



DESIGN & ACCESS STATEMENT

TO SUPPORT THE DEVELOPMENT OF A GLAMPING SITE AT
'Tower Hill Glamping'

Parthings Lane,
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Horsham
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Proposed is the installation of 5 glamping pods for overnight guest use, associated decking, footpaths, permeable track, parking & turning area, secure bicycle storage and recycling/refuse storage. Also intended is minor landscaping of the site, planting of native species trees, hedgerows, shrubbery and meadow grass with wildflowers throughout the site.

All pods will be connected to a new private package treatment plant and soakaway. All hard landscaping will be constructed from permeable materials and all pods will be surrounded by a gravel border to allow roof run-off to easily infiltrate the ground.

The chosen high-end glamping pods will be constructed off-site by manufacturer Pod Factory and delivered as a full unit ready for installation.

The application site is situated on the outskirts of the town of Horsham. The site location will be easily accessible from across the country via both car and public transport. The proposal supports sustainable travel by including EV charging points, secure bicycle storage and lending.

The small-scale, sustainable development will provide subtle and discreet countryside holiday accommodation for tourists visiting the area on short breaks and weekend stays. The site is proposed to be in operation year-round, making it an excellent option for visitors to retreat and access everything the area has to offer in all seasons.

In designing the proposed site, the Horsham District Planning Framework (2015) was referenced, and the following policies were considered. It is believed that the proposal is compliant with each of the following policies:

- Policy 1 – Sustainable Development

The proposed development for 5 glamping pods aims to be sustainable where possible. Due to the location of the site, sustainable transport methods can be utilised by guests when visiting the site and additional sustainable methods will be encouraged when on site, such as walking and cycling.

Where possible, sustainable construction practices will be used. As the pods are temporary in nature, they use less invasive installation methods, such as installing the pods using ground screws to allow flexibility and less excavation. Please see section 5 of this report for more details.

- Policy 10 – Rural Economic Development

By proposing this new rural economic development, the proposed site will create part-time job opportunities which aim to benefit local residents.

As glamping developments thrive in countryside locations, it is expected that the site will be popular with both international and domestic tourists. This site will benefit from the countryside setting and also easy access to local facilities, supplies and attractions within Horsham via foot and public transport.

As there are no existing structures on site, new structures are proposed. The chosen pods have a small footprint and are 3m in height and aim to be concealed within the countryside through the existing natural boundaries and proposed planting enhancements. Due to the construction of the units, they fall under the definition of a caravan and therefore can be seen as temporary in nature with the possibility of being removed easily at the end of their lifetime.

Parking provisions have been provided within the site boundaries to avoid any unwanted street parking and will also offer cycle parking/bike lending facilities.

- Policy 11 – Tourism and Cultural Facilities

It is thought that the proposed glamping pods in this location would be a form of recreation-based rural diversification. The small-scale nature of this development ensures it will be appropriate to its location and aims to enhance the existing biodiversity around the site. The chosen glamping pods are constructed with high-quality materials and pose an attractive exterior look to help improve the quality of accommodation offerings.

The location offers easy access to Horsham town centre, where guests can explore local businesses and utilise the existing transport options available, therefore contributing positively to the local economy.

- Policy 24 – Environmental Protection

Due to the nature of this development and the proposed pods being temporary in nature, it is believed there will be no pollution created in terms of noise, odour, air and light.

The proposed pods have been located in an area where they will require little groundwork to be installed (through the use of groundscrews). No nearby watercourses will be affected and appropriate provisions for drainage have been suggested.

- Policy 25 – District Character and the Natural Environment

Protecting the natural environment is a key consideration for this development. Through careful consideration, the design aims to avoid the need for tree removals and changes to the existing landform.

In order to follow the existing development pattern of the surrounding area, the parking and pods have been kept close to existing boundaries and close to Parthings Lane where there are multiple residential properties.

The development aims to enhance the existing green infrastructure network and local biodiversity. A preliminary ecology assessment has been carried out to identify any protected species or designated sites to ensure there is no loss or harm created through this development.

- Policy 26 – Countryside Protection

The site is noted to be located in an Area Outside Built-Up Area Boundary and is believed to fall under two of the criteria specified for development in the countryside. As the proposed development is for glamping pods, these are known to allow and encourage outdoor recreation. Typical target markets for these pods are primarily couples and small families looking for countryside breaks, this ensures no large parties or rowdy groups who may create excessive noise and allows the site to remain quiet and not disturb the countryside.

The site will also enable the sustainable development of rural areas, as further discussed in this report. Sustainable construction practices will be used where possible alongside the inclusion of a sustainable drainage system, sustainable transport methods and rainwater harvesting opportunities.

With only 5 units proposed, it is felt this proposal is of an appropriate scale to retain and enhance the existing countryside character and location.

- Policy 31 – Green Infrastructure and Biodiversity

Existing features of the site will be used where possible to avoid the loss of any existing green infrastructure. As the access exists, no trees are required to be removed along this boundary line to allow access to the site. The proposed track and parking area have been located on open areas, again to avoid any unnecessary tree removals. The pods have also been located in an open area where no removal of trees, or vegetation will be required.

Additional biodiversity enhancements have been suggested around the site in the form of native trees, native shrubs and enhanced grassland. Additional enhancements of log piles and bird/bat boxes will also be installed around the site where suitable. A preliminary ecology assessment has been carried out, alongside BNG calculations for the proposed enhancements to ensure the required 10% gain can be easily achieved. No protected species or irreplaceable habitats were found on-site during this assessment.

- Policy 37 – Sustainable Design and Construction

To improve the sustainability of this development, the use of less invasive construction methods and the use of ground screws to install the pods is proposed. This ensures less excavation is required when installing the units and is shown to be less permanent than traditional foundations. The ground screws offer flexibility and ensure the land can revert to its original condition when required. The pods will be prefabricated within a workshop and delivered to the site as full units rather than being built on-site. This method helps to reduce waste and allows for recycled materials to be used throughout the process. The workshop where the pods will be built also uses sustainable methods to run the building.

