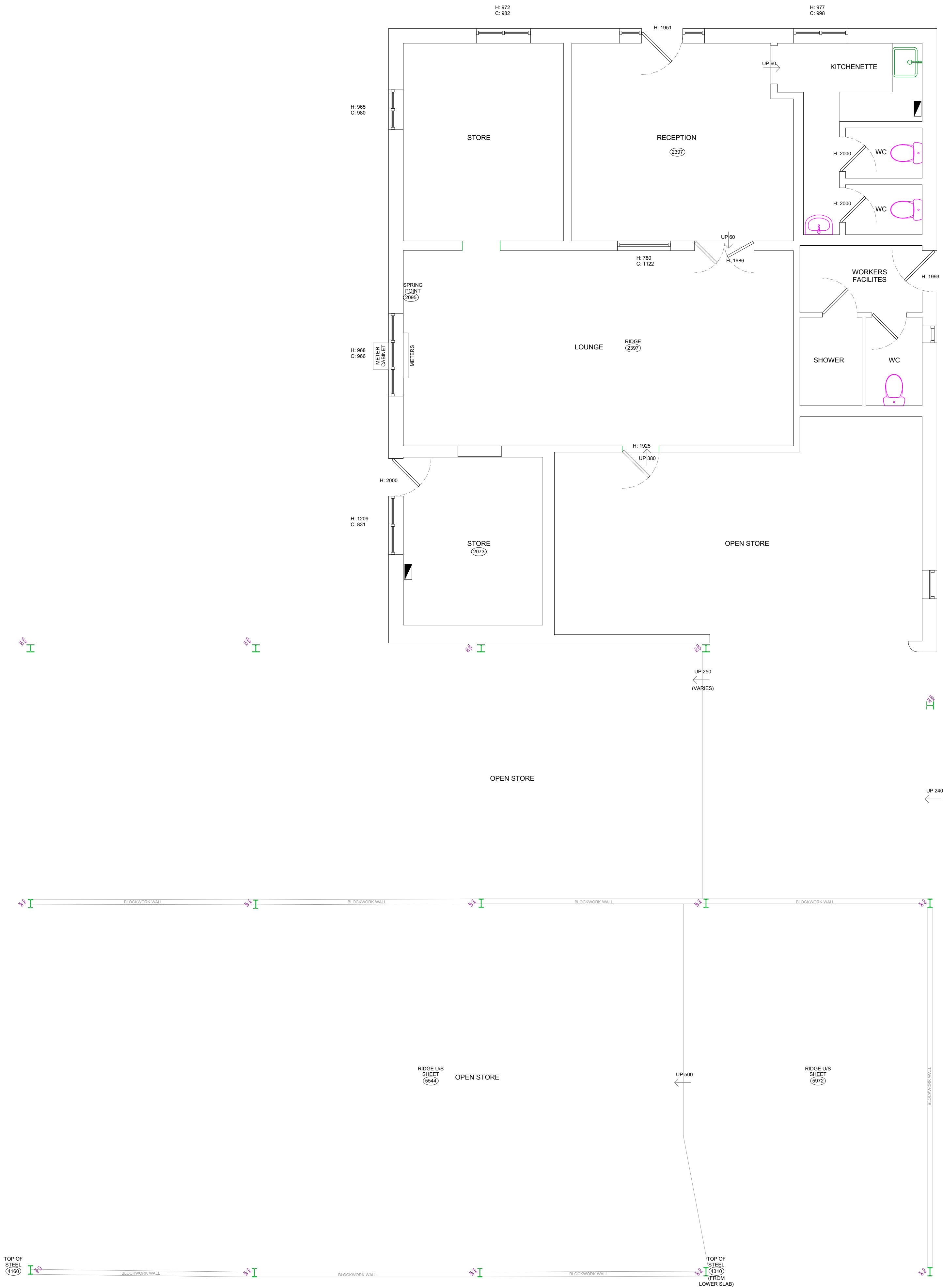
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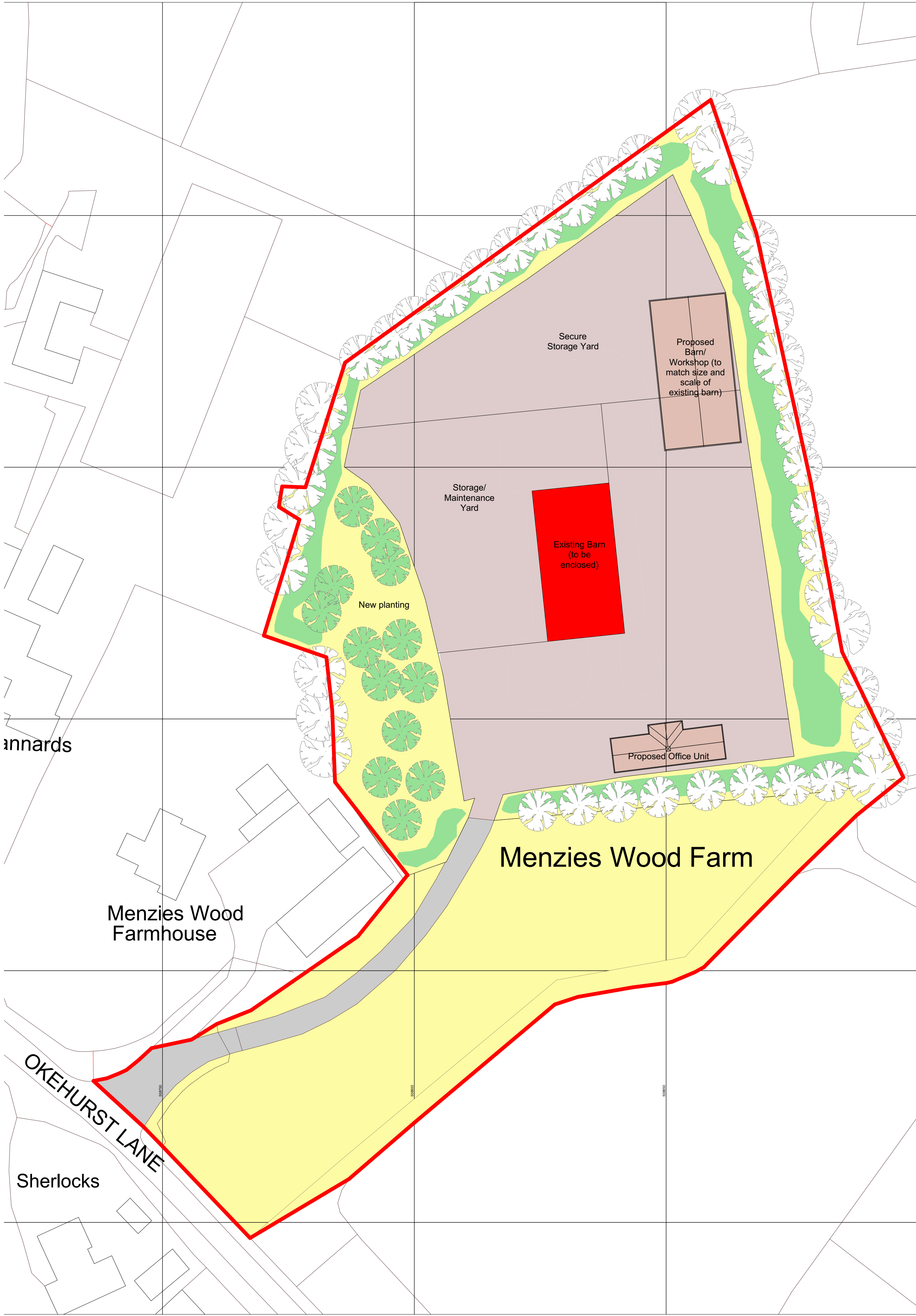
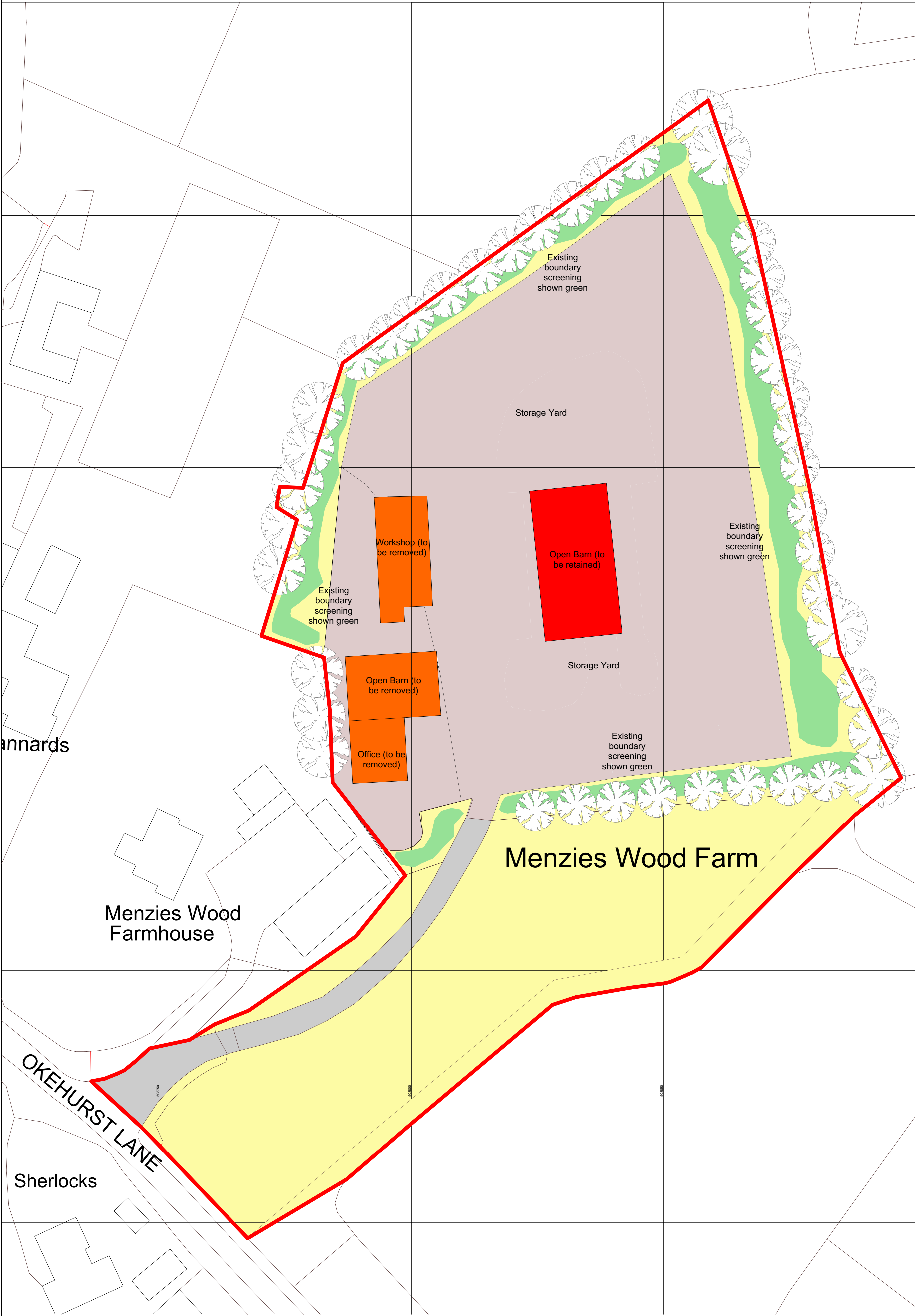
Existing

EXISTING OFFICE & OPEN BARNs

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DATE: Sept 23		

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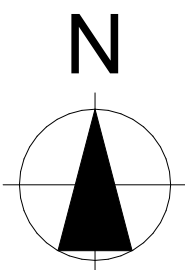
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A	NEW BARN LOCATION	15.03.24	GRM
Rev.	Amendments	Date	Drw.

