Horsham District Council

DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:
DC/24/0623
Coombelands Equestrian, Stane Street, Codmore Hill, West Sussex, RH20 1BQ

DESCRIPTION:
Replace warm up area with the erection of a show jumping arena, viewing gallery and provision of grass summer parking area.

RELEVANT PLANNING HISTORY:

DC/20/0326	Erection of livery stables with associated facilities and two units of grooms accommodation above, machinery store, horse walker, creation of an access track and parking area	Application Permitted on 21.12.2020.

DESCRIPTION OF THE SITE

The application site (4.93ha) forms a parcel of land within the wider site boundaries of Coombelands Equestrian, comprising approx. approx.18.00 ha in total. The site is located to the west of the settlement of Codmore Hill, south of Hill Farm Lane which is a narrow country lane. The site is located to the southeast of Hill Farm Barn and Hill Farm House, both of which are Grade II listed buildings, and southeast of part of the low 'L' shaped range of outbuildings to the east of the farmhouse. These structures are all located outside of the application site boundaries. The site lies outside of any defined built-up area boundary and is located within the countryside.

Coombelands Equestrian itself is an established Equestrian Centre with a cross country schooling course, show jumping schooling facilities, dressage arenas on dry grass and all-weather gallops. The existing equestrian enterprise holds One Day Events, Hunter Trials, and clinics throughout the year as well as British Eventing Horse Trials and Classes. There is also an all-weather arena for hire. The site has been in operation for such purposes for many years with planning permission granted under DC/10/2382 for the creation of a 50m by 80m sand school with timber post and rail fence on the site of an existing equestrian/schooling paddock. At the time of this application, it is noted that the uses as described above were in operation.

The wider surrounding site was originally part of a wider Hill Farm complex, under a single ownership, but has been subdivided over time and now comprises approximately three different holdings including Coombelands Farm, Coombelands Stables and Coombelands Equestrian Centre. Agricultural and farming activities are still active, however the primary equestrian activities including stabling, schooling are prevalent.

To the north and immediately bordering the northern boundary of the application site are two atcost barn buildings that are clad in profiled metal sheeting (identified on plan as Barn 3 and 4) and beyond these are two other atcost Barns (identified on plan as Barn 1 and 2) all of which are associated with the neighbouring site.

There are three existing access tracks to the original wider farm complex, one serving Hill Farm Bungalow to the west of the application site, one serving Hill Farm House to the northwest of the application site and one serving the barns immediately adjacent to the application site. Access to the application site itself is via the A29 (Stane Street). A spur road from the existing access track is proposed to facilitate a new access to the application site itself.

The topography of the land undulates and falls moderately from north to south beyond the adjacent gallops. This changes how the buildings are viewed within the context of the site, particularly from longer views from the south looking northwards. The application site is separated from the existing training school and gallops by hedgerows to the field boundaries. There is a disused quarry to the south of the converted listed barn. There is a public footpath (PROW 1995) to the west of the site, which runs towards Pulborough and passes along a northeast / southwest axis between the buildings and adjacent listed residential properties known as Hill Farm House and Hill Barn, before joining PROW 1996 which runs along the east/west axis towards Stane Street adjacent to the southern boundary of the application site.

In 2020 planning permission was granted for a large equestrian building comprising 25 stables, associated parking, horse walker, two staff flats and associated storage. The development facilitates the growth of the equestrian activities and international competition at the site. Ground works have commenced on this development.

DESCRIPTION OF THE APPLICATION

The application seeks full planning permission for the following:

- A 50 x 90m show jumping arena to replace the existing warm up area
- A new parking area and associated internal access (grassed parking area during May – September).
- A low-level timber viewing gallery located between arenas 1 and 3.

RELEVANT PLANNING POLICIES
The National Planning Policy Framework (NPPF):

Horsham District Planning Framework (2015):
Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 4 - Strategic Policy: Settlement Expansion
Policy 7 - Strategic Policy: Economic Growth
Policy 9 - Employment Development
Policy 10 - Rural Economic Development
Policy 11 - Tourism and Cultural Facilities
Policy 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 - Strategic Policy: Countryside Protection
Policy 29 - Equestrian Development
Policy 30 - Protected Landscapes
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 34 - Cultural and Heritage Assets
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 43 - Community Facilities, Leisure, and Recreation

Neighbourhood Plan
Pulborough Parish Neighbourhood Development Plan **(**Referendum Version) July 2024
Policy 13 - Community Facilities
Policy 15 - Design
Policy 16 - Water Neutrality

Paragraph 33 of the NPPF requires that all development plans complete their reviews no later than 5 years from their adoption. Horsham District Council is currently in the process of reviewing its development plan however at this stage the emerging policies carry only limited weight in decision making. As the HDPF is now over 5 years old, the most important policies for the determination of this application must be considered as to whether they are 'out of date' (NPPF paragraph 11d). This includes, for applications involving the provision of housing, whether the Council can demonstrate a five-year supply of deliverable housing sites (NPPF footnote 8).