Alongside having easy access to public rights of way in the area, the inclusion of bike storage, bike hire and electric vehicle charging points in the site aims to encourage sustainable forms of transport.

Proposed biodiversity enhancements have been included around the site to add value and meet the required 10% BNG.

- Policy 40 – Sustainable Transport

With only 5 pods proposed, it is anticipated that vehicle movements associated with this site will be minimal and will not create any adverse impacts on the existing road network.

Cycle storage and lending opportunities will be available for guests to use during their stay, this will be advertised online and within the pods to encourage guests to use more sustainable transport methods during their stay.

The site itself has a public right of way running along the eastern boundary of the field, this is outside of the site boundary but still within the applicant's ownership boundaries and therefore will be easily accessible by guests. This path leads directly into the town of Horsham allowing safe pedestrian access to local facilities and services.

The town of Horsham has multiple bus services and a train station which guests can make use of during their stay to either visit surrounding local towns and villages or to use as their chosen arrival/departure method. The nearest bus stop is located on Two Mile Ash Road, just off Parthings Lane and approximately a 3-minute walk from the site access.

- Policy 41 – Parking

The proposed development seeks to provide appropriate parking provisions within the site with the suggestion of 8 parking bays in total, 2 of which will provide electric vehicle charging stations to encourage the use of electric vehicles. An additional bay has been provided for staff/maintenance vehicles.

A bike store has also been suggested adjacent to the parking area, this is to encourage the use of sustainable transport when visiting the site. Bike lending opportunities will also be available to guests.

National Planning Policy Framework

It is also worth noting the following policy from the NPPF where it states that certain forms of rural tourism proposals will benefit from being located outside of settlement boundaries. Typically this means less sustainable transport options would be available however the proposed site is contrary to this and has multiple options for guests to use to reduce the reliance on private vehicles.

Glamping developments thrive in rural countryside locations as guests expect a relaxing, peaceful break in nature. The proposed site offers natural screening around all boundaries and will help create a tranquil experience for all guests. Residents will not be affected by noise or light pollution due to the careful design of the site. The development will be between two built up areas which will help integrate the units well into the existing environment, so they don't appear out of character or contribute inappropriately to the wider locality. With the units being suggested along an existing tree boundary, this helps contain the units to one specific area of the site and leaves the majority of the land open to retain the spacious character that defines the rural locality and not appear intrusive.

- Supporting a prosperous rural economy

88. Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through the 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; and d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

89. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances, it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.



Henderson Way

Alder Copse

Longfield Road

Parthings Lane

Tower Hill

Tower Close

 First Choice
Supermarket

Aerial view of proposed site.

3.1 Location

The site is located on the outskirts of Horsham and is therefore easily accessible from other towns and villages surrounding London.

Existing public transport options of buses and trains will allow guests to access the site or other attractions conveniently. Trains run from London Bridge and Victoria stations to Horsham every 30 minutes.

The site is also easily accessible by car via the A24 with further connections to the M25, M26 and M3.

Many tourist spots and attractions are within a suitable travel distance from the site. It is perfectly suited for visitors looking to enjoy the natural beauty of this area and the proposal will create a significant economic benefit to the surrounding area and local businesses.