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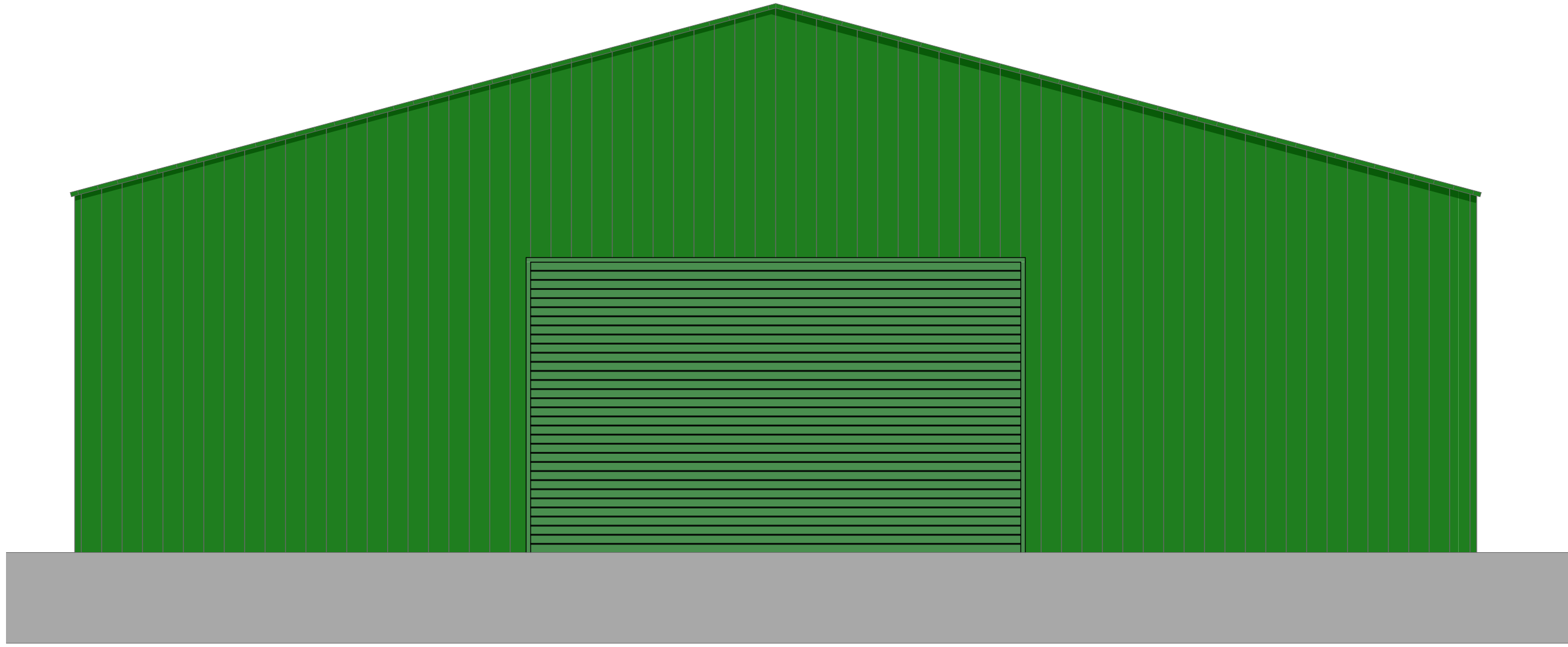
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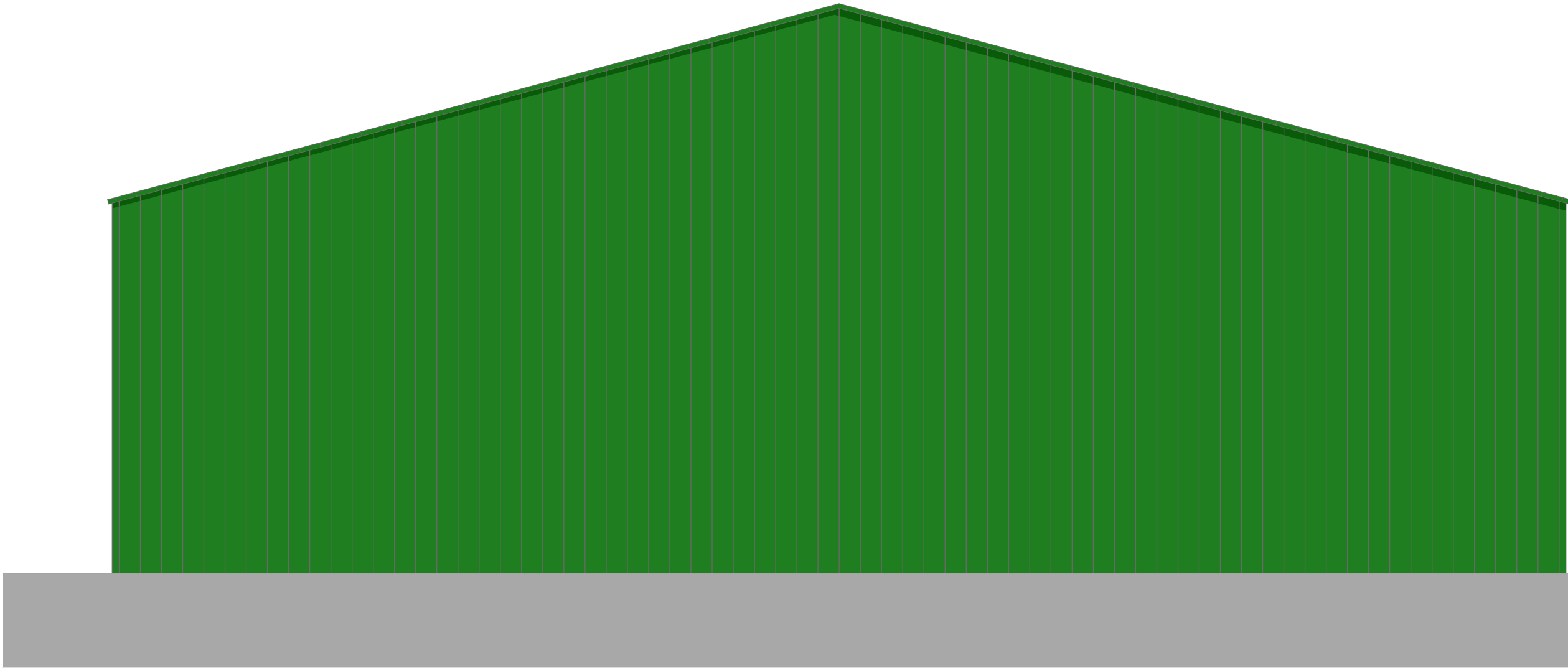
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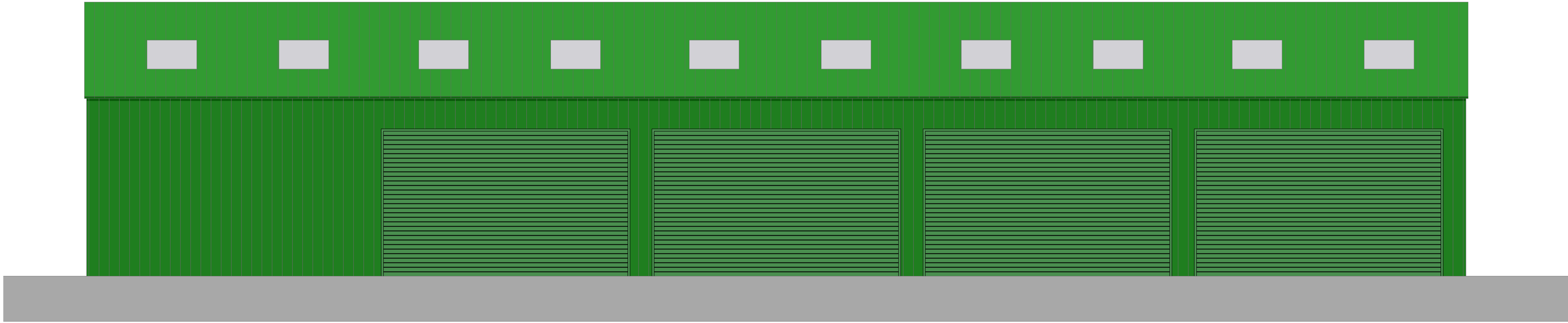


E-01 1:50 Elevation

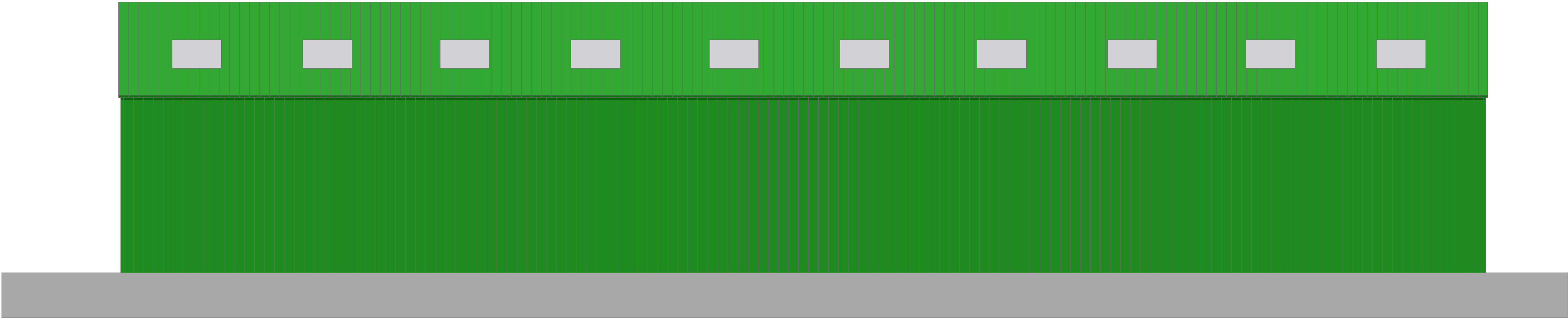
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E-03 1:50 Elevation



E-02 1:50 Elevation



E-04 1:50 Elevation

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SCHEDULE OF MATERIALS [for client discussion]

Walls
Existing: Grey trapezoidal sheet cladding to top half (bottom half open)
Proposed: Insulated kingspan or similar cladding panels in green.

Roof
Existing: Galv. steel corrugated sheet with matching clear corrugated rooflights.
Proposed: Insulated kingspan or similar cladding panels in green with new rooflights.

Doors
Existing: N/A
Proposed Roller shutter doors in green to match cladding.

Rev.	Amendments	Date	Drw.