The Council is currently unable to demonstrate a five-year supply of deliverable housing sites, with the supply currently calculated as being 2.9 years. The presumption in favour of development within Paragraph 11d) of the NPPF therefore applies in the consideration of all applications for housing development within the district (unless footnote 7 or Paragraph 14 applies to relevant applications), with Policies 2, 4, 15 and 26 now carrying only moderate weight in decision making.

All other policies within the HDPF as itemised above have been assessed against the NPPF and are considered to be consistent such that they continue to attract significant weight in decision making.

Horsham District Local Plan (2023-40) (Regulation 19):
Strategic Policy 1: Sustainable Development
Strategic Policy 2: Development Hierarchy
Strategic Policy 8: Sustainable Design and Construction
Strategic Policy 9: Water Neutrality
Strategic Policy 10: Flooding
Strategic Policy 11: Environmental Protection
Strategic Policy 12: Air Quality
Strategic Policy 13: The Natural Environment and Landscape Character
Strategic Policy 14: Countryside Protection
Strategic Policy 16: Protected Landscapes
Strategic Policy 17: Green Infrastructure and Biodiversity
Strategic Policy 19: Development Quality
Strategic Policy 20: Development Principles
Policy 21: Heritage Assets and Managing Change within the Historic Environment
Strategic Policy 24: Sustainable Transport
Policy 25: Parking
Strategic Policy 27: Inclusive Communities, Health, and Wellbeing
Policy 28: Community Facilities, Leisure, and Recreation
Policy 31: Rural Economic Development

West Sussex Joint Minerals Local Plan (2018)
Policy M9 - Safeguarding Minerals

Supplementary Planning Guidance:
Planning Obligations and Affordable Housing SPD (2017)
Community Infrastructure Levy (CIL) Charging Schedule (2017)

Parish Design Statement:
Pulborough Parish Design Statement 2013

Planning Advice Notes:
Facilitating Appropriate Development
Biodiversity and Green Infrastructure

REPRESENTATIONS AND CONSULTATIONS RESPONSES
Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

Consultations:

INTERNAL CONSULTATIONS

HDC Arboricultural officer: No Objection

HDC Conservation: No Objection

HDC Environmental Health: No Objection (subject to conditions)

HDC Landscape Architect: Comment

We acknowledge that a new hedge is proposed to screen views as mitigation, though there is a lack of levels information in the submission for us to assess whether this would be effective. While we do not believe that an LVA is required and would ask that further information in the form of a section through the site bisecting the PRoW, hedge and building to be supplied.

OUTSIDE AGENCIES

Ecology Consultant: No Objection

Natural England: (standing advice) Objection

It cannot be concluded that existing abstraction within the Sussex North Water Supply Zone is not having an adverse effect on the integrity of the Arun Valley SAC/SPA/Ramsar sites. Developments within Sussex North must therefore must not add to this impact and one way of achieving this is to demonstrate water neutrality. The definition of water neutrality is the use of water in the supply area before the development is the same or lower after the development is in place.

To achieve this Natural England is working in partnership with all the relevant authorities to secure water neutrality collectively through a water neutrality strategy. Whilst the strategy is evolving, Natural England advises that decisions on planning applications should await its completion. However, if there are applications which a planning authority deems critical to proceed in the absence of the strategy, then Natural England advises that any application needs to demonstrate water neutrality.

WSCC Highways: No Objection

WSCC Lead Local Flood Authority: No Objection

WSCC Rights of Way: No Objection

WSCC Fire and Rescue Service: Comment

Providing a fire hydrant is provided in the area indicated on the plan, supplied by, and fitted to a minimum main size of 90mm (preferably 125mm main as this is a commercial development), West Sussex Fire & Rescue Service (WSFRS) are informed it is in place and ready for use, the condition raised will be met. However, on far too many occasions WSFRS are not informed when the fire hydrant is in place and ready for use, the commercial unit(s) are in use, which then puts lives and properties at risk in the event of a fire.

South Downs National Park*:* No Objection

PUBLIC CONSULTATIONS

Representations:

1 letter of Objection have been received from 1 address, objecting to the application on the following grounds:

- Concerned that the proposed parking will be additional parking rather than alternative.
- Intensification of use over the last 26 years
- Parking areas incorrectly identified on original plan.

- Noise
- Dust clouds
- Smells from burger vans during events.
- Horsebox Accidents when using Hill Farm Lane

2 letters for Support have been received from 2 addresses, supporting the application on the following grounds:

- An excellent venue, much needed facilities to support local businesses.
- Application welcomed in principle. Would encourage growth of existing hedging to western edge of the car park and new mature hedging to north/south to protect walkers along PROWS and nearby residential properties from views over car park.

Parish Comments:
Pulborough Parish Council: No Objection

Member Comments:
None received.

HUMAN RIGHTS AND EQUALITY:
The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

Background

The principle of development for the keeping of horses and equestrian related activities on the application site is long established and equestrian activities includes Show jumping training; Dressage; Cross Country; as well as having a client base including Local Pony Clubs, Local Riding Clubs, professional riders, and professional instructors who host training sessions, the site includes Coombelands Stables (for approx. 30 horses). The current application seeks to replace the warm up area with the erection of a show jumping arena, along with the addition of a viewing gallery and the provision of a grass summer parking area.

