

Batcheller Monkhouse



PLANNING STATEMENT

Creation of New Access to Kilham Barn
and Adjoining Residential Property

Land to the West of Horsham Road
Horsham Road
Steyning
BN44 3AA

On behalf of
Mr & Mrs Kilham

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1 INTRODUCTION

- 1.1 This planning statement is prepared on behalf of Mr and Mrs Kilham in support of a full planning application for the creation of a new farm access to serve Kilham Barn and the adjoining residential property which is under the applicants ownership.
- 1.2 This statement sets out the relevant background to assist the planning authority in its determination of the planning application. The statement includes a description of the site and its surroundings, relevant planning history, details of the proposed development, a summary of the planning policy context, and an appraisal of the scheme against all relevant planning considerations.
- 1.3 The application is supported by the following documents and plans:
- Application form
 - CIL form
 - Site Location Plan
 - Existing and Proposed Block Plan
 - Gate Plan
 - Preliminary Ecological Appraisal
 - Biodiversity Net Gain Assessment
 - Biodiversity Net Gain Metric
 - Topographical Survey
 - Proposed Access Design and Technical Note

2 SITE AND SURROUNDINGS

- 2.1 The application site measures approximately 0.31ha and is located to the south of the applicant's residential property as shown in Figure 2.3 with land extending to 1.67 hectares and is located to the west of B2135 Horsham Road.
- 2.2 The site forms part of a wider farm holding which is spread across a number of locations within Steyning and Goose Green, as identified by the attached Agricultural Holding Plan. The holding extends to 249.53 hectares in total.
- 2.3 The site is currently accessed via an existing track directly off Horsham Road (B2135). This access is also used by Calcot Farm via an easement agreement. The applicants have no connection with Calcot Farm other than the existing access arrangements.

Figure 2.2 – Existing Access



- 2.4 The land within the application site has been historically used for storing farm equipment associated with the holding, as well as for the production and storage of hay bales generated both on-site and across the wider holding. It functions as the central operational hub of the farm.

- 2.5 The applicants regularly use the existing access for tractors and agricultural machinery to carry out essential farming operations, including the maintenance, sowing and harvesting of crops. The access also serves the permitted agricultural building known as Kilham Barn within the application site (ref: DC/21/0933), which is currently under construction. In addition, it provides access to the associated residential property. A copy of the decision notice is submitted as part of this application.

Figure 2.3 – Existing Access Arrangement



- 2.6 The nearest village is Steyning which lies approximately 1.5 miles to the south of the application site.

Planning History

- 2.7 A review of Horsham District Council's planning register shows the following planning applications for the entirety of the site which are of significance:

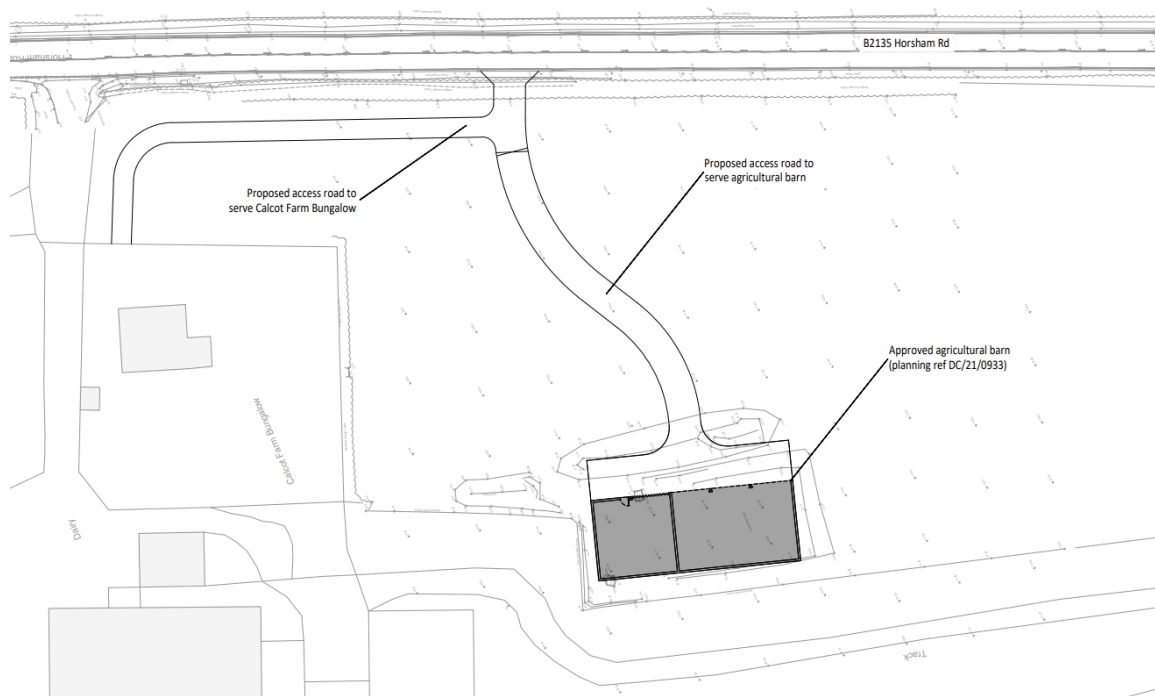
DC/21/0933 Prior Approval for the Erection of an Agricultural Building PA Not Req