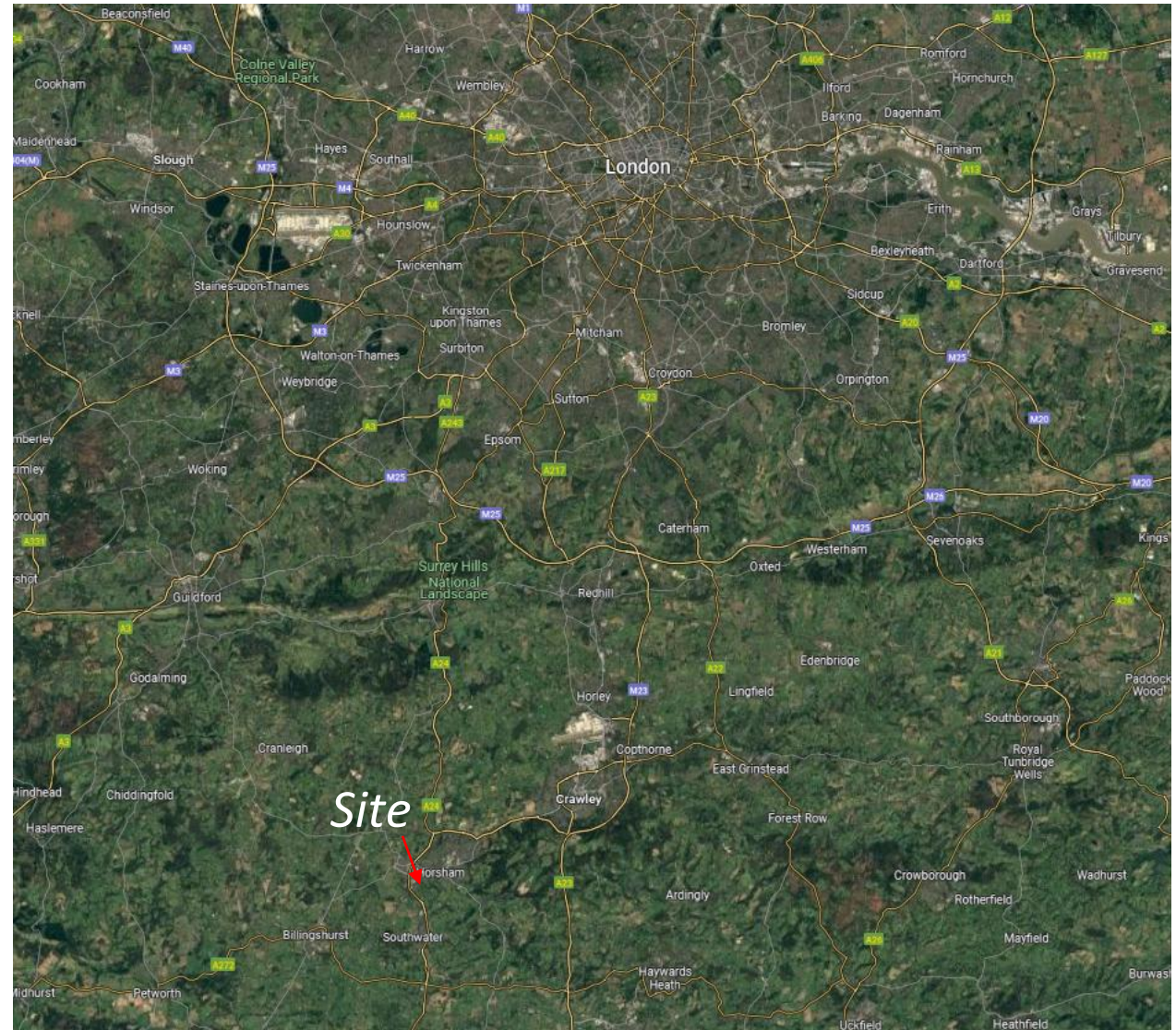


Figure 1. Aerial view of site location. Source: Google Maps

3.2 Proposed Site Information

According to the Horsham District Planning Framework, the site is noted to lie just outside of the settlement boundaries for Horsham town. The land, however, is noted to be within an 'Area Outside Built-Up Area Boundary'. The surrounding woodland on site is also classed as National Forests & Land.

The area is within the Sussex North Water Resource Zone, which identifies a possible shortage of water in the surrounding area. Specific features such as rainwater harvesting and a private drainage system have been suggested to not hinder existing water resources and to allow the site to be 'water neutral'.

Existing natural screening of native trees surrounds the site at all boundaries, creating a concealed area to site the development.

Multiple dwellings are located on Parthings Lane, however as they are located on the southern side, away from the proposed glamping site, it is expected that the site will not create any negative impact on residential amenities. The site operator resides in the nearby town of Horsham and will therefore be situated nearby in the event of any unlikely issues.

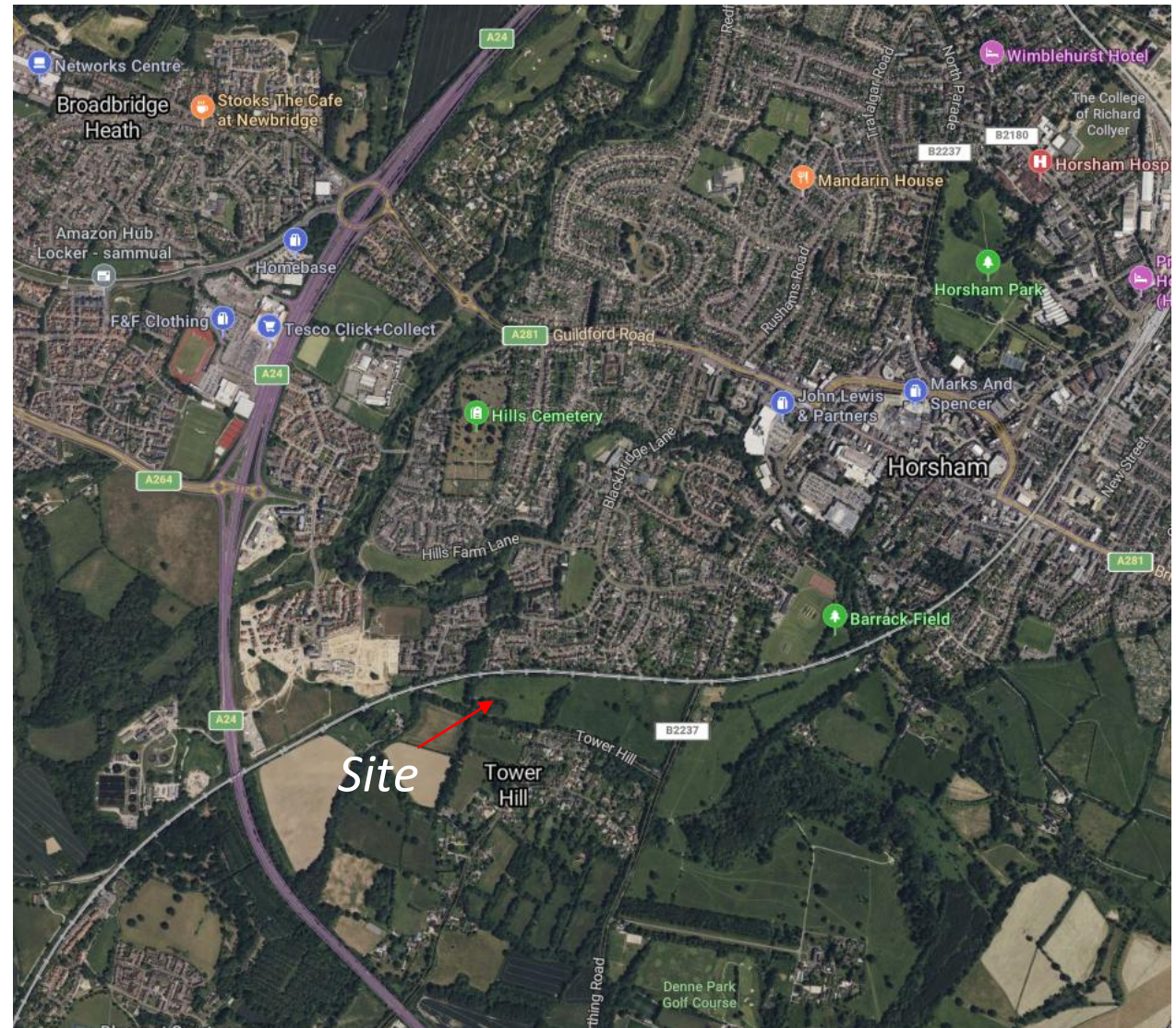


Figure 2. Aerial view of site. Source: Bing Maps

3.3 Site Access

The glamping site will be reached by following Parthings Lane, connecting to Tower Hill with further connections to the A24. The lane is noted as a bridleway and currently serves the site and a small number of other properties. It is felt that the additional traffic generated by the glamping site will not negatively impact other road users. Guests will access and leave the site from the same direction, which has multiple areas which can be utilised as passing places.