It is advised within the Planning, Design and Access Statement (PDAS) that Arena 1 is used for horses kept at Coombelands stables, other than on show days or when professional instructor run training sessions, Arena 2 is used for public hiring other than when shows are taking place. The arenas are only used during daylight hours, and this restricts their availability to just 8 bookings each per day. It is advised that this does not meet the current demand during peak hours, although overall bookings rates vary between 2 and 8 per day.

It is advised that during competitions such as show jumping, which are held twice weekly, the shows attract between 75 and 200 competitors. The horseboxes and trailers used to transport horses to and from the show varies between 30 and 60, their arrival and departure times are staggered around the competition classes that riders take part in. It is advised that in the past year Coombelands hosted 116 show jumping competitions.

It is advised that during competitions such as Cross Country shows that historically up to 12 cross country and one/two-day events were held each year and attracted up to 150 horses / ponies resulting in the parking of between 60 and 90 horseboxes and trailers on the site within the main car park and large summer parking field close to the entrance of the A29. It also generated approx. 20-30 cars per show. These events are to be reduced to no more than 4 cross country / one day events each year.

Proposed Enterprise

The current application proposals (DC/24/0623) seek full planning permission for a 50m x 90m show jumping arena on the site of the existing warm up area, along with a low-level timber viewing gallery located between arenas 1 and 3. It is proposed that the new horsebox / lorry parking area with associated internal access, for use during the summer months (May – September) would significantly reduce the number of times that the existing main parking area would be used (advised as being in use only in winter months or in very bad weather rather than year round). It is also advised that the existing summer 'one day' event parking field will only be used for overflow, if required, on the odd occasion during the year.

It is advised within the PDAS that the new arena would increase the training potential of the site by up to 8 slots a day, and that most of these slots would be taken up by the horses in the approved stables.

It is advised in the PDAS that two large shows are to take place each year in place of a number of show jumping and cross-country events which historically take place throughout the year. These events will be reduced from 12 to no more than 4 cross country / one day events each year. These events attract up to 150 horses transported in 60 – 90 horseboxes / trailers. As stated in the 2020 planning application, the venue is looking to attract more international riders and to host FEI events (Federation Equestre Internationale Events). These large events are likely to be attended by up to 400 Horses.

The larger shows would run over 2/3 days, however as the show jumping arenas have a fixed capacity the events do not generate more equestrian traffic. On show and training days, traffic is staggered throughout the day. Even where a number of horses boxes arrive or depart at the same time the access drive is 150 metres long and provides ample space for vehicles to pull over to let incoming vehicle boxes pass.

It advised that the new arena would increase training potential by 8 slots a day albeit many of these slots would be taken up by horses within the approved stables, on show days the arena could accommodate around 150 ridden rounds. As many riders do more than one jump courses it is not anticipated that there would be an increase in the number of horses attending the centre. It is anticipated that many professional riders would bring multiple horses in their horseboxes, in order to take advantage of the broader range of classes available. Therefore, this would reduce the number of shows they attend as a mixed range of horses can be ridden at one show. Horses in the approved yard would also not need to travel.

Principle of Development:

Paragraph 88 of the National Planning Policy Framework states that planning policies and decisions should enable:

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, beautiful new buildings.
b) the development and diversification of agricultural and other land-based rural businesses.
c) sustainable rural tourism and leisure developments which respect the character of the countryside.

Policy 10 (Rural Economic Development) of the Horsham District Planning Framework (HDPF) states that development in the countryside should be appropriate to the countryside location and 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 and/or promote recreation in, and the enjoyment of, the countryside.

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. In addition, proposals must be of a scale appropriate to its countryside character and location, and would not lead, either

individually or cumulatively to a significant increase in the overall level of activity in the countryside and protects and/or conserve, enhances key features and characteristics of the landscape character in which it is located. The strategy for Rural Economic Development reinforces the government's commitment to encouraging sustainable rural business whilst maintaining the quality and special character of the countryside.

Policy 29 (Equestrian Development) of the HDPF states that 'Development for equestrian related development will be supported provided that it can be demonstrated that the re-use of existing buildings on site for related equestrian use is not appropriate before new or replacement buildings are considered; the proposal would be appropriate in scale and level of activity, and be in keeping with its location and surroundings, and where possible is well related to existing buildings; and the proposal should where possible be well related to a bridleway network'.

The proposed equestrian structures in connection with the wider equestrian use of the site, are considered to comply with Policies 10, 26 and 29 of the HDPF 2015 subject to a thorough assessment against all other relevant policies.

Design and Appearance:

Policies 32 and 33 of the HDPF require development to provide an attractive, functional, accessible, safe and adaptable environment, and to ensure that developments will complement locally distinctive characters and heritage, and that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant relates sympathetically with the built surroundings, respects the character of the surrounding area, and uses high standards of building materials, and finishes.

The site is currently occupied by 2 No. existing show jumping arenas (Arena 1 & 2), measuring 50m x 80m and 42m x 90m. The area of the proposed arena (Arena 3) is currently used as a warmup area.