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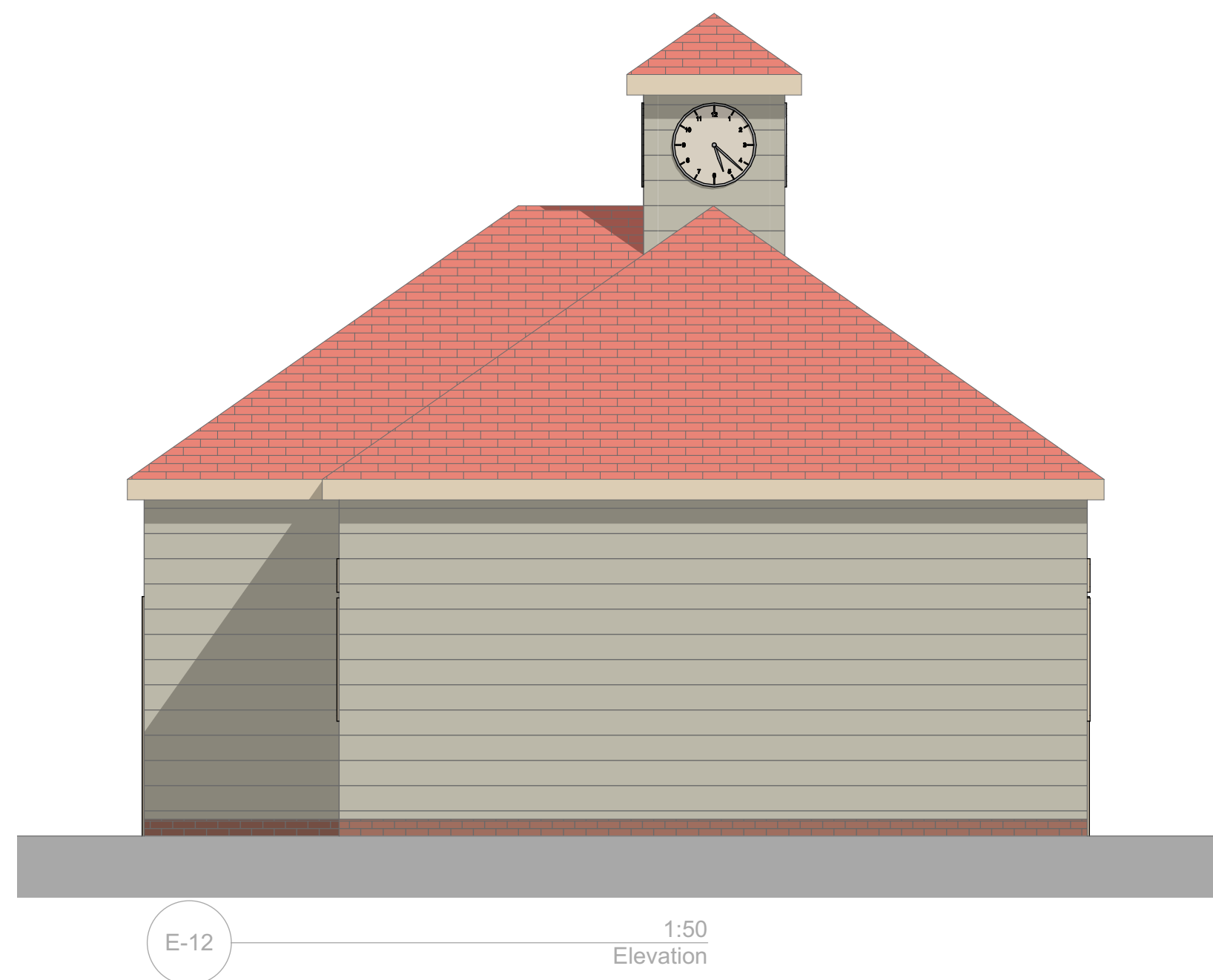
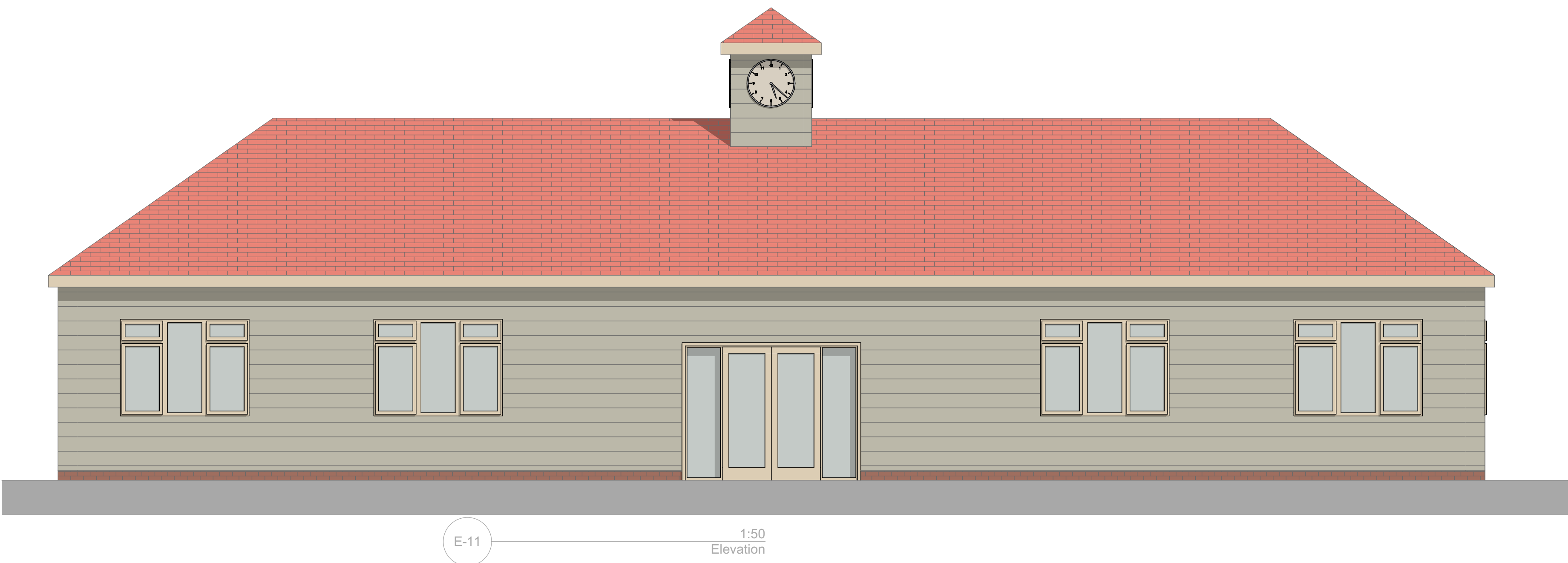
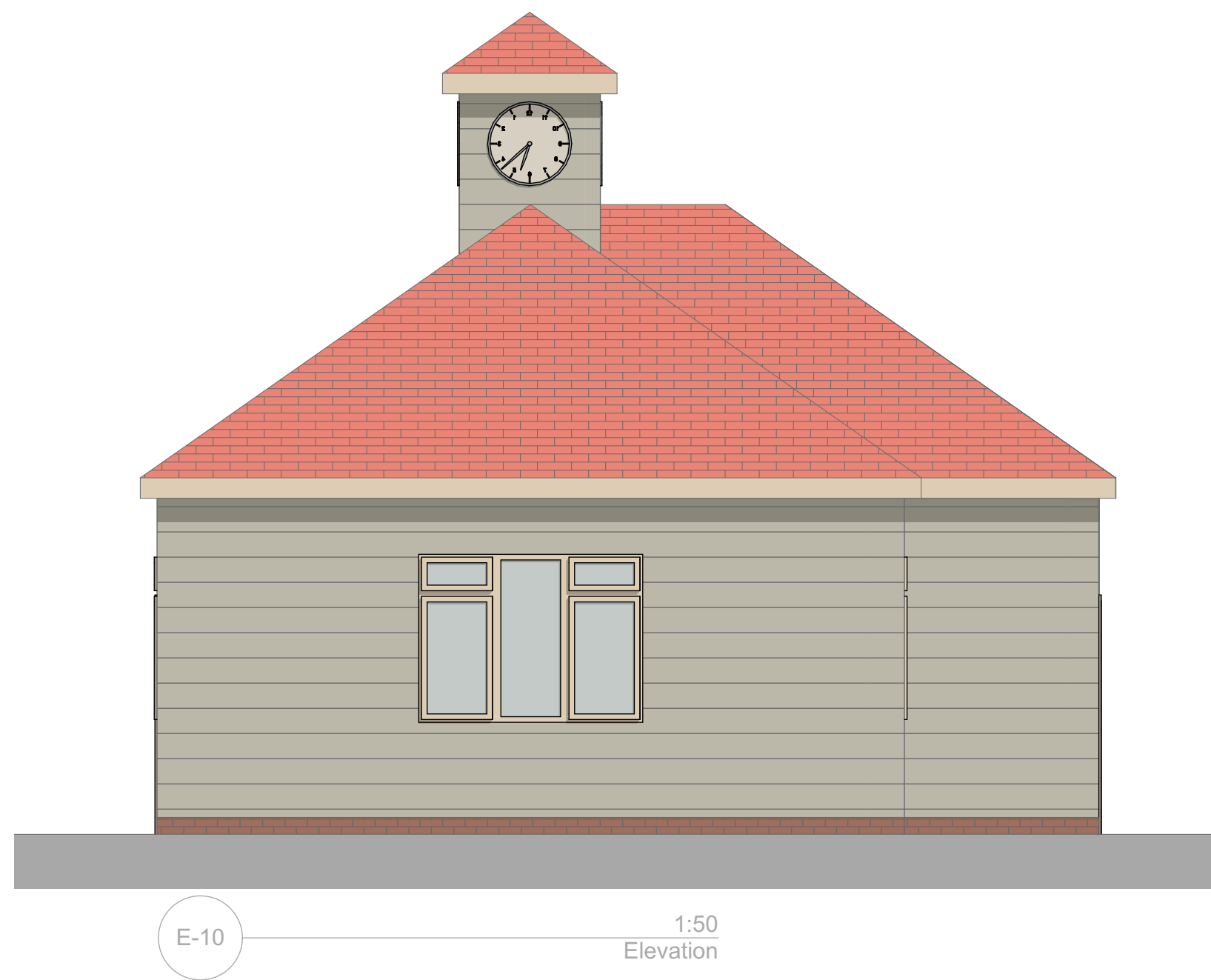
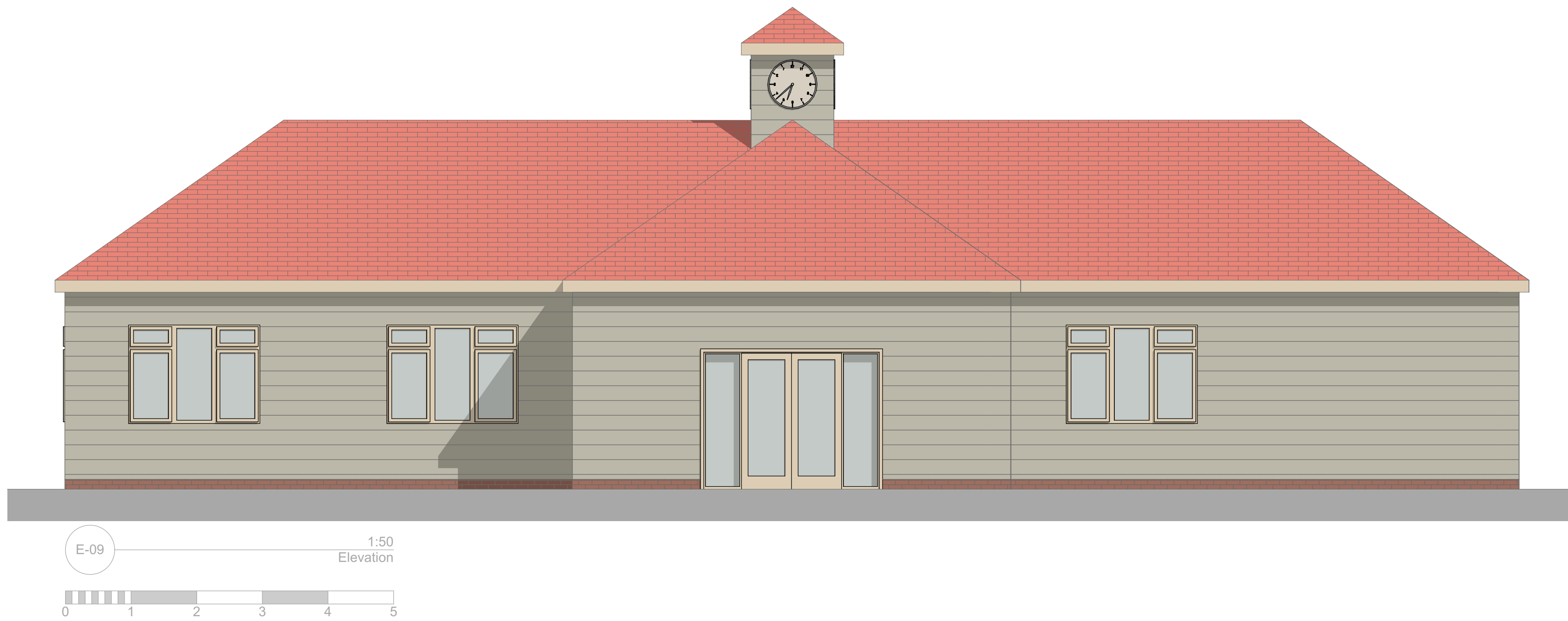
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DRAWING TITLE:

Feasibility

EXISTING BARN ALTERATIONS - ELEVATIONS

DRAWN: THR	JOB NO: 2576	SCALE @ A1: As Shown
CHECKED: PGA	DRAWING NO: FE-02	REV:
DATE: Sept 23		
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 INDICATES - FOR INFORMATION
 INDICATES - PROHIBITIVE INSTRUCTION

FOR INFORMATION RELATING TO END USE, MAINTENANCE, DEMOLITION ETC. - PLEASE REFER TO THE HEALTH & SAFETY FILE.