Visibility is good in both directions from the site entrance onto the public road where the access lies perpendicular, as can be seen in Figures 3 and 4 below.



Figure 3. Facing east on Parthings Lane.



Figure 4. Facing west on Parthings Lane.

3.4 Flood Risk

It has been identified from flood maps that the site lies in a very low zone with regard to surface water, river, and sea flooding. It is therefore anticipated that a flood risk assessment is not required.

All hard landscaping will be constructed from permeable materials to allow water to freely infiltrate the ground. Likewise, a pebble border around the pods will be provided for roof run-off. See drawing 'Drainage Plan' for additional information.

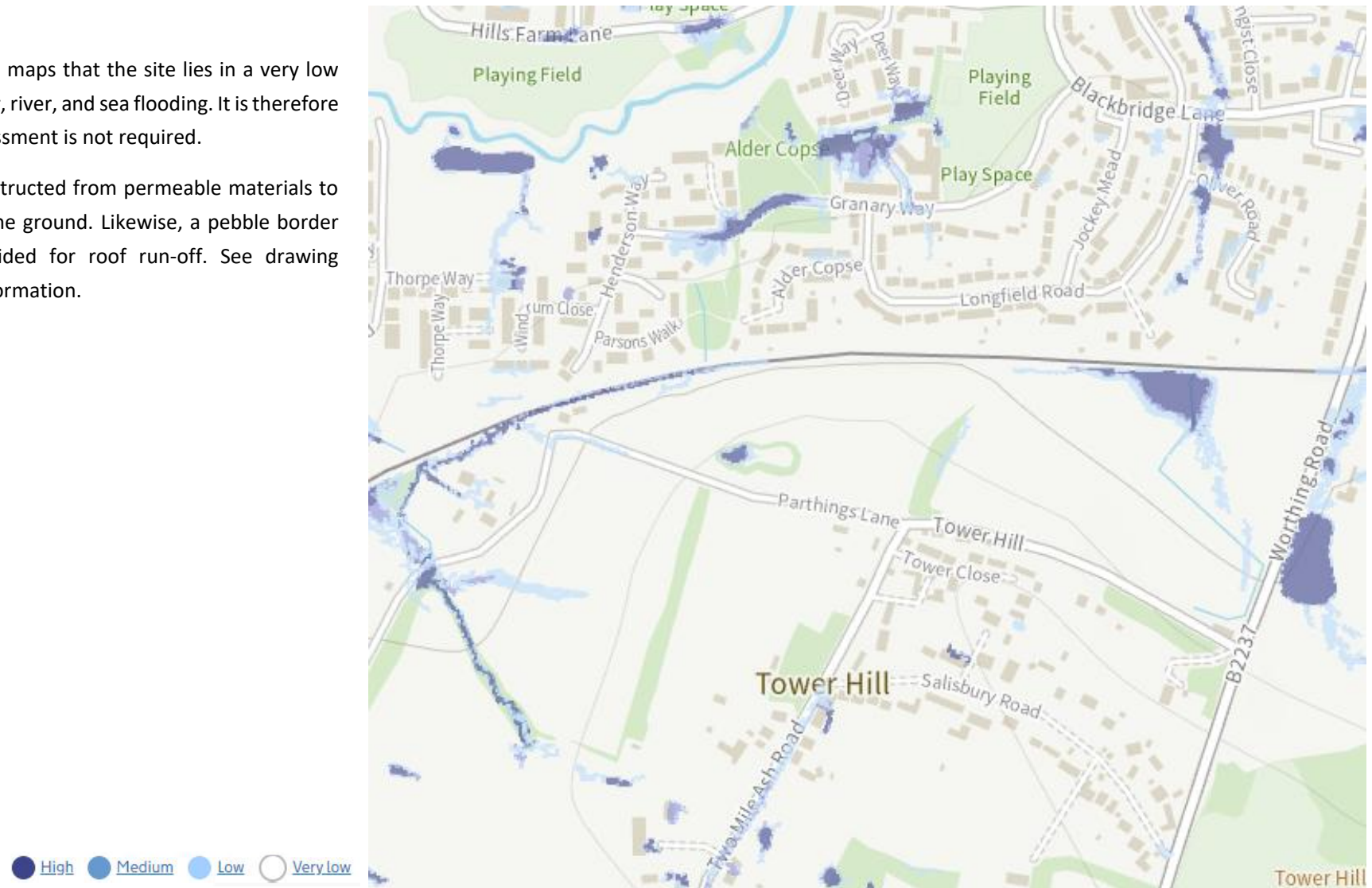


Figure 5. Map of Surface Water Flood Risk. Source: gov.uk

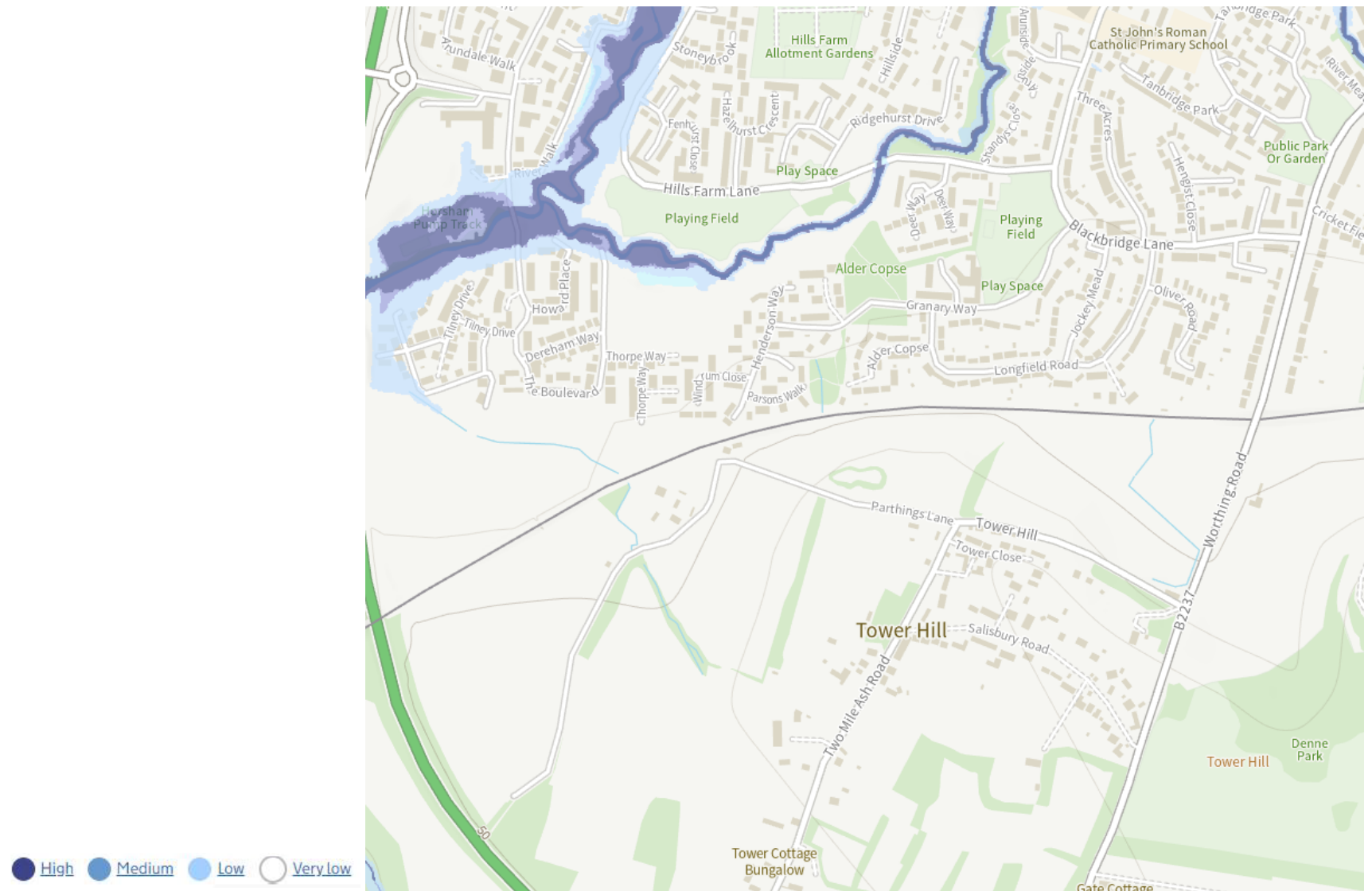


Figure 6. Map of Flood Risk from rivers and sea. Source: gov.uk

3.5 Public Rights of Way

It appears that there are multiple public rights-of-way (PROW) located near the proposed site. The access track towards the site, Parthings Lane, is also noted to be a bridleway path. The Applicant will ensure that each right-of-way is maintained and not hindered either during construction or after development is complete.

Additional planting along the eastern boundary of the proposed development will help to screen the pods from views from the right-of-way to the east, which leads into the town of Horsham.

These public rights-of-way and several others in the surrounding area will allow guests to easily explore the area on foot or bicycle, reducing the need for cars. These routes will be promoted within the pods to encourage guest use.