The application proposals include a 50m x 90m show jumping arena on the site of the existing warm up area along with a low-level timber viewing gallery located between arena 1 and the new arena 3, and a grassed car parking area (comprising an internal access to this area).

It is evident from the officer site visit that Arena 1 sits at a higher level to the rear of the warmup arena and is screened by a hedge. Arena 2 is at a higher level and is located to the east of the warmup arena. Proposed arena 3 would continue to sit at a lower level to arenas 1 and 2 and would be enclosed by a simple post and rail fence with the same surfacing as the existing warm up arena and arenas 1 and 2.

The proposed 50m x 90m show jumping arena would comprise a moveable silica and fibre surface to match the existing along with low level timber kick boards, with post and rail fencing around each side.

The proposed single storey glazed, and timber viewing gallery is approx. 7m wide and 60 metres long. In regard to materials, the viewing gallery has the appearance of a simple rural vernacular structure in terms of its timber frame, however the elevations comprise fixed glazing panels within timber frames to the north, south, east, and west sides of the building, to allow views across the arena's. The proposed viewing gallery sits under an insulated metal cladded roof and has wooden decking surrounds around the base of the building.

The proposed car parking area would have a grass surface with a fine layer of sandstone, the new access track would comprise Type 1 MOT in order that it freely drains, and grass can grow through. The proposed vehicular parking area has been sited to respect the line of the public footpath.

The proposals are considered to comply with Policies 32 and 33 of the HDPF 2015.

Amenity Impacts

Policy 33 of the HDPF states that development should, amongst other things, respect amenities of neighbouring properties and the locality**.**

The proposals seek to move an element of parking away from the northern boundaries of the application site during summer months when the equestrian site is at its busiest.

Private Amenity
The proposals seek to allocate a specified area (shaded blue on the proposed parking plan) to be used by larger vehicles for summer parking, this will ensure that horse transport vehicles are contained in an allocated summer parking area away from the northern site boundary. The area would be visually discrete and away from any local residents. Drawing no 2020/21/13 A marks out the existing and proposed parking areas which provides clarity in regard to the parking arrangements.

Visual Amenity
The proposed arena, building and parking area will be well screened from the north, south and east. From the west it will be visible from parts of footpaths 1995 and 1996. However it will be seen in the context of the existing arenas, the cross country course and the approved equestrian centre that will be located the west of arena 3.

The proposals are considered to accord with Policy 33 of the HDPF 2015.

Trees and Landscaping:

Policy 31 of the HDPF requires development to maintain or enhance the existing network of green infrastructure and states that proposals which would result in the loss of existing green infrastructure will be resisted unless it can be demonstrated that new opportunities will be provided that mitigates or compensates for this loss and ensures that the ecosystem services of the area are retained.

Policy 25 of the HDPF states that the Natural Environment and landscape character of the district, including the landscape, landform, and development pattern, together with protected landscapes and habitats will be protected against inappropriate development.

The Council's Landscape Consultants and Tree Officers have been consulted.

The Council's Tree officer has raised no objections subject to imposition of a landscape condition.

The Council's Landscape Consultants originally requested a LVA be carried out but after consideration of further information submitted by the Applicant advised that they still had concerns '*with regard to the change in perceptual qualities and views experienced by users of the PRoW on site', and* that they *'acknowledge that a new hedge is proposed to screen views as mitigation, though there is a lack of levels information in the submission for us to assess whether this would be effective. While we do not believe that an LVA is required and would ask that further information in the form of a section through the site bisecting the PRoW, hedge and building to be supplied.'*

In this particular case, it is considered that in light of the development granted under DC/20/0326 for '*the erection of livery stables with associated facilities and two units of grooms accommodation above, machinery store, horse walker, creation of an access track and parking area'* as approved in 2020, with land works having been commenced on site to implement the permission, that the proposed arena would be viewed within the context of the wider development and as such there would not be any appreciable or significant visual impacts on the appreciation of the wider landscape or countryside. It is considered that a standard landscape condition and materials condition be imposed to secure the details of the proposed development.

Subject to the imposition of conditions, it is considered that the proposals comply with Policies 25 and 31 of the HDPF 2015.

Heritage

Policy 34 of the HDPF sets out the Council recognises that heritage assets are an irreplaceable resource, and as such the Council will sustain and enhance its historic environment through positive management of development affecting heritage assets.

The Council's Conservation Officer has been consulted and has advised that '*the proposed structure and landscape alterations will not affect the setting of the neighbouring listed buildings'*.

It is considered that the proposals comply with Policy 34 of the HDPF 2015.

Highways Impacts:

Policy 40 of the Horsham District Planning Framework states that transport access and ease of movement is a key factor in the performance of the local economy. The need for sustainable transport and safe access is vital to improve development across the district. Policy 41 of the Horsham District Planning Framework states that development that involved the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere. Adequate parking facilities must be provided within the developments to meet the needs of the anticipated users.

Chapter 9 of the NPPF sets out the Governments aspirations for the promotion of sustainable transport, and details how the transport and highways implications arising from the development proposals should be considered in planning terms. Paragraphs 110 to 113 of the NPPF are particularly relevant when assessing the appropriateness of a proposal in highway terms. Paragraph 110 requires that appropriate opportunities to promote sustainable transport modes should be considered, and that safe and suitable access to the site can be achieved for all users. In addition, it requires that any significant impacts from the development on the transport network or on highway safety can be effectively mitigated.