IT SHOULD BE ASSUMED THAT ALL WORKS ARE TO BE CARRIED OUT BY A COMPETENT CONTRACTOR AND, WHERE APPLICABLE, TO AN APPROVED METHOD STATEMENT.

SCHEDULE OF MATERIALS [for client discussion]

Walls
Proposed: Insulated kingspan or similar cladding panels in green.

Roof
Proposed: Insulated kingspan or similar cladding panels in green with new rooflights.

Doors
Proposed: Hardwood glazed French doors.

Windows
Proposed: Hardwood double glazed casement windows.

Rev.	Amendments	Date	Drw.
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TEL 01798 873222 FAX 01798 873444
EMAIL info@philips-surveyors.co.uk
www.philipscharteredsurveyors.co.uk



CLIENT:

Mr M. Betts
Oakhurst Properties, Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

PROJECT:

Proposed Barns, Workshop, Offices and Open Storage Area
Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

DRAWING TITLE:

Feasibility

PROPOSED OFFICE UNIT - ELEVATIONS

DRAWN: THR	JOB NO: 2576	SCALE @ A1: As Shown
CHECKED: PGA	DRAWING NO: FE-06	REV:
DATE: Sept 23		

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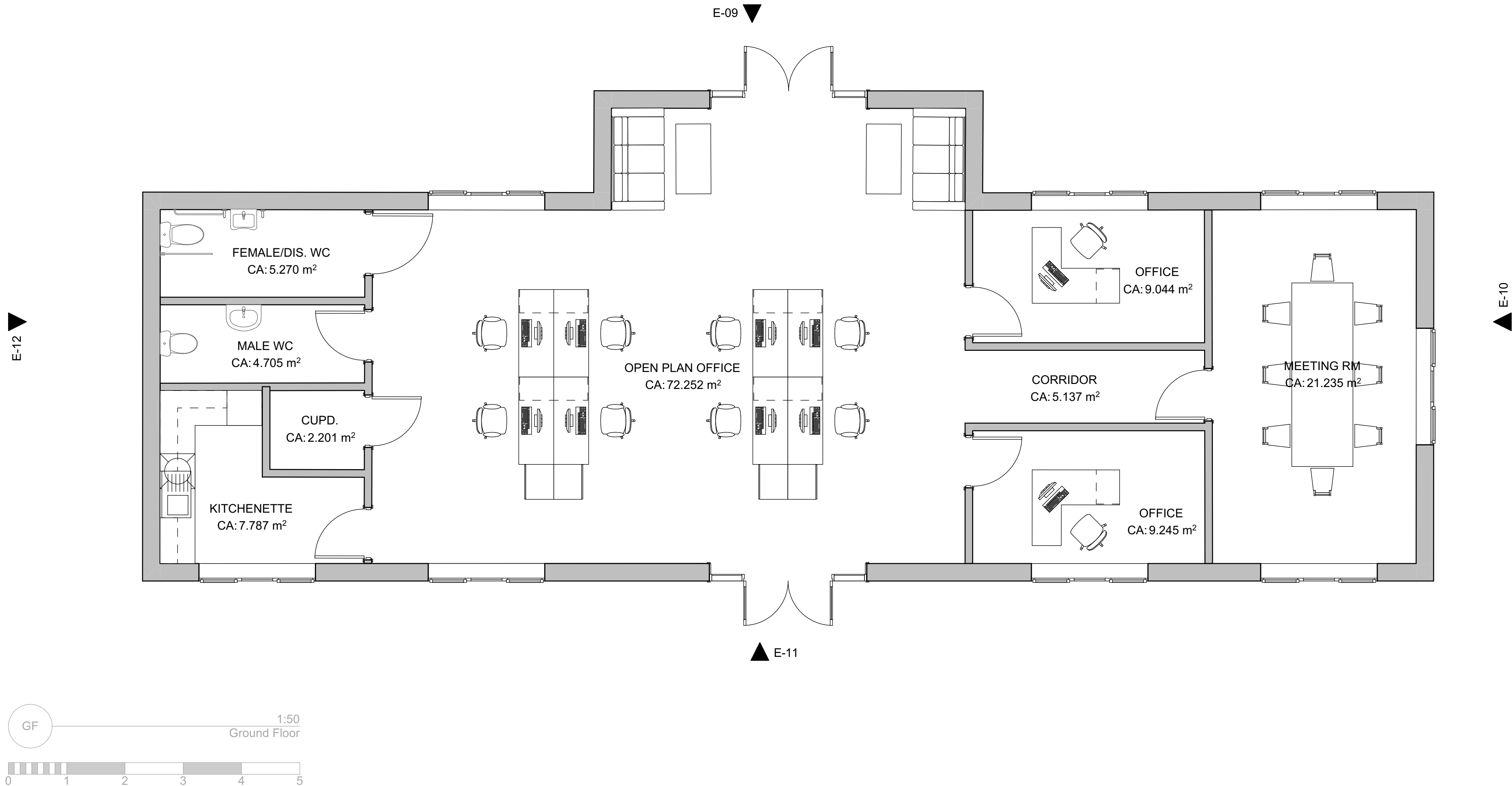
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Rev.	Amendments	Date	Drw.
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CLIENT:

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PROJECT:

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Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

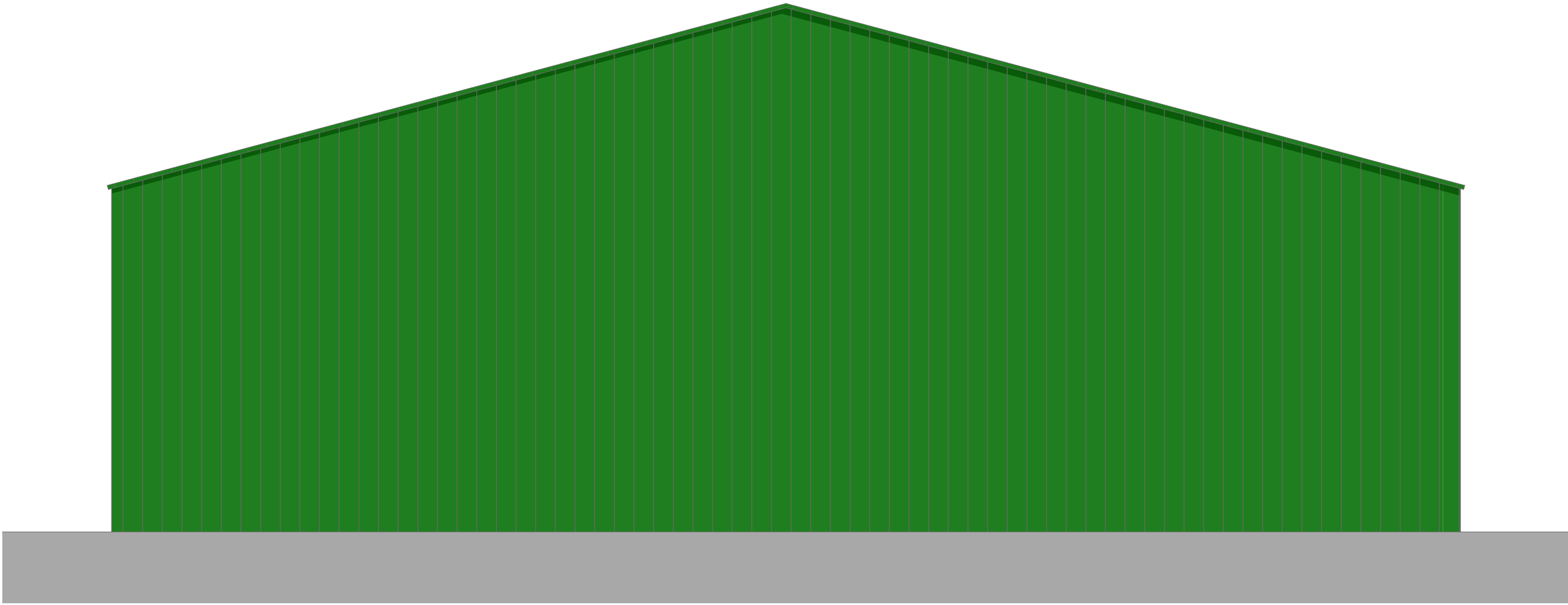
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Feasibility