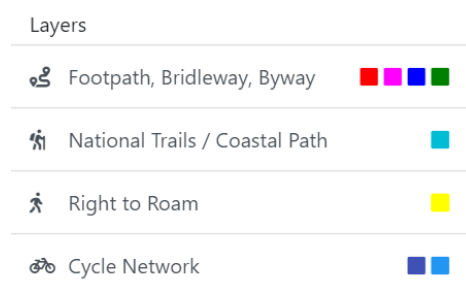


Figure 7. Map of Public rights of way – site indicated by green star. Source: footpathmap.co.uk

3.6 Justification for Proposed Use

The proposed glamping site will offer contemporary, luxury holiday accommodation to visitors within a suitable travel distance of London and further afield across the country, thus being suitable for weekend trips and short stays.

The area and surroundings are rich in tourist attractions. Nearby towns offer plenty of cafes, restaurants and local shops for guests to visit, and as such, the proposal will create an economic benefit to local businesses and services. The proposed accommodation will allow visitors to spend time outdoors to relax in a natural setting as well as explore the surrounding area.

Glamping installations require minimal groundwork and non-harmful construction practices. We, therefore, believe the proposed small-scale glamping pods, built from natural materials, will provide an ecologically viable accommodation solution, suited to the area.

The concept of luxury glamping is now gaining popularity throughout the UK, with standards and guests' expectations on the rise. This site is intended to be amongst the best available in the area and provide an exciting new alternative, offering guests a secluded retreat in nature and high-quality, modern glamping accommodation.



Proposed glamping pods facing south.

4.1 Proposed Layout

An existing access from Parthings Lane will lead guests into the proposed glamping site. The access is in good condition but will be upgraded to ensure it is suited for a 2-way vehicle flow in and out of the site. No trees are required to be removed for this upgrade.