The Applicants have submitted a Transport Statement (by Bright Plan - revised July 2024) in support of the application proposals which sets out that '*the visibility at the site access has been assessed using design speeds based on the posted speed limits to the north and south of the access'*. Visibility splays have been satisfactorily demonstrated on plan 2024-6639-002. A swept path analysis has also been carried out for a variety of different size vehicles including large estate cars, fire tenders, cars towing a horsebox, rigid horse box, as well as for passing vehicles along the access road. The swept path analysis has been demonstrated as being acceptable.

It is advised within paragraph 3.5.2 that the proposed summer parking area to the south of the show jumping arenas accessed via the new access road, would have a capacity for approx. 65 horseboxes (including a mixture of trailers and pantechnicons) or 200 + cars. The parking would be managed by site operators during competition times.

Traffic generation

Paragraphs 4.2 and 4.3 of the Transport Statement sets out the number and type of vehicle movements anticipated with each type of equestrian events and the likely changes to traffic generation post development.

Existing day to day traffic generation	*Two-way trips*	*Proposed day to day traffic generation.*	*Two-way trips*	*Max Net Change*
Day to day: 245 evets per year 15 horseboxes / 1-5 cars	40	Day to day: 245 evets per year 30 horseboxes / 1-5 cars	70	+30
Cross country / one day events: 12 x a year 60-90 horse boxes / 20-30 cars	160-240	Cross country / one day events: reduced to 4 x a year. 60-90 horse boxes / 20-30 cars	160-240	0
Typical Show Jumping Events: 116 show jumping events per year, 30-90 horseboxes / 5-15 cars	70-150	Typical Show Jumping Events: 116 show jumping events per year, 30-70 horseboxes / 5-15 cars	70-170	+20
Larger Show Jumping Events 2 x a year. 300 horses, 50-80 horseboxes / 10-30 cars	120-220	Larger Show Jumping Events 2 x a year. 400 horses, 63-110 horseboxes / 10-30 cars	146-280	+60

It is advised that the proposals are expected to generate an additional 30 vehicle trips on the busiest of typical days (no events), and an additional 26-60 vehicle trips on the largest event days (2 per year).

Vehicle trips would follow the same distribution pattern throughout the day as the existing site, with arrivals and departures on the largest event days spread across multiple hours and being largely tidal.

Whilst the maximum net change figures appears to demonstrate that there is an increase in the traffic generated for at least three types of events held at Coombelands Equestrian, it is also noted that the number of cross country / one day events held over the course of the year has reduced from 12 to 4 events per year, and as such this would balance out the overall traffic generation figures over the course of the year as vehicle trips associated with larger events would be reduced.

It is advised within the Transport Statement that the extant permission in respect of the 2020 planning application (planning ref: DC/20/0326 - stables for up to 18 horses) stated that the yard generates 10 – 15 daily two-way vehicle trips Monday to Friday, and on 30 – 50 daily two-way vehicle non-competition weekends. The approved facility will reduce horse transport movements below those set out in the table above as horses kept at the stables will not need to travel to Coombelands for training or competitions.

West Sussex County Council Highways Authority have been consulted and they have advised that the site is located off Stane Street, an A-classified road subject to a speed restriction of 30 mph in this location. Vehicle access to the site is currently served from a 4.8m wide bell mouth adjoining Stane Street. The LHA previously provided consultation advice for this site for application DC/20/0326, of which no highway safety concerns were raised and that '*there were no recorded injury accidents attributed to road layout or defect within the vicinity of the site. Therefore, there is no evidence to suggest the existing access has been operating unsafely, or that the proposals would exacerbate an existing safety concern*.'

The LHA advises that in respect of capacity, and taking account of trip generation data for both the existing and proposed uses in respect of typical day-to-day trips, day events, competitions and larger show jumping events, noting that the proposed development would give rise to an additional 30 two-way trips on a typical day, an additional 20 trips on show jumping competition days and up to 60 additional trips on larger show jumping event days, that given the levels currently generated by the wider site as existing, the LHA is satisfied that the expected increase in trips can be accommodated into the local highway network without adverse effect and would not result in an unacceptable impact on the highway safety or 'severe' cumulative impacts on the operation of the highway network.

WSCC PROW have advised that *'the legal definitive line of Public Footpath 1996 must be retained with a minimum width of 2m. If fencing or planting is to be added to the boundary of the footpath consideration should be given to future growth and the impact upon the maintenance of this minimum width. Barbed wire should be avoided*', and that '*access must be available at all times and the route unobstructed; no additional gates or barriers must be added unless with the prior application and approval of this department*'. The WSCC PROW have raised no objections to the proposals.

The proposals are therefore considered to accord with Policy 40 and 41 of the HDPF 2015 and the NPPF para 115.

Ecology:

Policy 25 of the HDPF seeks to preserve the Natural Environment and Landscape Character and to protect biodiversity, whilst seeking net gains in biodiversity where possible.

