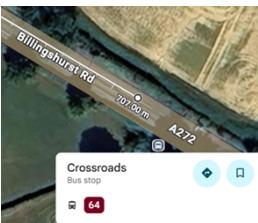
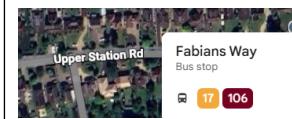


Comparative sustainability assessment

	Land at Thornhill Stables, Billingshurst Road, Coolham RH13 8QN	Butlers, Tower Hill, Horsham, West Sussex RH13 0AQ	Perrysfield Farm, Gibbs Brook Lane, Broadham Green, Oxted, Surrey RH8 9PG – Tandridge grey belt	Spring Acres, Paddock north of West End Lane, Henfield, BN5 9RE
Decision	Appeal allowed October 2025 	Appeal dismissed on 12th August 2025 but solely in relation to insufficient info on ecology matters.	Appeal allowed May 2025	PENDING APPLICATION
Outside and away from settlement boundary	Yes	Yes	Yes	Yes
No of houses applied for	1	3	29 dwellings (including 10 affordable and 10 homes for active older persons) through conversions, demolition and erection of dwellings	9

Cycling a realistic option	No	<p>Straight road, flat 30mph limit.</p> <p>Yes either E Bike or normal bike</p>	<p><i>“Reference is made to residents cycling in the carriageway in locations with 30mph and 40mph speed limits. This fails to meet the standards set out within LTN1/20 and would also represent a material risk to road safety, as well as being highly unlikely to encourage any increased propensity towards cycling”. James Lehane (SCC Highways)</i></p>	<p>Straight road, flat 30mph limit.</p> <p>Yes either E Bike or normal bike</p>
Footpath accessibility to site	No	No	No There are no direct walking and cycling routes to the settlement requiring users to travel north therefore resulting in a greater distance to the closest shops and services. As discussed above, whilst a footpath has been provided this would require access across the unmade and unlit green, reducing the likelihood of the use of this site all year round.	No
Speed limit outside site	40 - 60mph	30 mph	Gibbs Brook Lane is a rural road that extends north to south past the eastern boundary of the site. It is	30 mph

		<p>subject to a 40mph speed limit and has a carriageway width of approximately 5 metres. The carriageway is bound by a grassed verge along both sides.</p> <p>Broadham Green Road extends north from Gibbs Brook Lane towards Oxted, whilst Southlands Lane extends southwest from Gibbs Brook Lane towards a number of small villages and the A22. Both roads are subject to a 40mph speed limit, although Broadham Green Road reduces to a 30mph speed limit 270 metres north of Gibbs Brook Lane and have a carriageway width of approximately 5.5 metres.</p> <p>Southlands Lane and Broadham Green Road are rural in nature, with no footway provision.</p>	
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Distance to edge of built up area	<p>965km (0.6 miles) from the village of Coolham.</p> <p>The site is around 3.2 km (2 miles) from Billingshurst, a 'Small Town/Larger Village'</p>	1.15km to edge of Horsham	800m west of the edge of closest settlement.	700m to Henfield
Distance to nearest bus stop	<p>707m</p> 	391 m	<p>A pair of bus stops exist on Broadham Green Road approximately 400 metres north of the site.</p> <p><i>The proposal will provide a bus stop adjacent to the site however services on this bus route are limited to typical working patterns reducing the likelihood of this being a viable option to a number of users on the site.</i></p> <p><i>The application proposes 10 units within the site to be targeted towards active older persons. Whilst it is accepted</i></p>	<p>1.1km</p> 

			<i>that this does include those that are more active and newly retired, the location of the site would make it less desirable for those of an older age or with mobility issues to utilise more sustainable transport modes. Extract from officer report</i>	
Distance to nearest convenience store	4.4km Sainsburys Local 62 High St, Billingshurst RH14 9NY	1.8km to Sainsburys	2.06km to Costcutter featuring Bargain Booze Convenience Store 218-222 Pollards Oak Rd, Oxted RH8 0JP	1.8km One Stop Stores High St, Henfield BN5 9HP
Distance to nearest school	567m Coolham Montessori Nursery School Coolham Rd, Coolham, Horsham RH13 8QN	2.13km Saint Mary's Church of England Primary School Primary school Normandy, Horsham RH12 1JL	1.62km to Moor House School & College, Mill Ln, Oxted RH8 9AQ	1.5km St Peter's C Of E Primary School Fabians Way, Henfield BN5 9PU
Other general points			Comments have been received from the Councils Housing Delivery Managers who raise concern that the location will result in a car dependant development which may be a barrier to	The location, land use and amount of development proposed would be acceptable. The character and appearance of the

		<p>accessibility for services and employment to future residents who do not have a car. It is therefore suggested that the location is unsustainable and unsuitable for the full provision of on-site affordable housing, suggested a commuted sum in its place. In considering the proposal in the round, whilst the comments of the applicant are noted, that measures have been put in place to seek to maximise opportunities for the use of sustainable transport modes the site at present remains constrained particularly to bus, cycle and walking accessibly. This would therefore result in a predominantly car dependant development contrary to the requirements of the policies outlined above. Extracts from officer report</p>	<p>area would not be adversely impacted, depending on the detailed design submitted for Technical Details Consent. As such the development proposal would be compliant with the aims of Section 12 of the NPPF, where paragraph 135 states that planning decisions should, inter alia, ensure that developments:</p> <ul style="list-style-type: none"> b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging
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			<p>appropriate innovation or change (such as increased densities);</p> <p>d establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;</p> <p>f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.</p> <p>In the context of the proposed scheme the proposals can</p>
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