A new vehicle track will lead guests to a proposed parking/turning area suitable for up to 10 vehicles, with the inclusion of 2 EV charging stations. A small reception/storage unit is proposed alongside a secure bike store available for guest use. Permeable footpaths will then lead guests towards the pods.

5 glamping pods are proposed along an existing treeline facing northwest. Due to the existing natural boundaries of shrubs and mature trees, the pods will not be seen from Parthings Lane or further views from the town of Horsham.

Each pod has a small area of decking to the front and will be surrounded by native shrubs to provide screening between pods. Additional planting of native trees and hedgerows has been suggested around the perimeter of the site to help conceal the development and further integrate the pods into the natural landscape.

See drawing 'Proposed Layout Plan' for further information.



Figure 8. Proposed Layout Plan

4.2 Landscaping

The proposed site has a slight downward slope running from southeast to northwest. As a result, some minor levelling may be required to create suitable footings for the pods (small footings or ground screws). Where needed, a minor cut-and-fill exercise will be carried out so there will be no need for the removal of any earth from the site. Any broken ground will be reinstated (turfed where required).

The intention is to maintain the existing topography of the site, thus preventing the need for any retaining structures. The pods will be installed on adjacent ground levels and, therefore will be at varying levels relative to each other.

The design of the glamping site has been developed with landscaping, ecology and biodiversity at the forefront. Landscape features include:

- Introducing a new native hedgerow throughout the site of the site for screening and habitat creation for small mammals and birds.
- Planting native meadow grass and wildflowers around pods to benefit pollinating insects.
- Providing habitat opportunities with the installation of dead wood piles as well as bat and bird boxes.
- Minimising lighting to avoid disturbance to wildlife and dark skies.
- Planting new native trees throughout the site for future screening and biodiversity enhancements.

4.3 Drainage Strategy

All units will have a composting toilet installed to help reduce water usage on the site.

The pods will be connected to a new package water treatment plant and soakaway to address grey water drainage, located north of the pods. See drawing 'Drainage Plan' for further information.

New vehicular track and parking / turning area are to be constructed with a porous build-up on free-draining stone. All new footpaths are to be constructed with a build-up of permeable gravel with timber borders.

All pods are to have a 250mm wide by a min 200mm deep gravel border to all draining sides.

To further ensure water efficiency, all pods will be fitted with water-efficient fixings such as shower aerators. Based on the British Water Code of Practice – Flows and Loads – 4, it is anticipated that the site will require less than the recommended 85L per person per day. As the pods will likely be used as a base with guests out exploring the area during the day, the daily usage is likely to be low.

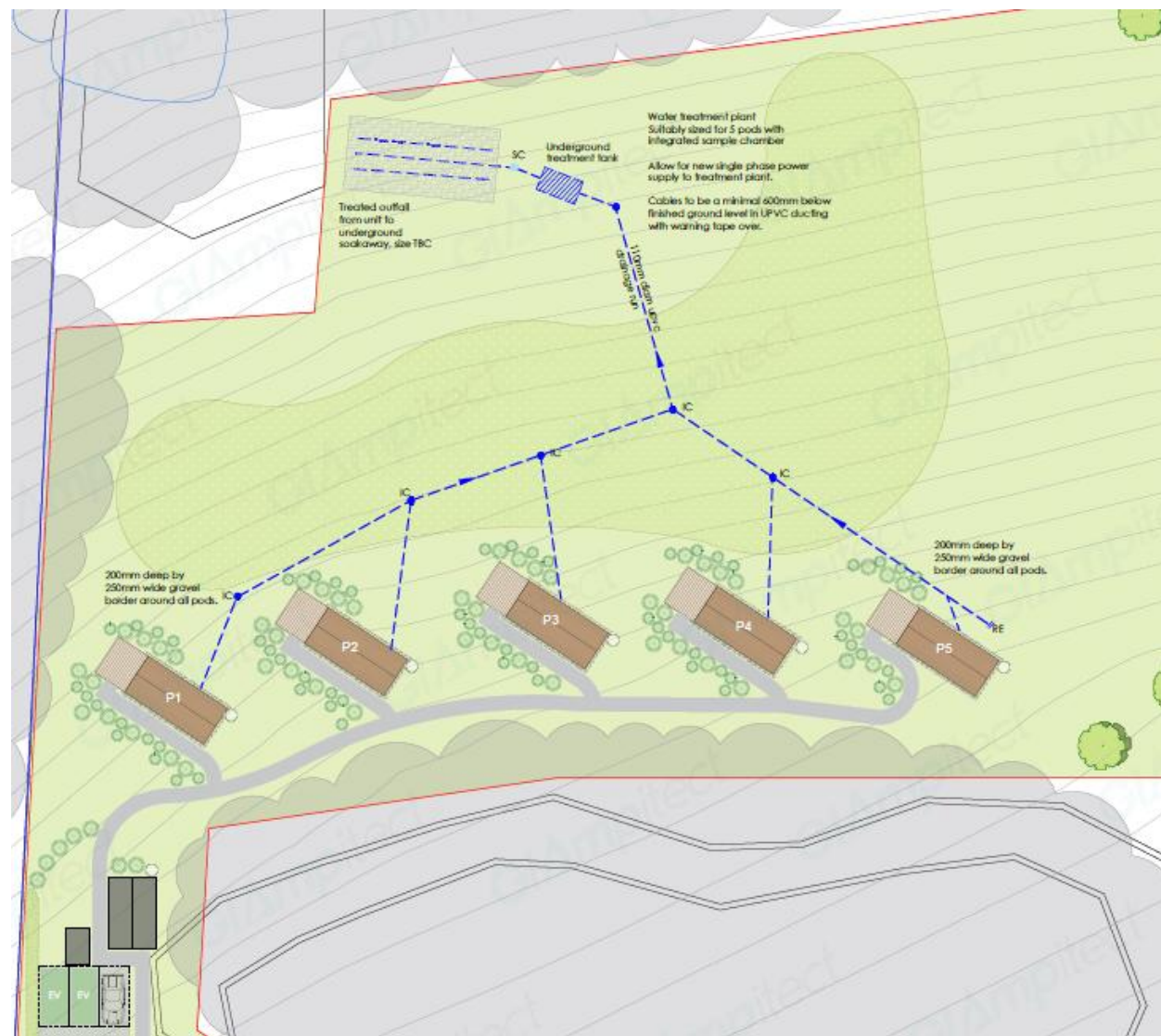


Figure 9. Proposed Drainage Plan

4.4 Rainwater Harvesting

As the site is noted to be within an area of serious water stress, identified by the Environment Agency Water Stressed Areas Classification, additional provisions have been suggested throughout the site to ensure the proposed development does not add to this stress.