The Council's Ecology Consultants have been consulted and have advised that they have reviewed the applicants supporting documents including the Planning, Design, and Access Statement (ELawrence Planning, April 2024). No ecological information was provided with the application and therefore a desk study was carried out to determine the likely impacts upon designated sites, protected and Priority species & habitats. This included a review of the Sussex Biodiversity Record Centre, Magic Maps, and aerial imagery.

In regard to protected and Priority species, the Council's Ecology Consultants note that the PDAS (ELawrence Planning, April 2024), indicates the proposal is for the new riding arena would be on the footprint of the existing warm up arena and concentrated within the built development in a part of the site which is already developed and/or hard surfaced for equestrian use.

The Council's Ecology Consultants are satisfied that there is sufficient ecological information available for determination and have no objections on ecological matters.

No objections have been raised subject to the imposition of condition in respect of the biodiversity enhancement layout.

The Council's Ecology Officer (BNG) has also been consulted and has advised that they are satisfied with the amendments made to the landscape plan and has advised that the hedgerows and other neutral grassland habitat now provide good ecological connectivity, joining up the existing hedgerows on site. Clarification of the location of the hedgerow relative to the public footpath and the current use of chemicals for land management was also welcomed. It has been advised that the habitats proposed are feasible and their target conditions will be achieved by 30 years.

The proposals are therefore considered to be in accordance with Policy 25 of the HDPF 2015.

Water Neutrality:
The application site falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.

Natural England advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone.

The applicants have submitted a water neutrality statement which states that there is currently one WC and washroom on the site, along with a small kitchenette within the facilities building. The W.C, which is suitable for disabled persons, can be used by competitor's and spectators, although it is advised that this is rare.

It is advised that the arenas are hired out in an hourly basis and rarely do riders and others need to use the on-site toilet. Most people attending the course for training live locally and return home immediately after their training session. Details submitted within the Water Neutrality statement advises that other riders, including those travelling with several horses, have W.Cs in their horse boxes, and that for competition days portable toilets are hired in and then removed after the shows. Overall, the number of shows will decrease with the proposal as the number of cross-country events reduces from 12 plus to a maximum of 4. It is advised that the proposal will not require any changes to the above practice.

Consequently, there is no clear or compelling evidence to suggest the nature and scale of the proposed development would result in a more intensive use of the site necessitating an increased consumption of water that would result in a significant impact on the Arun Valley SAC, SPA and Ramsar sites, either alone or in combination with other plans and projects. The grant of planning permission would not therefore adversely affect the integrity of these sites or otherwise conflict with policy 31 of the HDPF, NPPF paragraph 186 and the Council's obligations under the Conservation of Habitats and Species Regulations 2017.

Drainage and Flood Risk:

Policy 38 of the HDPF is designed to ensure development adapts to the likely changes in the future climate and flood risk is not increased.

The applicants have submitted a Flood Risk Assessment and Drainage Strategy by BP Civils (September 2024).

The applicants advise that the arena will act as a natural soakaway that filters the water and complies with natural drainage techniques that are widely promoted. The proposal will improve surface water drainage.

The FRA identified the site as falling within a 'High' groundwater vulnerability zone.

Surface Water
In respect of the existing drainage and Surface Water, it is advised that Southern Water's public sewer records do not identify any public surface water sewers on the site, or within the wider vicinity of the site. It is also advised that the site is not currently served by any positive drainage infrastructure and therefore drains naturally, there are no ordinary watercourses and/or Main Rivers on-site, or in the immediate vicinity of the site and Greenfield run-off rates have been established in relation to the site area (4.93Ha) using HR Wallingford's 'Greenfield run-off rate estimation' tool.

Foul Water
In respect of foul water Southern Water's public sewer records do not identify any public foul water sewers on the site, or within the immediate vicinity of the site. It is advised that the nearest public foul water sewer is shown to be located to the south-east of the site, flowing in a southerly direction beneath the A29. The depth of this sewer is not recorded.

The Environment Agency's Flood Maps identifies the site falling fully within Flood Zone 1. Which is identified as having a less than 0.1% annual probability of river or sea flooding.

The Long-Term Flood Risk Map for Surface Water identifies the site as being at 'Very Low' risk of surface water flooding. It is advised that an area of 'High', 'Medium' and 'Low' risk of surface water flooding is identified to the south-east of the existing and proposed arenas. The Long-Term Flood Risk Map for Reservoirs does not identify the site as being at risk of flooding from these sources. There are no existing records of historic flooding at the site.

In respect of the sequential test which seeks to steer development to the areas with the lowest risk of flooding, taking account of all flood sources and climate change, it is considered that the proposals accord with the sequential test as the site is located fully within Flood Zone 1, and has been assessed as being at 'Very Low' or 'Low' risk of flooding from all of the potential sources of flood risk considered.

The FRA advises that the development proposed falls within the "Less Vulnerable" flood risk vulnerability classification (Annex 3: Flood risk vulnerability classification, NPPF) and is appropriate in Flood Zone 1 (Flood Risk and Coastal Change Table 2). Flood Risk and Coastal Change, confirms that "Less Vulnerable" development is acceptable in Flood Zone 1, and therefore application of the Exception Test is not required.