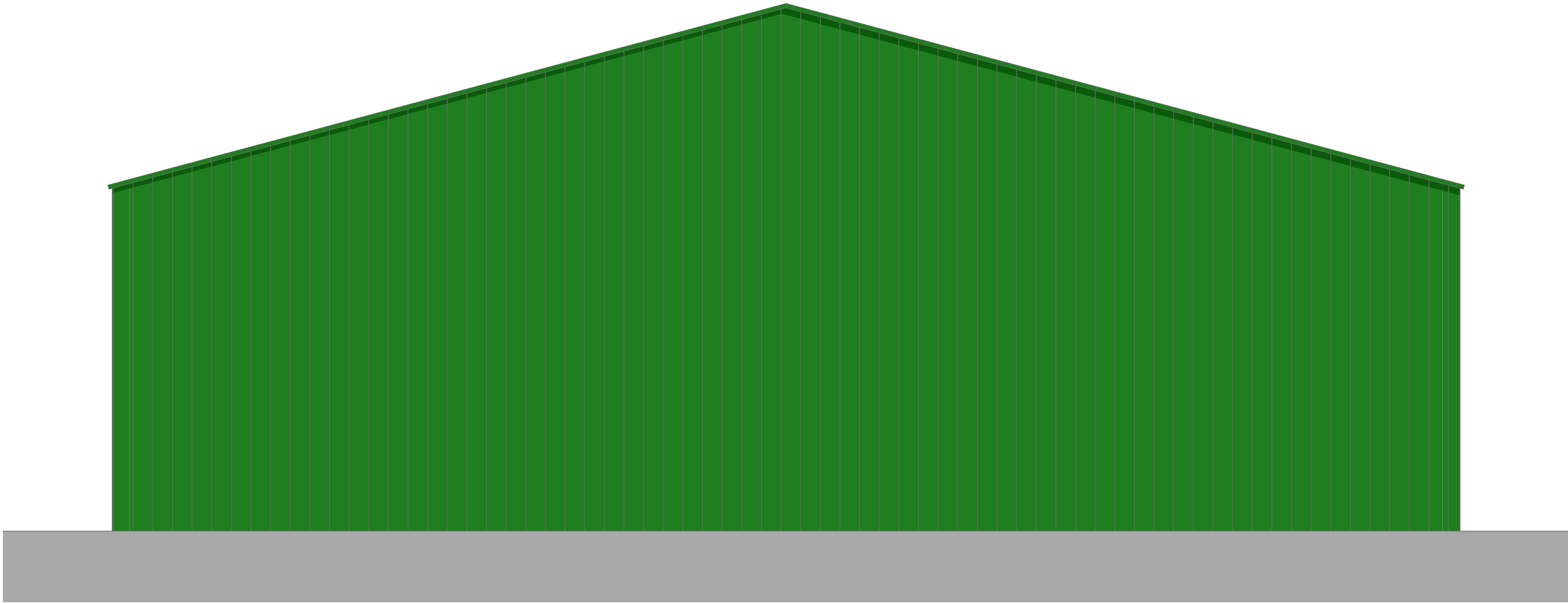
PROPOSED OFFICE UNIT - FLOOR PLAN

DRAWN: THR	JOB NO: 2576	SCALE @ A1: As Shown
CHECKED: PGA	DRAWING NO:	REV:
DATE: Sept 23	FE-05	

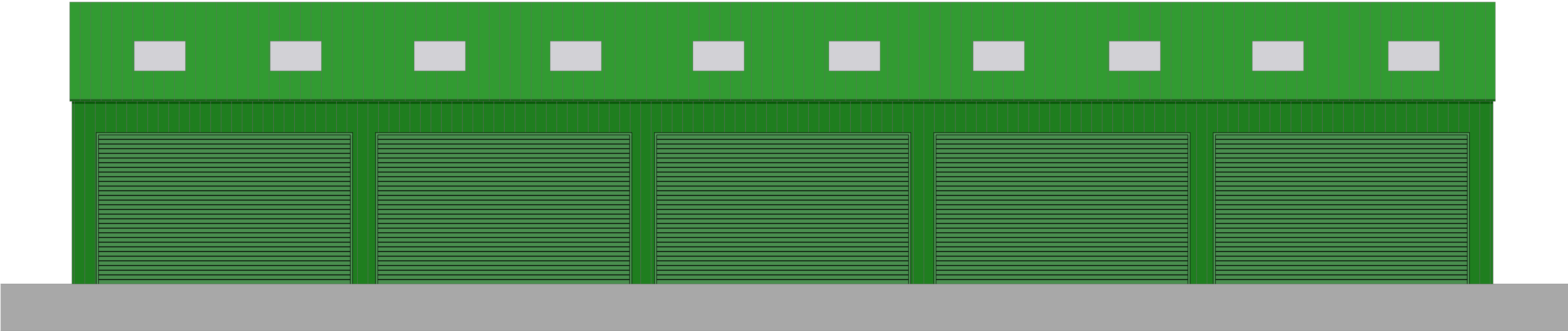
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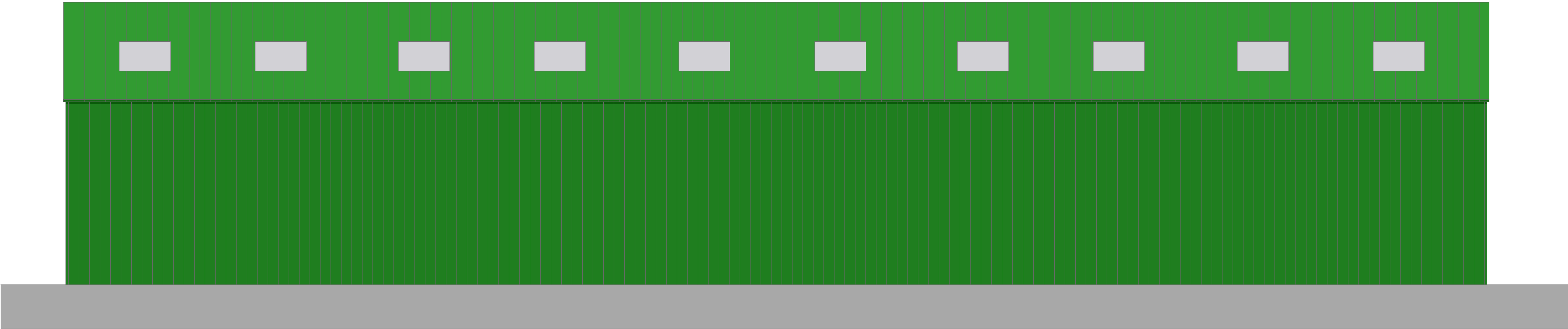
E-05 1:50 Elevation



4 1:50 Elevation



E-06 1:50 Elevation



E-07 1:50 Elevation

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SCHEDULE OF MATERIALS [for client discussion]

Walls
Proposed: Insulated kingspan or similar cladding panels in green.

Roof
Proposed: Insulated kingspan or similar cladding panels in green with new rooflights.

Doors
Proposed Roller shutter doors in green to match cladding.

Rev.	Amendments	Date	Drw.

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Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

DRAWING TITLE:

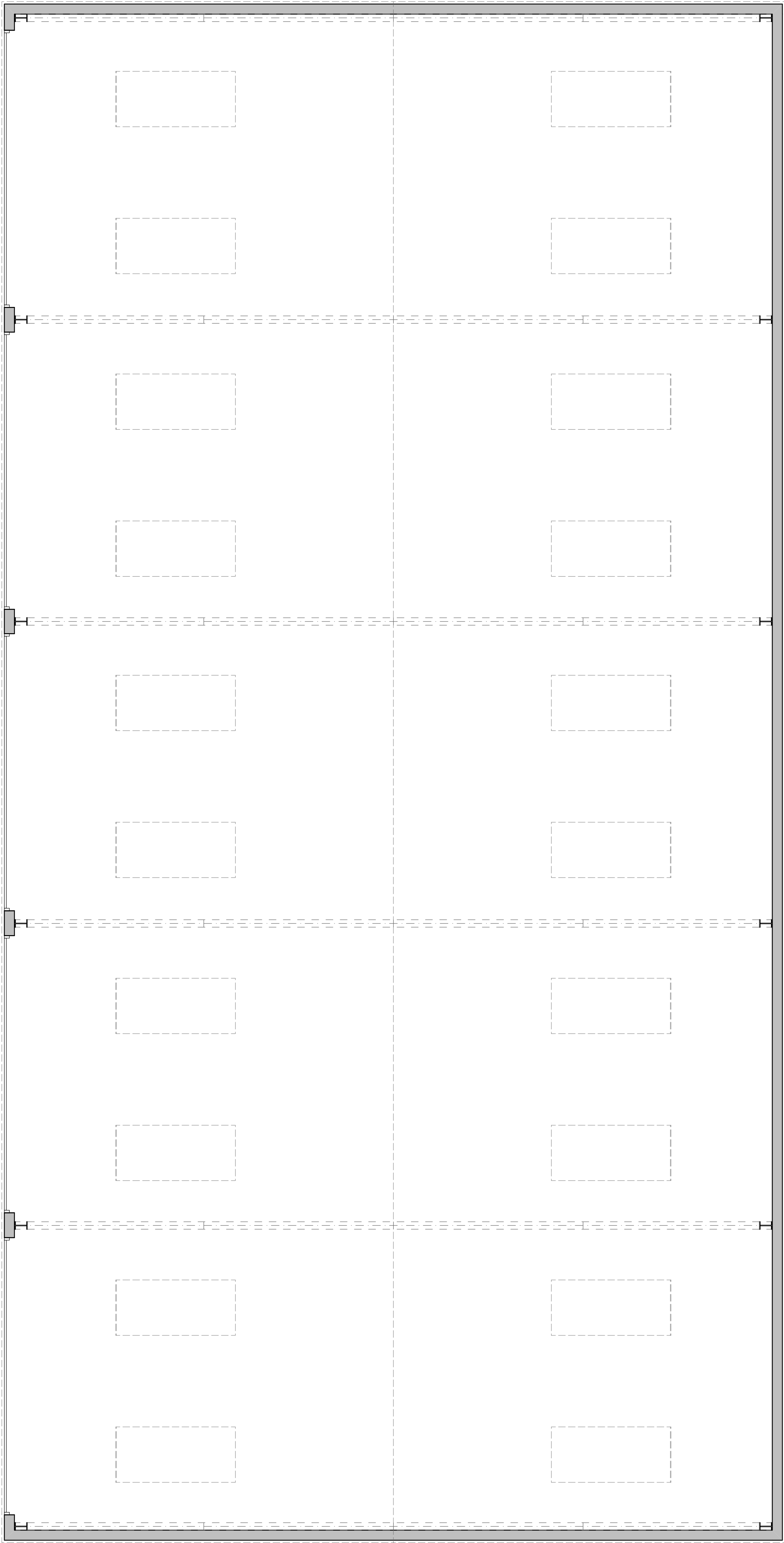
Feasibility

PROPOSED BARN - ELEVATIONS

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CHECKED: PGA	DRAWING NO: FE-04	REV:
DATE: Sept 23		

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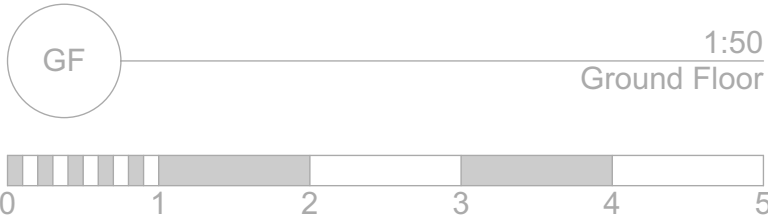
E-05 ▼



▼ E-06

▲ E-07

E-08 ▲



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INDICATES - WARNING

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INDICATES - COMPULSORY INSTRUCTION