Each pod and the proposed storage hut will have a water butt placed to the rear of the units and will allow rainwater to flow from the roof down a downpipe, through a diverter and then into the water butt. The collected water will then flow through a UV unit, allowing for appropriate filtration and for the water to be recycled around the site.

Including rainwater harvesting will help to reduce water demand for the development, this is essential due to the area being under serious water stress. The water will then be repurposed throughout the site in the form of supply for flushing toilets, washing machines and general watering of biodiversity features around the site.

Another benefit it the proposed water butts will contribute to the surface water management around the site. Ensuring no flood risk is created from the pods.

4.5 Lighting Strategy

8 LED lighting bollards with PIR sensor will be provided along footpaths for safety when walking at night.

The chosen lighting will minimise effects on local wildlife, not cause disruption to neighbours and is suitable for use in dark sky areas.

Benefits of low-level lighting bollards:

- LED mains are wired.
- Low-level height, only 40cm high.
- LED bulbs installed in this pillar lamp are in such a manner that they shine downwards onto cascading reflectors, keeping all light at a low level.
- Integrated PIR sensor, keeping light levels low and only on when required.
- Range 2- 8 metres, set at 5m as shown.
- Lighting duration (5 seconds to 6 minutes) is configurable.
- Detects movement at an angle of 90 degrees.



Figure 10. Lighting Plan

4.6 Proposed Units

5 high-quality glamping pods are to be installed. They will be constructed off-site and delivered as full units by the manufacturer, Pod Factory. See drawing 'Pod Plan and Elevations' for more details.

The pods are considered to be temporary structures and have been designed to meet the specifications to be defined as a caravan under the Caravan Act. They are single-story units (approx. 3m tall) so no restriction of neighbouring views will occur. Since the pods will be clad in natural materials, they will also be in harmony with the surrounding landscape and will naturally weather over time.

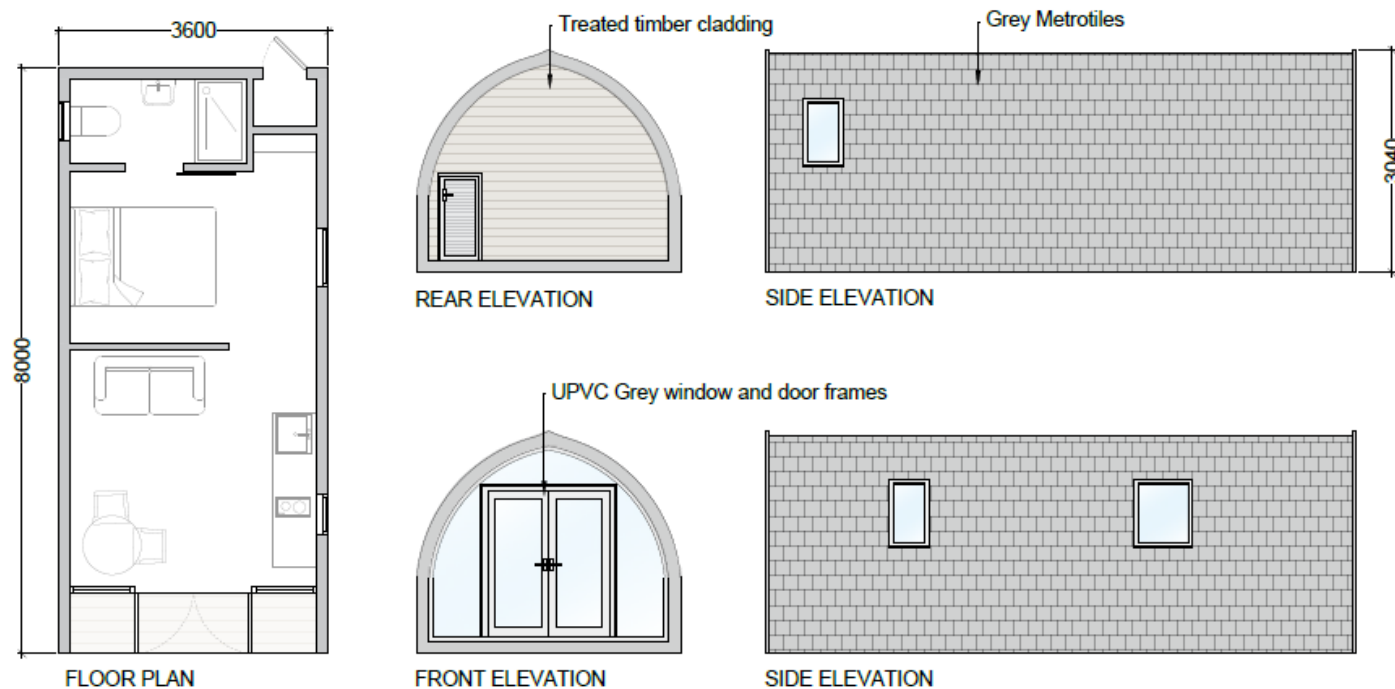


Figure 11. Proposed pod drawings

4.7 Use

The site will be operated as a typical (year-round) holiday let, with the glamping pods being rented out on a per-nightly basis. Patrons will likely be couples and small families as the chosen target markets by the site operators. Party groups will not be permitted.