3 PROPOSAL

3.1 Use

- 3.2 The applicant is seeking planning permission for a new farm and residential access directly off Horsham Road (B2135) for exclusive use by the applicants.
- 3.3 The proposal will create a private access serving the agricultural building, associated land, and dwelling within the applicant's ownership.
- 3.4 As noted earlier, the applicants already hold planning permission (reference DC/21/0933) for the construction of an agricultural building within the wider application site which has been implemented. This building will provide covered storage for farm machinery, vehicles, and hay bales that are currently stored outdoors.
- 3.5 Access to the proposed building and adjoining farmland is currently obtained via the existing entrance through a farm gate. From this point, the applicant is required to traverse a substantial area of land without a defined access track in order to reach the barn. The use of large agricultural machinery across this unmade ground is likely to result in surface damage and would make access especially challenging during periods of wet weather.
- 3.6 The applicant therefore seeks to safeguard long term access to the land and agricultural building by providing a reliable, all-year-round means of access. The proposed residential access would spur off the new access and serve the dwellinghouse, thereby removing the need to share the existing access with agricultural traffic associated with the farm to the north and which is outside of their ownership. The separation of vehicular movements would reduce potential conflict between residential and agricultural traffic outside of their control and will improve highway safety on Horsham Road (B2135). The dedicated access would be used solely by the applicants in connection with the management and operation of their agricultural holding.

Figure 3.1 – Proposed Site Access



- 3.7 The proposed access would comprise a 4.8m wide direct access with 2.0m x 2.0m chambers on either side in accordance with DMRB CD123 Section 4.
- 3.8 A gate would be set back 12m from the carriageway edge, enabling farm vehicles to enter towing a trailer, stop and open the gate clear of the B2135 without waiting on the carriageway.
- 3.9 The full extent of the access route would comprise non-migratory surface material to avoid loose surface material migrating on to the B2135.
- 3.10 The barn access would extend to the west connecting with the existing hardstanding area in front of the approved barn.
- 3.11 A secondary access serving Calcot Farm Bungalow is provided 8m from the carriageway edge. A 3m wide driveway extends north, connecting to the bungalows existing parking area.
- 3.12 The redistribution of the existing vehicle trips through the proposed access is expected to have no material impact on the local road network in terms of highway capacity and safety.

- 3.9 The required visibility splays are achievable in both directions at the proposed access, further details of which can be found in the Technical Note accompanying this application.

4 PLANNING POLICY

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that planning applications are determined in accordance with the provisions of the statutory Development Plan unless material considerations indicate otherwise.
- 4.2 Currently the Development Plan for the site comprises the Horsham District Planning Framework (HDPF) adopted in 2015 and the Billingshurst Neighbourhood Plan which was made June 2021.
- 4.3 Material considerations include the National Planning Policy Framework (NPPF) and The Town and Country Planning (General Permitted Development) England Order 2015.

4.4 Development Plan

- 4.4.1 The Horsham District Planning Framework provides the strategic and development management policies for the District. The Horsham District Council has been preparing a new Horsham District Local Plan 2023–2040 to replace the existing framework. The emerging Local Plan has progressed through Regulation 19 consultation and has been submitted for independent examination.