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INDICATES - FOR INFORMATION

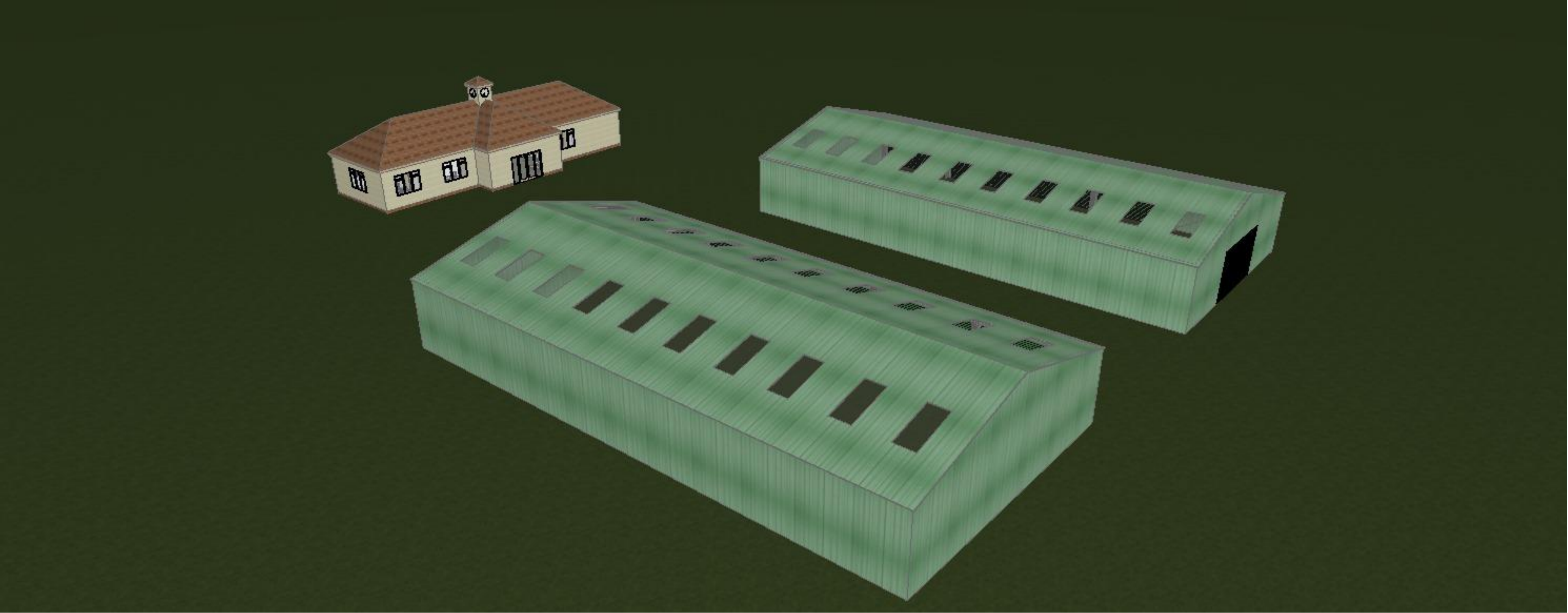
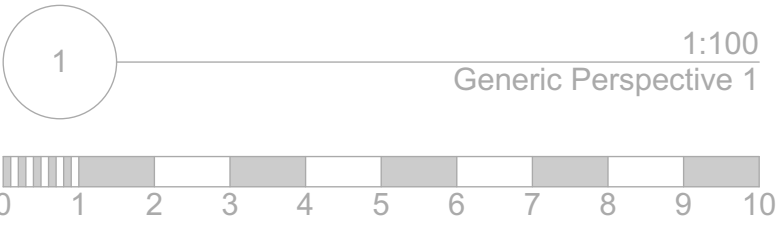
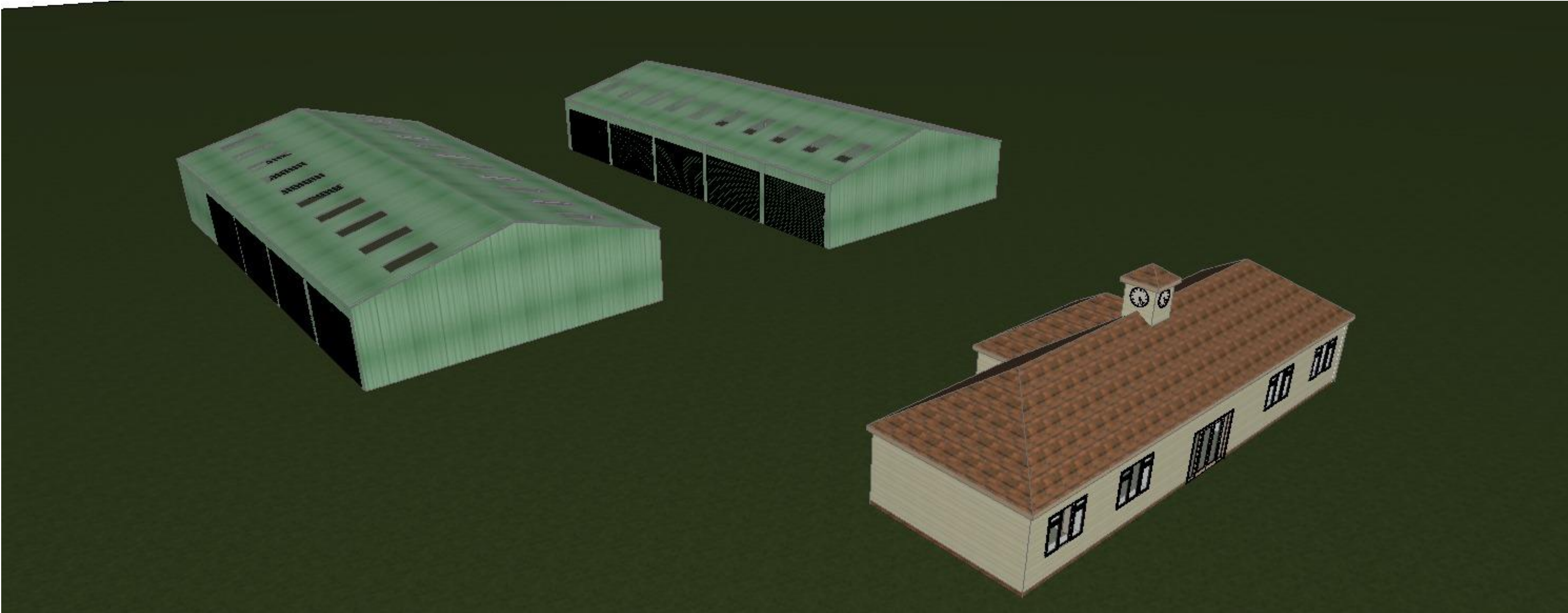
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INDICATES - PROHIBITIVE INSTRUCTION

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Rev.	Amendments	Date	Drw.									
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DRAWN: THR	JOB NO: 2576	SCALE @ A1: As Shown										
CHECKED: PGA	DRAWING NO: FE-03	REV:										
DATE: Sept 23												



2 1:100
Generic Perspective 2

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Rev.	Amendments	Date	Drw.



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CLIENT:

Mr M. Betts
Oakhurst Properties, Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

PROJECT:

Proposed Barns, Workshop, Offices and Open Storage Area
Menzies Wood Farm, Okehurst Lane, Billingshurst, West Sussex, RH14 9HR

DRAWING TITLE:

Feasibility

PROPOSED MODELS

DRAWN:	JOB NO:	SCALE @ A1:
THR	2576	As Shown
CHECKED:	DRAWING NO:	REV:
PGA	FE-07	
DATE:		
Sept 23		


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Appendix B

Visibility Splay Plan



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
 7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
 8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
 9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

P1	INITIAL ISSUE	25/06/2024	ART	EP	
Rev	Amendments	Date	Dsn	Ch	
Status					
PRELIMINARY					
Client					
MARK BETTS					
Architect					
Project					
MENZIES WOOD FARM, OKEHURST LANE, BILLINGHURST					
Title					
SITE ACCESS VISIBILITY SPLAYS					
Date		Scale @ A1			
JUNE 2024		1:500			
Clients Ref.		Project Ref.			
		13058			
<div><div></div><div>Civils & Transport</div></div> <div>Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel.01444 871444 Web: www.gtacivils.co.uk</div>					
Drawing Number				Rev.	
13058_100				P1	

Appendix C

Horsham District Council Comments / West Sussex County Council Comments –
DC/18/0061



Appeal Decision

Site visit made on 4 February 2020

by **L McKay MA MRTPI**

Inspector appointed by the Secretary of State

Decision date: 4th March 2020.

Appeal Ref: APP/Z3825/W/19/3240255

Menzies Wood Farm, Okehurst Lane, Billingshurst RH14 9HR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a grant of planning permission subject to conditions.
- The appeal is made by Mr Mark Betts (Universal Trailers) against the decision of Horsham District Council.
- The application Ref DC/18/0661, dated 27 March 2018, was approved on 30 April 2019 and planning permission was granted subject to conditions.
- The development permitted is: Full planning permission for the full enclosure and refurbishment of existing barn and the retention of uses on site falling within use classes B1(c) and B8, including the repair and maintenance of trailers and ancillary equipment; assembly of new trailers, horse boxes (including those with accommodation on board); trailer, motorhome and horsebox conversions; pre sales work and customer collections; and the preparation and loading of trailers and horse boxes for export; and Outline planning application (with approval of access and layout) for demolition of existing workshop, barn and offices and erection of a new barn and workshop building and office building, creation of open storage area.
- The conditions in dispute are Nos 3, 4, 8, 9, 10, 12, 13, 14 and 20 which state that:
 - (3) *No development pertaining to the outline permission hereby approved 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.*
 - (4) *No development relating to the enclosure of the existing barn building and the erection of the new buildings shall commence until a specific scheme and details for sound attenuation against noise emanating from the buildings hereby approved have been submitted to and approved by the Local Planning Authority. The details shall include a separate acoustic assessment of the effectiveness of the noise control afforded by the building envelopes together with an assessment of the impact that the uses/activities hereby approved would have on the neighbouring properties. The approved sound attenuation works shall be completed before the buildings are occupied and operational. All aspects of the design of the enclosure and refurbishment of the open barn and the new buildings that affect the performance in respect of attenuation of noise from within shall remain in good repair in order to maintain that performance.*
 - (8) *Within six months of the implementation of the outline permission hereby approved, maximum visibility splays shall be provided at the site access onto Okehurst Lane in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.*
 - (9) *Upon the first occupation of the buildings hereby permitted under the outline element of this planning permission, the existing buildings along the western part of the site as indicated on plan numbers 17267/P100 (labelled 'workshop', 'open barn' and 'offices') and 17267/P101 REV P1 shall cease to be used for any purpose whatsoever and within a period of 3 months thereafter such existing building(s)*

shall be demolished (including the removal of foundations) all materials arising from such demolition removed from the site and the site of the demolished building restored in accordance with details of landscaping which have been submitted to and approved in writing by the Local Planning Authority prior to demolition works commencing.

- (10) Within six months of the date of this permission a plan delineating the areas of outside storage shall have been submitted to and been approved in writing by the Local Planning Authority. All outside storage shall take place in accordance with the approved plan thereafter.*
 - (12) All works and operations hereby approved, except the open storage of trailers, shall take place inside the new buildings and the refurbished/enclosed existing central barn. Inside is defined as in a workshop totally enclosed by walls (including necessary windows and doors) and with all windows and doors closed. For the avoidance of doubt, works are not permitted inside buildings whilst windows or doors or both are open.*
 - (13) No manufacturing activities or processes involving power tools or other powered tools or equipment shall take place within the existing workshop and open barn buildings located to the western side of the site (labelled 'workshop', 'open barn' and 'offices' on plan number 17267/P100) after six months of the date of this decision.*
 - (14) No outside manufacturing activities or processes involving power tools or other powered tools or equipment shall take place at any time.*
 - (20) No Heavy Goods Vehicles (defined as any vehicle having 3 axles or more and with a weight exceeding 3,500kg) shall operate to or from the site at any time*
 - The reasons given for the conditions are:
 - (3) As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).*
 - (4) 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).*
 - (8) In the interests of road safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).*
 - (9) The retention of existing buildings together with the new buildings would result in the proliferation of buildings on the site, detracting from the character of the area which would be contrary to Policy 33 of the Horsham District Planning Framework (2015).*
 - (10) To ensure that there is no detrimental impact on the amenity of nearby occupiers and in accordance with Policy 33 of the Horsham District Planning Framework (2015).*
 - (12) As this matter is fundamental in order to ensure that there is no detrimental impact on the amenity of nearby occupiers and in accordance with Policy 33 of the Horsham District Planning Framework (2015).*
 - (13) As this matter is fundamental in order to ensure that there is no detrimental impact on the amenity of nearby occupiers and in accordance with Policy 33 of the Horsham District Planning Framework (2015).*
 - (14) To safeguard the tranquillity of the countryside and amenities of neighbouring properties in accordance with Policies 24, 25, 26 & 33 of the Horsham District Planning Framework (2015).*
 - (20) In the interest of highway safety and amenity along Okehurst Lane in accordance with Policies 33 and 40 of the Horsham District Planning Framework.*
-

Decision

1. The appeal is allowed and the planning permission Ref DC/18/0661 for full enclosure and refurbishment of existing barn and the retention of uses on site falling within use classes B1(c) and B8, including the repair and maintenance of trailers and ancillary equipment; assembly of new trailers, horse boxes (including those with accommodation on board); trailer, motorhome and horsebox

conversions; pre sales work and customer collections; and the preparation and loading of trailers and horse boxes for export; and Outline planning application (with approval of access and layout) for demolition of existing workshop, barn and offices and erection of a new barn and workshop building and office building, creation of open storage area at Menzies Wood Farm, Okehurst Lane, Billingshurst RH14 9HR granted on 30 April 2019 by Horsham District Council, is varied by deleting condition Nos 2, 3, 4, 8, 9, 10, 12, 13 and 14 and substituting for them the following conditions:

- 1)
 - a) Approval of the details of the appearance and scale of each building and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced. Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and the development shall be carried out as approved.
 - b) Application for approval of the reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission.
 - c) The development hereby permitted shall begin 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.
- 2) No development relating to the enclosure of the existing barn building or the erection of either new building hereby approved shall commence until a specific scheme and details for sound attenuation against noise emanating from that building has been submitted to and approved by the Local Planning Authority. The details shall include a separate acoustic assessment of the effectiveness of the noise control afforded by the building envelope together with any operational or acoustic measures proposed and an assessment of the impact that the uses/activities hereby approved would have on the neighbouring properties. The approved sound attenuation works for each building shall be completed before that building is first used for any of the uses hereby approved, other than as offices. Thereafter, each building shall be operated in accordance with the approved scheme and all aspects of the design of the building that affects the performance in respect of attenuation of noise from within shall be maintained in good repair in order to maintain its effectiveness.
- 3) Within a period of 7 calendar days of the first use of any of the buildings hereby permitted, labelled on drawing 17267/P101 Rev. P1 as New Barn/Workshop and New Office Unit, the existing buildings shown on the same drawing as 'workshop removed', 'barn removed' and 'offices removed' shall cease to be used for any purpose whatsoever; and within a period of 3 calendar months thereafter, all of the specified existing buildings shall be demolished (including the removal of foundations) and all materials arising from such demolition shall be removed from the site.
- 4) All planting, seeding or turfing comprised in the landscaping details approved in relation to the landscaping reserved matter shall be carried out in the first planting and seeding seasons following the demolition of the existing buildings shown to be removed on drawing 17267/P101 Rev. P1; and any trees or plants which die, are removed or become seriously damaged or diseased within a period of 5 years from the completion of the planting shall be replaced in the next planting season with others of similar size and species.