The site will be marketed as a peaceful and relaxing retreat in nature, which should mean noise from guests is not a consideration, with minimal likelihood of noise and disruption to neighbouring properties and road users etc.

There is no intention to use the units for long-term lease / permanent residences. The compact footprint of the pods would not be suited to this in any case.

Land Usage Item	Area Used	% Of Site
Site Area (Red Line Boundary)	9,300 m ²	-
Green Space – After Site Build	8,167 m ²	87.9 % (of red line)
Glamping Pods (5no. units)	144 m ²	1.5 %
Storage Hut & Bicycle Storage	30 m ²	0.3 %
Permeable track, parking and turning area	775 m ²	8.3 %
Permeable Footpaths	184 m ²	2 %

4.8 Installation

4.8.1 Stage 1 – Access

The minimal increase in traffic associated with the glamping site will have a negligible impact on the surrounding area with a maximum of 10 vehicles on-site at any one time. The existing access will be upgraded to ensure it is in a suitable condition and width to provide easy and safe vehicle access. The existing access will provide initial access for the installation of plant and services and will then become the main visitor access as well as provide access for any maintenance vehicles when the site is in operation.

4.8.2 Stage 2 - Groundwork

The slightly sloping gradient across the site will mean some minor groundwork may be required to level the ground for the footings of the units. The existing topography will be retained, with no retaining walls or structures required.

All units will connect to a new package water treatment plant and soakaway. See drawing 'Proposed Drainage Plan' for further information. Service ducting will be laid for power, water and telecoms as required. Pipework will be run for water, and cables for electricity and telecoms will be pulled. All service installation and groundwork will be conducted by local contractors.

4.8.3 Stage 3 – Unit Install

5 pods are to be prefabricated off-site and delivered as a full unit, ready to connect to services. By manufacturing the pods off-site, construction waste will be kept to a minimum and a high-quality finish can be achieved more easily than traditional construction. The choice of glamping pods aims to minimise disruption to the site as much as possible due to their temporary nature.

Any new native hedgerow, shrubbery and wildflowers planted will match species of the local area as closely as possible.

4.8.4 Stage 4 – Roads, Parking & Clean up

No more plant/transport access is required other than to build up the new vehicular track and parking / turning area and footpath. These will be constructed with permeable materials to avoid the use of concrete/tarmac and a dedicated surface water drainage system.

Finally, a total clear-out of the site will be carried out to ensure no leftover waste from the build stage is left. All cleaning waste will be recycled where possible and safely disposed of otherwise.



Proposed glamping pods facing east.

The glamping pods are designed and manufactured to be energy efficient, using materials with a low environmental impact, such as reclaimed wood, recycled materials or composite materials made from recycled content wherever possible. Additionally, locally sourced materials will be used as much as possible. Low VOC (volatile organic compound) paints and finishes will be employed to ensure good indoor air quality. Floors and walls will be well-insulated with high-quality insulation to minimise heat loss during colder seasons and reduce the need for heating or cooling. Double glazing will be utilised throughout to reduce heat loss. LED light fittings will be installed as standard throughout.

Water-saving sanitary fittings and appliances within the units will deliver water efficiency to the site. A sustainable surface water drainage strategy (SuDS) will be implemented across the site with all hard landscaping to be constructed from permeable materials to allow water to freely infiltrate the ground without the need for a dedicated surface water drainage system. Minimal surface water run-off from the pods will discharge into pebble borders around the units alongside being collected via a rainwater harvesting system.

Composting toilets will be installed in all units to provide another sustainable form of plumbing. This will significantly reduce the required water usage throughout the site and help to reduce the sites requirements.

Appropriate implementation of measures will minimise environmental impacts arising from any site works; the site will be constructed with efficient construction methods as stated in Stage 3 above thus reducing any waste and carefully considered groundworks will result in no removals required from the site. The site has been designed to integrate harmoniously with the surrounding natural environment to minimise disruption and preserve natural features.

An efficient operational waste management and recycling strategy will be carried out by the operator as required by the council. The waste and recycling bins will be located near the parking area for easy access by guests and will be moved to the public roadside by the site operator on collection days.

The proposed glamping site will provide a new and exciting accommodation option for the surrounding area, offering a unique, relaxing and sustainable stay in nature. Demand for this type of rural accommodation is high throughout the country, which has also been shown to be true of other glamping sites within this part of the country.

The development will increase footfall for local businesses and through correct marketing, should increase the length of time tourists remain in the local area. This will be beneficial to the local economy, including tourist attractions, restaurants, other businesses and local services. The Applicant intends to build relationships with local businesses in the area to offer their goods and services to guests, including taxi services, shops, cafes, and restaurants, to name but a few. The operator will promote these services within the pods, along with providing the guests with local knowledge of the many beauty spots to visit, allowing them to connect with nature and the surrounding area.

The operator also intends to use local businesses where possible to carry out groundworks and installation of services, utilising local suppliers and local labour. The development will also support local employment with the creation of 3 part-time roles for site cleaning and maintenance.

The construction of a glamping site in this location using glamping pods with a small footprint and of a temporary nature can be achieved in less time, with less intrusive construction methods and less environmental impact, than traditional permanent tourist accommodation requires. This is clearly favourable in an area of countryside rich in natural beauty.

Through a thoughtful and considered approach, the design for this proposal emphasises the integration of a small-scale glamping development with the natural landscape to ensure a comfortable and enjoyable experience for all guests. The project aims to promote sustainability and a harmonious connection between the built environment and the rural surroundings. Based on the points discussed throughout this document, it is reasonable to suggest that the proposed glamping accommodation is warranted in this location, to cater for increasing visitor demand, without sacrificing the area's beauty, ecology or heritage assets.