



Planning Statement

**PROPOSAL:
CONSTRUCTION OF AGRICULTURAL
FIELD ACCESS**

**SITE:
FIELD BETWEEN APPLIEDORE FARM
AND CROFTERS (OS FIELD NO. 0035)
ROCK ROAD, WASHINGTON
WEST SUSSEX RH20 3BQ**

The Proposal

Planning consent is sought for a field access from Rock Road. The field in question (OS Field No. 0035) lies between the properties Appledore Farm to the north and Ceres to the south. The field is part of the property Crofters, a dwelling neighbouring Ceres.

The point for the entrance is located towards the northern end of the road frontage to the field in order to maximise vehicular visibility in both directions and to avoid street furniture (telegraph poles) and existing verge trees.

An access having a width of 4.5 metres is proposed. The first 5 metres would be constructed using an MOT Type 1 sub-base with a self-binding gravel dressing on top.

A five-bar gate would be erected 10 metres into the site and the access defined by a post and rail fence between the gate and the front boundary of the site. This is to enable agricultural vehicles entering the site to be clear of the highway before the gate is opened.

At present, the front boundary of the site is marked by a laurel hedge, and this is to be replaced with a mixed hedge of native species. This is detailed on the accompanying Planting Schedule.

Entrance radii of 6 metres are proposed on the new crossover. This is considered sufficient for the small tractors typically requiring access to the field.

Submitted drawings indicate the available visibility splays onto the new crossover and these are shown as 2.4 metres x 160 metres to the north and 2.4 metres x 100 metres to the south.

This part of Rock Road is straight, but the vertical alignment restricts visibility to the south. There is a brow in the road alignment in front of the property Crofters. These splays are shown on the photographs contained in **Appendix 1**.

This part of Rock Road has a 50mph speed limit. This would normally necessitate the need for splays of 2.4 metres x 160 metres.

Reasons For The New Access

The owner of the field (Mr J Dunne) already has a field access at the southern end of the road frontage. This, nonetheless, has limited visibility to the south which is restricted by the brow of the hill on this part of Rock Road.

The new access is therefore desired for safety and convenience purposes.

Pre-Application Consultation

This proposal was the subject of a Pre-Application Consultation with the Planning Authority (Horsham District Council). Their response is set out in **Appendix 2** of this statement.

Evaluation

Re-siting the access further north on the field frontage balances out the available visibility and produces a safer crossover which would be more convenient to use. It would be engineered to allow for easy ingress and egress with a small tractor and mower in order to maintain the land.

The new access would not impact on rural amenities or compromise highway safety. Whilst the available southern visibility splay, at 100 metres, is below required standards it is still comfortably greater than that provided by the existing field access and not so substandard as to be dangerous.

The existing field access would be retained as it currently serves as the domestic crossover to the property Ceres.

A small section of laurel hedging is to be removed, to provide for the new access. However, this would be replaced with new hedging to the sides of the access and along the frontage. This would consist of mixed native species as set out in the accompanying planting schedule. This would represent a significant Biodiversity Gain. The Pre-Application Consultation Response from the District Council had indicated a desire for more appropriate hedge planting and this request is met by this proposal.

The issue of Biodiversity Net Gain does not arise with this proposal as less than 25m² of hard-surfacing is proposed. It is therefore essentially de minimis in BNG terms.

This proposal is considered appropriate in planning terms. It would have minimal landscape impact and, in fact, could secure appropriate replacement hedge planting, resulting in Biodiversity Net Gain.

It produces a safer agricultural access into the subject field. Whilst full visibility splays are not met in a southerly direction, the new access would nonetheless be safe to use.

Appendix 1



Photo 1 – Visibility splay looking north from proposed access point



Photo 2 – Visibility splay looking south from the proposed access point

Appendix 2



Michael Gray
South Eastern Planning Services Ltd
67 Coleridge Street
Hove
East Sussex
BN3 5AA

Our ref: PE/25/0248
Your ref:
Officer: Bethan Tinning
Email: bethan.tinning@horsham.gov.uk
Tel: 01403 215429
Date: 17th November 2025

Dear Sir/Madam,

Location: Land at Rock Road Washington West Sussex RH20 3BQ

Details: Creation of field access

Your enquiry has been considered and I can advise as follows:

The pre-application enquiry seeks advice on a proposed new field access from Rock Road. The field lies within the properties Appledore Farm to the north and Ceres to the south. The field forms part of the property Crofters, a dwelling neighbouring Ceres.

Design and Appearance

There is an existing access to the southern end of the road frontage, however, the pre-application statement states that this has limited visibility to the south which is restricted by the brow of the hill on this part of Rock Road. The reason for the re-siting further north is to provide better visibility and safer crossover.