Horsham District Planning Framework (HDPF) (2015)

- 4.4.2 The policies of the HDPF 2015 relevant to this application are as follows:
- Policy 1: Strategic Policy: Sustainable Development
 - Policy 10: Rural Economic Development
 - Policy 26: Strategic Policy: Countryside Protection

National Planning Policy Framework (NPPF) (2024)

- 4.4.3 The NPPF (2024) sets out the three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles, namely: a social role, an economic role and an environmental role.

4.4.4 At the heart of the Framework is a presumption in favour of sustainable development. Paragraph 11c confirms that for decision taking this means approving development proposals that accord with the development plan without delay.

4.4.5 Paragraph 88 relates to the rural economy and states that planning policies and decisions should enable:

- The sustainable growth and expansion of all types of business in rural areas;
- The development and diversification of agricultural and other land-based rural businesses;

Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) (as amended)

4.4.6 The proposed access arrangements could, in part, fall within the scope of Schedule 2, Part 6, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), which permits the formation or alteration of private ways reasonably necessary for the purposes of agriculture, subject to limitations and prior notification.

4.4.7 However, Part 6 permitted development rights do not apply where any part of the development is within 25 metres of the metalled part of a classified road. As the proposed access connects directly to Horsham Road (B2135), a classified road, the works would not fully benefit from these rights. In addition, the residential spur intended to serve the dwellinghouse does not constitute agricultural development and therefore falls outside the scope of Part 6.

4.4.8 Accordingly, the proposed access arrangements are reasonably considered as part of the current planning application, as they would enhance highway safety by separating third-party agricultural, commercial, and residential traffic from that associated with the applicant's property, which is currently outside the owner's control.

5 APPRAISAL

5.1 The issues of relevance in the determination of the application are considered to be as follows:

- Principle of development
- Design and Visual Impact
- Ecology and Biodiversity Net Gain
- Traffic and Access

5.2 These issues are considered in further detail below.

5.3 Principle of Development

5.3.1 Policy 26 of the HDPF states that outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Any proposal must be essential to its countryside location, and in addition fall within prescribed criteria which includes : supporting the needs of agriculture. In addition, a proposal must be of a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects, and/or conserves, and/or enhances the key features and characteristics of the landscape character area in which it is located.

5.3.2 The proposal would support the operational requirements of the agricultural business. At present, the does not benefit from an independent access and instead relies on an existing entrance, after which vehicles must cross open farmland without a defined track to reach the land and building. This arrangement becomes particularly problematic during wetter months due to the type and weight of machinery using the route. The proposed access would therefore provide a safer and more dependable year-round solution for the applicant.

5.3.3 The proposal is considered to sit comfortably within the immediate context of the area. It would be set back from the road and its appearance would be consistent with other field gates on Horsham Road due to its rural and countryside location.

- 5.3.4 The proposal is therefore considered to adhere to Policy 26 due to its essential agricultural need to protect the future farming of the land. The proposal will also not result in any increase in activity.

5.4 Design and Appearance

- 5.4.1 Policy 10 of the HDPF states that in the countryside development which maintains the quality and character of the area, whilst sustaining its varied and productive social and economic activity, will be support in principle. Any development should be appropriate to the countryside location and must 1) contribute to the diverse and sustainable farming enterprises within the district, or in the case of other countryside based enterprises and activities, contribute to the wider rural economy.
- 5.4.2 The proposed access gate measures 5m wide and is of comparable appearance to other field gates on Horsham Road. Its size is suitable for access by farm vehicles and equipment needed to sow and harvest crops associated with the holding.
- 5.4.3 The positioning of the gate has been carefully considered from both an ecological and highways perspective. Brightplan were instructed to undertake a transport assessment to advise on the optimum location of the field gate and attached to this application is a technical.
- 5.4.5 It is therefore considered that the proposal meets the criteria within HDPF Policy 10 which supports proposals that are appropriate to their countryside location whilst contributing to the diverse and sustainable farming enterprises within the district.

5.5 Impact on Residential Amenity

- 5.5.1 Access to the land is currently taken from a single track entrance off Horsham Road, serving the applicant's residential property and the neighbouring farm to the north, which is outside the applicant's ownership. The creation of a new access would provide a dedicated means of access to serve the applicant's barn, land and dwelling.
- 5.5.2 The proposal would reduce the volume of agricultural machinery using the existing access, which currently serves multiple agricultural holdings and residential properties, thereby improving highway safety and reducing noise, disturbance and potential conflict associated with agricultural vehicle movements, to the benefit of residential amenity.