- 5) No raw materials, finished or unfinished products or parts, crates, packing materials or waste shall be stacked or stored on the site at any time other than within the areas marked 'Secure Storage Yard' and 'Storage/Maintenance Yard' on drawing 17267/P101 Rev. P1.
- 6) Notwithstanding the annotations on the approved plans, no activities or processes (including but not limited to manufacturing, fabrication, assembly, conversion, use of power tools or other powered tools or equipment) other than open storage and the servicing and maintenance of horticultural/estate machinery, shall take place anywhere other than inside the new buildings or the refurbished/enclosed barn hereby approved. Inside is defined as in a workshop totally enclosed by walls (including necessary windows and doors) and with all windows and doors closed. For the avoidance of doubt, such activities and processes are not permitted inside buildings whilst windows or doors or both are open.

Background and Procedural Matters

2. The description in the header above is taken from the Council's decision notice, albeit that I have removed reference to elements that are not development. The application was originally made in outline for uses falling within Use Classes B1c), B2 and B8, however during the application process it was amended to seek full planning permission for alterations to an existing building, to regularise some existing operations on the site, and outline permission for new development, for Use Classes B1c) and B8 only. The Council updated the description of development accordingly. Its description more accurately describes what is now proposed than the description given on the application form and I have therefore determined the appeal on that basis.
3. For the part of the proposal made in outline, only access and layout are sought for consideration, with appearance, landscaping and scale reserved for future consideration.
4. There is an existing planning permission¹ for use of the appeal site for servicing, maintenance and storage of trailers and horticultural/estate machinery. That permission was granted subject to conditions: condition 6 limits use of the development to Universal Trailers Ltd and by no other company; condition 10 limits the use of the site to the servicing, maintenance and storage of trailers and horticultural/estate machinery only and for no other purpose. The evidence before me is that some of the conditions on that permission have been breached and other activities have been taking place on the site, including use of part of the site by another company. The proposal subject of this appeal seeks to regularise some aspects of these unauthorised uses.
5. The appellant asserts that the disputed conditions are not necessary, reasonable and, in some cases, enforceable, relevant to planning or to the development permitted, having regard to what is allowed by the existing permission. They therefore seek removal of those conditions. Notwithstanding references to condition 15 in the appellant's statement of case, the appellant has confirmed that the appeal relates to condition 20, not 15. The Council and third parties have commented on condition 20 and I have considered the appeal on that basis.

Main Issue

6. The main issue is whether the disputed conditions are necessary, reasonable, enforceable, relevant to planning and relevant to the development to be permitted,

¹ Council Ref DC/07/0421

having regard to the effects of the development on: flood risk; pollution; the living conditions of neighbouring occupiers in respect of noise and disturbance; highway safety; and the character and appearance of the area.

Reasons

7. Although the principle of some commercial uses on the site has been established by the previous permission, the appellant is not seeking a personal permission to Universal Trailers. Condition 11 of this planning permission, which is not in dispute, limits the use of the site to uses within Use Classes B1c) and B8 only. The site could therefore be used by any party for any purpose falling within these Use Classes, subject to no material change of use occurring as a consequence. I have had regard to this possibility where relevant in the reasoning below.

Condition 3

8. The existing site is mostly covered in hardstanding, predominantly compacted gravel and similar material, or cracked concrete. A landscaped bund runs around most of the site boundary. According to the submitted details, the existing relatively permeable surface would be maintained and repaired under the proposal, with part removed for planting along the boundary with neighbouring properties. As the proposed new buildings would be only around 9 sqm larger in surface area than those they are to replace, there would be no significant increase in impermeable surfacing. Consequently, the proposal would not result in a significant increase in surface water compared to the existing situation.
9. Third parties indicate that the site is within an area at risk of surface water flooding and that Okehurst Lane experiences issues at times of heavy rainfall. There is however no substantive evidence before me that the site floods or contributes to surface water flooding elsewhere. Consequently, as it has not been demonstrated that the proposed development would result in additional surface water or greater impacts on flood risk than the existing situation, no additional surface water drainage provision has been demonstrated to be necessary.
10. No new foul drainage provision is proposed in the application and the appellant seeks to rely on the existing, unspecified provision. The appellant states however, that the proposal would not result in an increase in employees on the site. Consequently, there is no substantive evidence that the proposal would require further foul drainage capacity or additional provision than the current operation.
11. Should the appellant subsequently seek approval for new impermeable surfacing as part of the landscaping scheme at reserved matters stage, it would be open for the Council to consider whether further surface water drainage provision was required as a result. If a new septic tank, package treatment plant or other such facility were to be required, it would potentially require planning permission. It would also have to comply with the permitting regime of the Environment Agency, both of which would ensure that any new provision would not result in pollution.
12. I therefore conclude that condition 3 is not reasonable or necessary in the interests of flood risk or pollution and that the development without the condition would comply with Policies 24 and 38 of the Horsham District Planning Framework 2015 (HDPF).

Conditions 4, 12 and 14

13. The conditions on the existing permission for the appeal site restrict the development to servicing, maintenance and storage of trailers and horticultural/estate machinery only and prevent servicing or maintenance of

trailers in outside areas. Therefore, only storage and servicing or maintenance of horticultural/estate machinery can take place in outside areas under that permission. While I note that a noise abatement notice was served on the site, it is unclear from the evidence before me whether the noise nuisance arose from the lawful use of the site or from unauthorised activities.

14. Nonetheless, a personal permission for the appellant is not being sought and the proposal now includes assembly of new trailers, horseboxes and conversions, which go beyond what has previously been permitted on the site. The nature of such work would, in my experience, include elements of fabrication and other activities including welding and paint spraying. These activities would therefore be likely to use a wider range of equipment, including power tools, than for servicing and maintenance of trailers and machinery. The proposal also includes Class B8 uses which could generate noise and disturbance from ancillary activities such as repair, servicing and maintenance of vehicles and equipment. Consequently, it is likely that the proposed activities would generate more noise and disturbance than those allowed by the existing permission. Unrestricted, this would be likely to result in unacceptable harm to the living conditions of neighbouring occupiers and the tranquillity of the countryside, in conflict with HDPF Policies 24, 26 and 33.
15. In the absence of a noise assessment, it has not been demonstrated that simply moving the main workshop further away from neighbours than the existing buildings would be sufficient to mitigate the noise impacts of the proposal. Although landscaping is proposed along the boundary with the nearest neighbours, there is no indication that this would include any specific acoustic measures, so it cannot be relied upon to provide any significant sound attenuation.
16. I therefore conclude that it would be necessary and reasonable to limit those activities that can take place outside to those that are already permitted, with all other activities taking place within the buildings proposed. The requirements of conditions 12 and 14 can however be amalgamated and I have therefore varied the wording accordingly. A condition requiring a scheme of sound attenuation for the buildings is also necessary to mitigate noise emissions from inside activities. The scheme could include administrative and operational measures as well as physical provision and as such would be a reasonable and proportionate response to the potential harm arising from the proposal. Such conditions would prevent unacceptable harm to the living conditions of neighbouring occupiers and to the tranquillity of the countryside from noise and disturbance, to comply with HDPF Policies 24, 26 and 33.
17. The development may be undertaken in phases and therefore it would be reasonable to require details and implementation of sound attenuation for each building individually. I have therefore varied the wording of the relevant condition to allow this flexibility. Furthermore, as the demolition element of the permission could be implemented before either the new building is erected or the existing barn enclosed, there is no need for this to be a pre-commencement condition.
18. The Council has cited HDPF Policy 25 in its reason for condition 14. That Policy seeks to protect the natural environment and landscape character against inappropriate development. The potential for noise emissions from the site does not appear to be directly relevant to any of the criteria of that Policy and I note that the Council's committee report only cites it in relation to the visual impacts of the proposal. As such, the condition is not necessary in relation to this Policy, but nevertheless is necessary in its varied form to comply with other policies of the HDPF.

Condition 8

19. The proposal seeks to use the existing access. Although the existing visibility splays are less than those stipulated in the Manual for Streets, that document allows for splays to be adapted in low speed situations such as this. I am mindful of the highway authority's comments that the existing visibility is sufficient for anticipated vehicle speeds.
20. The use of the site in accordance with the existing permission would involve numerous movements of towed vehicles, which are likely to be relatively slow moving. There is no substantive evidence before me that the use of the access by vehicles associated with Universal Trailers has resulted in any accidents. Although additional uses are now proposed, the use of the site would remain within Use Classes B1c) and B8 and there would only be a slight increase in the floorspace of the buildings compared to the existing permission. Consequently, there is unlikely to be a significant increase in the number of vehicles using the access, even if occupied by other users.
21. Accordingly, while it would be desirable to improve the visibility splays, it has not been demonstrated that such works are necessary for the proposed use to operate without unacceptable harm to highway safety. The proposal without the condition would therefore maintain the existing situation and would provide safe and suitable access in accordance with HDPF Policy 40 and the provisions of the National Planning Policy Framework (the Framework).

Condition 9

22. The appeal site is outside of the boundary of any built-up area as defined in the HDPF and as such, in planning policy terms, it is in the countryside. The existing buildings cover a relatively small proportion of the appeal site, with the remainder largely open and undeveloped. Although large parts of the site are used for storage of trailers and horseboxes these are not easily seen from outside the site as they are screened by the existing bund and boundary vegetation. The site does not therefore appear densely developed and does not significantly detract from the rural and relatively undeveloped character of the surrounding area.
23. If the new buildings were erected and the existing buildings were not demolished, there would be a significant increase in built form on the site, detracting from the open character of the site and the rural character of the area. Consequently, it would result in significant harm to the character and appearance of the area. Furthermore, it would allow for a significant intensification in use of the site, with considerable potential for additional noise and disturbance to the detriment of the living conditions of neighbouring occupiers.
24. Although the appellant intends to demolish the existing buildings, in the absence of a planning condition there would be no requirement to do so. Therefore, I conclude that a condition requiring the removal of the existing buildings is necessary to maintain the character and appearance of the area and safeguard the living conditions of neighbours in accordance with HDPF Policies 25, 26 and 33. I have however amended the way in which the buildings are identified in the condition in order to avoid confusion over which of the two buildings labelled 'open barn' is required to be demolished.
25. The appellant has not sought to make a case that the time periods given to cease the use and for subsequent demolition are unreasonable or unduly onerous. As drafted however, the trigger to cease use of the existing buildings is open to interpretation and therefore the condition is imprecise. As both the workshop and office are proposed to be moved, there may be some overlap where part of the

existing buildings are still in use at the same time as one of the new buildings. There is however a need to limit the period during which both sets of buildings could be in operation, having regard to the potential impact on neighbouring occupiers. Accordingly, I have varied the condition to allow 7 days to complete this move, which is a precise and enforceable period which strikes a reasonable balance between the needs of the existing business and the neighbours.