Mitigation measures are however proposed within the FRA as follows:

i. With the exception of the proposed viewing gallery, the proposed development will consist of permeable, free-draining surface finishes, requiring no dedicated drainage infrastructure to support these areas. Rainfall will percolate into the underlying soils, as existing. The proposed viewing gallery will be served by rainwater pipes, which will drain freely to the existing ground. Should extreme rainfall events occur which exceed that of the capacity of the gutters/rainwater pipes, these will overtop and drain to the surrounding landscaping.
ii. Groundwater levels have not been established on site, however, given the sloping nature of the site (which falls broadly from north/north-east to south/south-west within the extents of the red line boundary – the exception being the existing access road at the south-eastern extent) should groundwater emerge on site, this would mimic the characteristics of surface water flooding, following the natural topography of the site. The existing arenas have been levelled, in order to form a 'platform' for their intended use, as will be the case for the proposed arena. The proposed viewing gallery is to be raised above existing ground level as per the architectural drawings which will provide some freeboard in relation to existing ground levels.
iii. The site is largely identified as being at 'Very Low' risk of surface water flooding, helped by the sloping nature of the site. The areas and extents identified as potentially being at risk of surface water flooding have anticipated depths of up to 30cm of flooding. The architectural development proposals demonstrate

that the proposed viewing gallery will be raised above existing ground level to provide some freeboard in relation to existing ground levels.

The FRA concludes that the completion of the development will not increase flood risk on or off the site.

WSCC LLFA have been consulted and they have advised that the applicants Flood Risk Assessment (FRA) accounts for the local flood risk issues and surface water drainage at this location and that following their review of the submitted documents, the details are considered to be in accordance with NPPF and Policy 38 in Horsham District Planning Framework and no objections are raised.

Other Matters:

Climate Change:
Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity, and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions:

- Integration of SUDS and green infrastructure to manage flood risk
- Dedicated refuse and recycling storage capacity
- Opportunities for biodiversity gain

Subject to these conditions the application will suitably reduce the impact of the development on climate change in accordance with local and national policy.

Biodiversity Net Gain (BNG):
Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) mandates that every development must achieve at least a 10% Biodiversity Net Gain (BNG (unless the development qualifies as exempt under the Biodiversity Gain Requirements (Exemptions) Regulations 2024) and that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the condition that development must not be begun unless a Biodiversity Gain Plan has been submitted to the planning authority and the planning authority has approved the Plan.

The Biodiversity Gain Plan must show how the development will achieve the required minimum 10% BNG using the statutory biodiversity metric tool and must demonstrate how the habitats will be managed and maintained for 30 years, starting from the date the development is completed. Off-site gains and significant on-site enhancements will be secured over this period by way of a Legal Agreement.

The existing site consists of an area largely laid to modified grassland and artificial unsurfaced land in the form of horse arenas and access tracks. The site is not part of any strategic wildlife corridor or enhancement network zone. For this reason, all habitats are considered to be of low strategic significance.

The applicants have submitted a Biodiversity Net Gain Assessment version 3 (31st July 2024) with the application along with Statutory Biodiversity Metrics details. It is advised that the existing area habitats includes 3.77 Ha of modified grassland, assessed as 'poor' condition; 0.16 Ha of developed land (buildings, tarmac drive, and hardstanding); 1.35 Ha of artificial unvegetated, unsealed surface (parking, access tracks and arenas). It has been determined that, of the above habitats, 0.21Ha of modified grassland be lost to development.

The proposals would create 0.17 Ha of artificial unvegetated, unsealed surface in the form of the enlarged arena and surrounds; 0.044Ha of sealed surface and developed land in the form of the arena viewing building; 0.025 Ha of modified grassland surrounding the arena, considered of 'poor' condition. The proposals would result in a 10.57% net gain in habitats and a 11.85% net gain in linear vegetative features on-site.

The Council's Ecology BNG officer has been consulted and has advised that the proposed habitats on site (excluding modified grassland, and habitats that hold a unit value of zero within the metric i.e., hardstanding and buildings) are considered significant on-site BNG in line with Planning Practice Guidance and are therefore required to be secured via legal agreement. Monitoring reports will therefore need to be submitted to Horsham District Council in years 2,5,10,15,20,25, and 30.

The applicant has made amendments to the landscape plan, and the Council's Ecology BNG officer has advised that '*the proposals of the hedgerows and other neutral grassland habitat now provide good ecological connectivity, joining up the existing hedgerows on site. Clarification of the location of the hedgerow relative to the public footpath and the current use of chemicals for land management is also welcomed.'* It has also been confirmed that *' the habitats proposed are feasible and their target conditions will be achieved by 30 years'.*

Conclusions:

The principle of the proposed development which comprises the show jumping arena, viewing gallery and permeable summer car parking are associated with the equestrian use of the site are considered to comply with Policy 26 (Countryside Protection) and Policy 29 (Equestrian Development), other matters including design and appearance, private and visual amenity; landscaping impacts; highway and pedestrian safety; ecology; water neutrality; drainage and floor risk; and BNG considerations, are all considered to be acceptable subject to imposition of appropriate conditions to secure a satisfactory development. The proposal is therefore considered to be acceptable and comply with Policies 25, 26 28, 32, 33, 38 and 40 of the HDPF 2015 and Policies 13, 15 and 16 of the Pulborough Parish Neighbourhood Development Plan July 2024, subject to completion of a satisfactory S106 agreement in regard to delivery of the required BNG.