5.5.2 There are no residential properties within close proximity of the proposed access other than the applicants.

5.6 Trees

5.6.1 A topographical survey was undertaken by Inco Surveys which reported no significant trees or hedgerows would be affected by the proposal.

5.6.2 The proposal would therefore have no harmful impact on trees and landscape.

5.7 Flood Risk

5.7.1 The site lies in flood zone 1. As seen in figure 5.1. It is also in an area which is not in risk of surface water flooding. As such there is no requirement to provide a Flood Risk Assessment.

Figure 5.1 – Flood Map for Planning Service (Source: Gov.uk)



5.8 Ecology and Biodiversity Net Gain

5.8.1 The submission is supported by a Protected Species Walkover Survey (prepared by AEWC, December 2025) to assess the site for the potential presence of any protected species or

species of conservation concern and identify habitats of conservation importance. In summary, the report states:

- The site is approximately 0.64ha in size and largely comprises a grass field and an area of unsealed hardstanding, with native hedgerows along the eastern and northern boundaries.
- No further surveys are recommended.
- Precautionary working method statement regarding hazel dormouse and reptiles must be produced and adopted for the works.
- Further recommendations to avoid ecological impacts are detailed in Section 6 of the accompanying report. These include, but are not limited to, minimisation and careful control of lighting, hedgerow clearance outside of the breeding bird period, and observing good building practice.

5.8.2 A Biodiversity Net Gain Assessment was undertaken by AEWC dated December 2025 and is attached to this application, a summary of which is as follows:

- The estimated existing and post-development biodiversity value of the habitats on the site is calculated using the Defra Statutory Biodiversity Metric Calculation Tool.
- Ecological enhancements built into the development design include planting of 50m of new native hedgerow, and condition enhancement of a 0.2ha belt of modified grassland along the eastern boundary from poor to moderate condition. This will be achieved through re-seeding and appropriate ongoing management to improve the species diversity of the grassland. In terms of the BNG metric, these are sufficient to offset the loss of the baseline habitats on the site. Trading rules have been satisfied.
- The headline results indicate that there is an estimated net gain of 13.91% for habitat units.
- The hedge-line results show an estimated increase 0.14 hedgerow units which corresponds to a 10.22% net gain.

5.8.3 No new lighting is proposed or required as part of the proposal.

5.8.4 The proposal would therefore comply with Policy 31 of the HDPF.

5.9 Traffic and Access

5.9.1 The existing access is a single width residential and farm entrance that does not allow tractors and private vehicles to pass simultaneously. This often results in delays, with larger vehicles having to wait for access to clear before entering. The proposed access will alleviate this issue by providing a dedicated entrance used only by the applicants to serve their agricultural barn and land along with their residential property. It has been positioned at the most suitable point along Horsham Road. It will provide the following:

- The PIA record does not reveal any pattern in terms of distribution, severity, or incident circumstance that would be exacerbated by the proposal.
- The site's existing access cannot achieve appropriate visibility in accordance with Design Manual for Roads and Bridges (DMRB) requirements.
- The proposed access would take the form of a 4.8m wide gated access with 2.0m x 2.0m chamfers.
- The proposed vehicle access would provide visibility splays in accordance with Design Manual for Roads and Bridges (DMRB) requirements based on the surveyed 85th percentile design speeds.
- The proposed site access has been subject to a vehicle swept path analysis demonstrating the access would appropriately serve all the requisite vehicle classes.
- The redistribution of the existing vehicle trips through the proposed access would have no material impact on the local road network in terms of highway capacity and safety.

6 CONCLUSION

- 6.1 This Planning Statement has been prepared in support of a planning application for the creation of a new farm and residential access to serve Kilham Barn and the adjoining dwelling at Land to the West of Horsham Road.
- 6.2 The proposal seeks to establish a separate access to the land, farm building and residential property, all of which are within the applicant's ownership and will provide safe, year-round access to the land.
- 6.3 The proposed access will form a properly constructed track, formalising the current arrangement, which can become problematic during wetter months, particularly when used by agricultural vehicles.
- 6.4 The access has been designed to meet relevant highways technical standards. Its siting has been informed by an ecological appraisal and careful consideration of its visual impact within the surrounding countryside setting.
- 6.4 The proposal will provide a BNG net gain of 13.91% for habitat units and 10.22% gain for hedgerow units.
- 6.5 It is hoped that Horsham District Council can support the proposal.