26. The period of 3 months for demolition of the existing buildings appears to be reasonable, given their size and construction. It would not however be reasonable to require all landscaping to be completed within the same period, as the 3-month period may not cover an appropriate season for planting. It is nevertheless important that all landscaping approved at reserved matters stage is implemented, in order to ensure that the proposal respects the rural character of the area in accordance with HDPF Policies 25, 26 and 33. Therefore, I conclude that a condition to require implementation of any soft landscaping approved at reserved matters stage within the first planting season following demolition of the buildings would be both necessary and reasonable. In addition, a requirement to replace any planting that fails within the first 5 years is necessary to ensure that the landscaping establishes and is effective.

Condition 10

27. Given the proximity of the site to residential properties, it is necessary to ensure that storage areas are located away from sensitive areas due to the potential impact of noise and disturbance associated with manoeuvring of vehicles and loading/unloading of materials, waste and other items. I note that the existing planning permission includes such a condition, limiting the areas of the site that can be used for outside storage.
28. Two outside storage areas are outlined on the approved plans, both of which are sited away from residential dwellings and garden areas. I therefore conclude that it is necessary and reasonable to limit storage to those areas, to safeguard the living conditions of neighbouring occupiers in accordance with HDPF Policy 33. However, as these areas are clearly defined there is no need for any further information to be submitted. I have therefore varied the wording of the condition to limit outside storage to these areas, commensurate with that on the existing permission.

Condition 13

29. The existing buildings can be used for the purposes allowed by the existing permission, subject to the limitations of the conditions thereon. Other legislation exists to address issues of noise nuisance, as evidenced by the serving of a noise abatement notice on the site. It would not therefore be reasonable to use a condition on any new permission to require such lawful activities to cease. Nor would it be reasonable to use this proposal to seek to rectify any perceived limitations on the effectiveness of the conditions on the existing permission.
30. For the reasons set out above, limiting the additional activities now proposed to the new buildings or enclosed barn would satisfactorily mitigate their impacts and would not allow those activities to take place within the existing buildings, other than the barn proposed to be enclosed. If such activities are already taking place without planning permission, it would be open to the Council to consider taking enforcement action and to specify a period by which those activities should cease. It would not therefore be appropriate to seek to address the impacts of unauthorised uses on the site by a condition on this permission. Therefore, while condition 13 is enforceable, it is not necessary or reasonable in order to prevent

unacceptable harm to the living conditions of neighbours from this proposal. Without this condition, but with those amended conditions set out above, the proposal would accord with to HDPF Policy 33.

Condition 20

31. The term Heavy Goods Vehicle (HGV) covers a range of vehicle sizes, lengths and numbers of axles. The condition imposed by the Council limits only those HGVs defined as having 3 or more axles and a weight over 3500kg from using the site, in other words large multi-axle HGVs.
32. Okehurst Lane is a narrow lane which serves approximately 19 residential properties, the appeal site and several equestrian yards. There are few passing places available along the lane and large vehicles are likely to overrun verges or have to reverse some distance to pass other vehicles. Such manoeuvres would result in hazards to highway safety due to the limited visibility around corners on the lane and the likelihood of bringing debris onto the carriageway. Moreover, the lane connects the various equestrian yards to bridleways in the area and as such is likely to be well used by horse riders, who are at particular risk of injury should their horses spook at large or manoeuvring vehicles.
33. The existing permission for the site does not include any restriction on the types of vehicle accessing the site. However, given the restricted uses permitted, there is limited likelihood of large HGVs needing to access the site. Indeed, the appellant's evidence is that HGVs are not an operational requirement. I note that the highway authority's concerns about the use of the site by larger HGV vehicles were only withdrawn when the appellant confirmed that the proposal would not increase traffic volume or vehicle types using the site. However, this does not take into account the fact that permission is not sought for Universal Trailers alone. Other future occupiers, particularly for Class B8 uses, could very well generate large HGV movements.
34. I recognise that the existing use of the site and the various equestrian yards must already generate movements by trailers and horseboxes along the lane, including larger horseboxes which may be classed as small HGVs. However, given the nature of the lane, an increase in large HGVs entering and exiting the site and using the lane would have an unacceptable impact on highway safety. Condition 20 is therefore necessary to restrict such use in order to achieve safe and suitable access for all users and minimise conflict between vehicles and other road users as required by HDPF Policy 40 and Framework paragraphs 108 and 110.
35. The condition as drafted would still allow smaller HGVs, including some types of horsebox conversion, to access the site and therefore would not prevent the appellant carrying out the activities for which permission is sought. Consequently, condition 20 is also reasonable, relevant to planning and relevant to the development to be permitted.
36. The Council's reason for the condition also cites HDPF Policy 33 in relation to amenity along the lane. Given the types of traffic that already use the lane and the existing use of the site however, there is no substantive evidence before me that large HGVs would result in unacceptable harm to the living conditions of nearby residents. As such, I find that the condition is not necessary in relation to HDPF Policy 33.

Other Matters

37. Condition 2 on the permission is a standard condition setting out those matters that are reserved for future consideration, the time limits for submission of

reserved matters and implementation of the proposed development. As drafted however, it identifies access and layout as reserved matters. It is evident from the application form and appeal submissions that these matters are sought for determination now. The Council has confirmed that this is how it considered the proposal. I have seen no correspondence to indicate that these matters were removed from consideration. The wording of this condition therefore appears to be an error. In these circumstances, I do not consider that any party would be prejudiced by my varying the wording to delete layout and access from the reserved matters.

38. I have been directed by third parties to several Grade II listed buildings in the area around Okehurst Lane. The Framework directs that great weight should be given to the conservation of heritage assets and that any harm to, or loss of, the significance of a designated heritage asset, including from development within its setting, should require clear and convincing justification.
39. Minstrels Wood (listed as Wynstrode Farmhouse) and Copped Hall are both approximately 300 metres from the appeal site. Both are dwellings set in large plots with clearly defined boundaries. There is very little intervisibility between either listed building and the site due to intervening buildings and vegetation. As such, the site has a negligible impact on how the listed buildings are experienced. Furthermore, there is no evidence before me of any historic connection between the sites. As such, there is no substantive evidence that the appeal site contributes to the setting, and thereby the significance, of these listed buildings. Subject to the conditions on the permission, as varied by this decision, the nature of the activities and the limited increase in built form on site would not have a significant adverse effect on the character or appearance of the area. Accordingly, the proposal would not harm the setting, and thereby significance, of Minstrels Wood or Copped Hall.
40. The other listed buildings mentioned are a considerable distance from the site and there is no substantive evidence before me that the wider countryside including the appeal site forms part of their setting or contributes to their significance. Therefore, the proposal would preserve the setting of all of the nearby listed buildings and would not adversely affect any features of special architectural or historic interest which they possess.
41. I note the concerns of third parties regarding compliance with conditions, however breaches of previous conditions and the Council's enforcement of such are not matters before me. I have considered whether each condition is enforceable and have varied the wording where necessary to ensure this.
42. I have had regard to all other matters raised by third parties. Conditions preventing retail sales and limiting hours of use are not disputed by the parties, and so remain in place. Various conditions, including some of those set out above, seek to safeguard the living conditions of neighbouring occupiers and would prevent interference with their human rights to the peaceful enjoyment of their possessions and respect for private and family life and home, under Articles 1 and 8 of the Human Rights Act 1998. The existing buildings are not of a type suitable for bats and if nesting birds are present, their demolition would have to take place outside of the nesting season to ensure compliance with wildlife legislation, so a condition to secure this is not necessary. Potential for contamination is addressed by condition 18 of the permission.
43. Concerns have also been raised about odour from the appeal site, including through paint spraying. Such activities are regulated through permitting regimes and it is not the purpose of the Planning system to duplicate controls under other

legislation. As such, it is not necessary to impose a condition to control such activities beyond those already discussed.

Conclusion

44. On the basis of the evidence before me, for the reasons set out above I have found that condition 3 is not necessary or reasonable to prevent flood risk and pollution. Condition 8 is not necessary in order to provide safe and suitable access and condition 13 is not necessary or reasonable given the limitations imposed by other conditions on the permission. With variations to the wording of some as set out above, the other disputed conditions are necessary and reasonable to conserve the character and appearance of the area and avoid unacceptable harm to highway safety and to the living conditions of neighbouring occupiers in respect of noise and disturbance. They are also enforceable, relevant to planning and to the development to be permitted. Furthermore, for condition 2 to be precise and relevant to the development, it is necessary to correct the wording to reflect the proposal before me.
45. For the reasons given above I conclude that the appeal should therefore succeed on these terms only. As a result, I will vary the planning permission by deleting the disputed conditions and substituting others.

L McKay

INSPECTOR

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Oguzhan Denizer
FROM:	Highways, WSCC
DATE:	19 th December 2018
LOCATION:	Menzies Wood Farm, Okehurst Lane, Billingshurst, RH14 9HR
SUBJECT:	DC/18/0661 Hybrid planning application for the retention, full enclosure and refurbishment of existing barn and the change / retention of uses on site falling within use classes B1(c) and B8, including the repair and maintenance of trailers and ancillary equipment; assembly of new trailers, horse boxes (including those with accommodation on board; trailer, motorhome and horsebox conversions; pre sales work and customer collections; and the preparation and loading of trailers and horse boxes for export; and outline planning application (with approval of access and layout) for demolition of existing workshop, barn and offices and erection of a new barn and workshop building and office building, creation of open storage area.
DATE OF SITE VISIT:	6 th September 2018
RECOMMENDATION:	<input type="checkbox"/> Advice <input type="checkbox"/> Objection <input type="checkbox"/> Modification <input checked="" type="checkbox"/> No Objection <input type="checkbox"/> More Information <input type="checkbox"/> Refusal
S106 CONTRIBUTION TOTAL:	£N/A

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), wishes to provide additional comment on proposals to retain B1C/B8 uses on site to include repair and maintenance of trailers, assembly of new trailers and horseboxes along with horsebox and motorhome conversions and customer collections.

Previously the LHA requested clarification on the proposed uses at the site with the preparation for export and customer collection suggesting that an increase in HGV including articulated lorries may be anticipated.

The agent has clarified that HGV's are not an operational requirement at the site and that the proposed changes will not increase traffic volume at the site nor change the vehicle type over the current daily movements which have been estimated as 3 x LGV (6 movements), 3 x SUV (6 movements) and 6 x private cars (12 movements). Whilst customer collection is proposed no retail activity at the site is. The LHA acknowledge that customer collection would be by prior arrangement. Furthermore, in respect to preparation of trailers for export and customer collection, the applicant has not indicated that articulated vehicles are required in this respect.

Whilst the LHA acknowledge that conditions under DC/07/0421 restricted use of the site for servicing, maintenance and storage of trailers and did not include assembly of new trailers or customer collection, the anticipated trips provided do not indicate an increase over the existing or a change in vehicle type. Considering the existing level of traffic on the lane and that no 'severe' increase in vehicular movements are anticipated the LHA could not raise highway safety or capacity grounds to resist the application. The proposals are therefore in line with paragraph 109 of the National Planning Policy Framework.

Maximum Achievable Visibility

Within six months of the implementation of the development, maximum visibility splays shall be provided at the site access onto Okehurst Lane in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.

Reason: In the interests of road safety.



Civil Engineering - Transport Planning - Flood Risk

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