The s106 has been signed and completed (16/06/2025) and the decision can now be issued.

Recommendation: Application Permitted

Conditions:

1. Approved plans list

2. **Regulatory (Time) Condition:** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3. **Pre-Commencement Condition:** No development shall take place, including any works of demolition, until the following construction site set-up details have been submitted to, and approved in writing by, the Local Planning Authority.
   i. the location for the loading and unloading of plant and materials, site offices, and storage of plant and materials (including any stripped topsoil)
   ii. the provision of wheel washing facilities (if necessary) and dust suppression facilities
   The approved details shall be adhered to throughout the construction period.

   Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

4. **Pre-Commencement Condition:** No development shall commence until a Biodiversity Enhancement Strategy for Protected and Priority species has been submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:
   a) Purpose and conservation objectives for the proposed enhancement measures.
   b) detailed designs to achieve stated objectives.
   c) locations of proposed enhancement measures by appropriate maps and plans.
   d) persons responsible for implementing the enhancement measures.

e) details of initial aftercare and long-term maintenance (where relevant).
The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015), and to enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

5. **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the approved structures(s) has been submitted to and approved by the Local Planning Authority in writing and all materials used in the construction of the development hereby permitted shall conform to those approved.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6. **Pre-Occupation Condition:** No part of the development hereby permitted shall be first occupied until full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:
   - Details of all existing trees and planting to be retained
   - Details of all proposed trees and planting, including schedules specifying species, planting size, densities and plant numbers and tree pit details

The approved landscaping scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped, or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed or retained planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

7. **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted the blue hatched vehicle parking area on the parking plan hereby approved to serve the development is made available for summer use only (1st May – 30th September) in accordance with approved drawing no 2020/21/13 revA. The vehicle parking area permitted shall thereafter be retained as such for its designated use during the summer months only.

Reason: To provide vehicle parking space for the use in accordance with Policy 40 of the Horsham District Planning Framework (2015).

8. **Regulatory Condition:** Access over the PROW must be available at all times and the route unobstructed; no additional gates or barriers must be added unless with the written agreement by way of an application to the Council in this regard.

Reason: To ensure adequate pedestrian access via the PROW is available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).

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

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

10, **Regulatory Condition:** No external lighting or floodlighting shall be installed other than by way of a separate planning application.

Reason: In the interests of the amenities of the locality and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

BNG condition

NOTE TO APPLICANT

POSITIVE AND PROACTIVE STATEMENT
Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/24/0623
(The approved plans will form Condition 1 on the Decision Notice of all Permitted applications)

Schedule of plans/documents **approved**:

Plan Type	Description	Drawing Number	Received Date
Supporting Docs	Companion Doc HMMP templates V1		03.03.2025
Supporting Statement	Flood Risk Assessment September 2024		31.10.2025
Supporting Statement	Hedgerow Habitat Types		31.07.2024
Supporting Statement	BNG Net Gain ASSESSMENT - V3	GS316 REV 3	31.07.2024
Supporting Statement	BNG Assessment Headline Results 2		24.04.2024
Supporting Statement	Habitat Management and Monitoring Plan V2 (27/02/2025)	NONE	03.03.2025
Supporting Statement	Transport Statement (revised July 2024)	TS01-6639	05.07.2024
Design & Access Statement	DAS 20/11/2024 and Addendum 09/09/2024	none	20.11.2024
Location plan	Location Plan	2020/21/13	22.04.2025
Block plan	Proposed Block Plan	2020/21/11 REV C	22.04.2024
Site plan	Site Layout Plan	2020/21/13 REV A	22.04.2024
Elevation plan	Proposed Arena - Elevation	2020/21/12 REV A	22.04.2024
Elevation & Floor plan	Proposed Arena Fence and Gate Details	2020/21/10 REV B	22.04.2024
Section plan	1:10 Section of timber boundary fence		22.05.2025

Section plan	Fence & Riding Surface Section		22.04.2024
Details plan	Proposed Parking Layout	2020/21/13 REV A	09.09.2024
Details plan	Existing Parking Layout	2024-6639-001 REV AA	
Details plan	Habitat Management and Monitoring Plan V2		03.03.2025
Details plan	BNG - Site Habitat Plan - Existing		31.07.2024
Details plan	Statutory Biodiversity Metric Start Page		31.07.2024
Details plan	Fire Appliance plan	EL/24/12	09.08.2024
Layout plan	Levels (Existing and Proposed)		22.04.2024

Schedule of plans/documents **not approved**:

Plan Type	Description	Drawing Number	Received Date

DELEGATED

Case Officer sign/initial Amanda Wilkes Date: 26/11/2024

Authorising Officer sign/initial Adrian Smith Date: 26/03/2025