The access would have a width of 4.5 metres, with the first 10 metres constructed using MOT Type 1 sub-base with a self-binding gravel dressing on top. A post and rail gate would be erected at the end of the drive giving a minimum of 10 metre depth from the edge of the carriageway for vehicles to enter the site before opening the gate. It is considered the post and rail gate would be appropriate for the location and match the existing fencing along the road.

A section of hedging will be removed to provide for the new access. It is noted that this would change the visual appearance of the boundary screening along the road, but the planning statement states this would be replaced with new hedging which would help mitigate the potential visual impact.

Highways

Policy 40 of the HDPF deals with sustainable transport and seeks new developments to provide safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport, and the delivery of goods. Policy 41 which relates to parking requires adequate parking and facilities to be provided within developments to meet the needs of anticipated users.

The proposed access would be entering onto a main road and providing a vehicle access where there has not been one before. It is noted that a visibility splays plan has been submitted, showing splays of 2.4 metres x 160 metres which may be sufficient. As part of an application, it would need to be evidenced that the proposed access would be safe and West Sussex County Council Highways, as the Local Highways Authority, would be consulted.

The Local Highway Authority (LHA) offer a separate pre-application service. This may be useful to understand the impact the proposal may have with a new proposed access, as HDC is not able to fully assess the impact that the development may have on highway and its use.

Further details of which can be found through the following link:

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-applicationadvice-for-roads-and-transport/>

Trees

The pre-application statement states that the construction of the access will require the removal of 4.5 metres of laurel hedging, but otherwise existing frontage hedging can be retained, albeit that it will need to be cut back in parts, insofar as it overhangs the highway verge. The HDC Arboricultural Officer had the following comment to make:

"I can confirm that there are no foreseeable Arboricultural impacts.

The young evergreen/laurel hedging surrounding the field is a recently planted feature that appears to have replaced a former indigenous hedgerow. There is no record of a hedgerow removal notice that necessitated/approved this landscape change. I would refer the applicant to the requirements of The Hedgerow Regulations 1997 in this respect.

The planting of laurel and other evergreen shrubs should be resisted in the countryside due to its suburbanising impact on rural views and landscape character. It would be appropriate to advise the applicant to remove all the laurel plantings and to re-plant with native indigenous hedging."

Should an application be submitted, it would therefore be anticipated that any replanting be of a native indigenous hedging mix.

Biodiversity Net Gain

Biodiversity Net Gain (BNG) is an approach introduced under the Environment Act 2021, to ensure that developments and land management leave the natural environment in a better state than it was before. It contributes towards nature recovery by helping to deliver habitat creation and enhancements as part of the design of new development.

There is now a statutory requirement to provide a minimum of 10% BNG on development sites. Further information can be found at: -

<https://www.horsham.gov.uk/planning/planning-applications/biodiversity-net-gain>

Conclusion

On the basis of the above, it is considered that there is potential for a new access to the site, however, further engagement with WSCC Highways regarding the access is advised, prior to submitting a formal planning application, to establish whether there is potential for an access at this location.

Should an application be submitted, the following documents would be required:

- Location plan
- Block plan
- Elevations (existing and proposed)
- Visibility Splays Plan
- Biodiversity Net Gain Statement and accompanying BNG Metric

The above comments are given as the opinion of the Case Officer and do not prejudice any outcome of a subsequent application. Should you submit a formal planning application, please quote reference number PE/25/0248 in your submission.

Yours faithfully

Bethan Tinning
Graduate Planning Officer

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council implemented a Community Infrastructure Levy (CIL) Charging Schedule on 1st October 2017.

The Community Infrastructure Levy is a charge placed on new development. The funds raised will help to pay for a wide range of infrastructure to support development across Horsham District.

Most new development which creates net additional floorspace of 100m² or more, or creates a new dwelling, (including permitted development), is potentially liable for the levy.

How does it affect you?

Applications for CIL liable development which are determined on or after 1st October 2017 are required to pay the Community Infrastructure Levy (unless the development qualifies for relief or exemption).

Further information and the rates charged by Horsham District Council are set out in the CIL Charging Schedule which can be viewed online at www.horsham.gov.uk/planning/apply/cil

General Consent e.g. Permitted Development

Developments which are permitted by way of a general consent (such as permitted development) may still be liable to pay the Community Infrastructure Levy if they meet the above criteria.

In these circumstances, you must submit a Notice of Chargeable Development (CIL form 5), notify us of the person who will assume liability to pay the CIL and make any applications for relief or exemption, before the development is commenced.