DC/24/0781 PERMITTED DEVELOPMENT APPLICATION

AT NEW WHARF FARM, HORSHAM ROAD, ASHURST BN44 3AL

OBJECTION BY

NORTHOVER MANOR, HORSHAM ROAD, STEYNING BN44 3AA

29th MAY 2024

DC/24/0781 – OBJECTION TO PERMITTED DEVELOPMENT AT NEW WHARF FARM

This objection is submitted by the owners of Northover Manor, a neighbouring landowner to the existing campsite at New Wharf Farm.

All planning applications (including applications such as DC/24/0781 requesting Prior Approval for Permitted Development) must conform to the National Planning Policy Framework (NPPF), the latest version of which was published in December 2023. For the decision-maker at the Local Planning Authority, Para 1.2 NPPF confirms; *"The NPPF .. is a **material consideration** in planning decisions"*. However, there is a significant omission in DC/24/0781 that means the application does not conform with the NPPF in a ***material*** way.

Access route for vehicles

The applicant's submitted paperwork for DC/24/0781 includes a sketchy, hand-annotated aerial photo without a vehicular access route marked to the public highway. This ***material*** omission is in breach of Para 114 NPPF which requires;

*"In specific applications for development, it should be ensured that (b) **safe and secure access** to the site can be achieved for all users"*

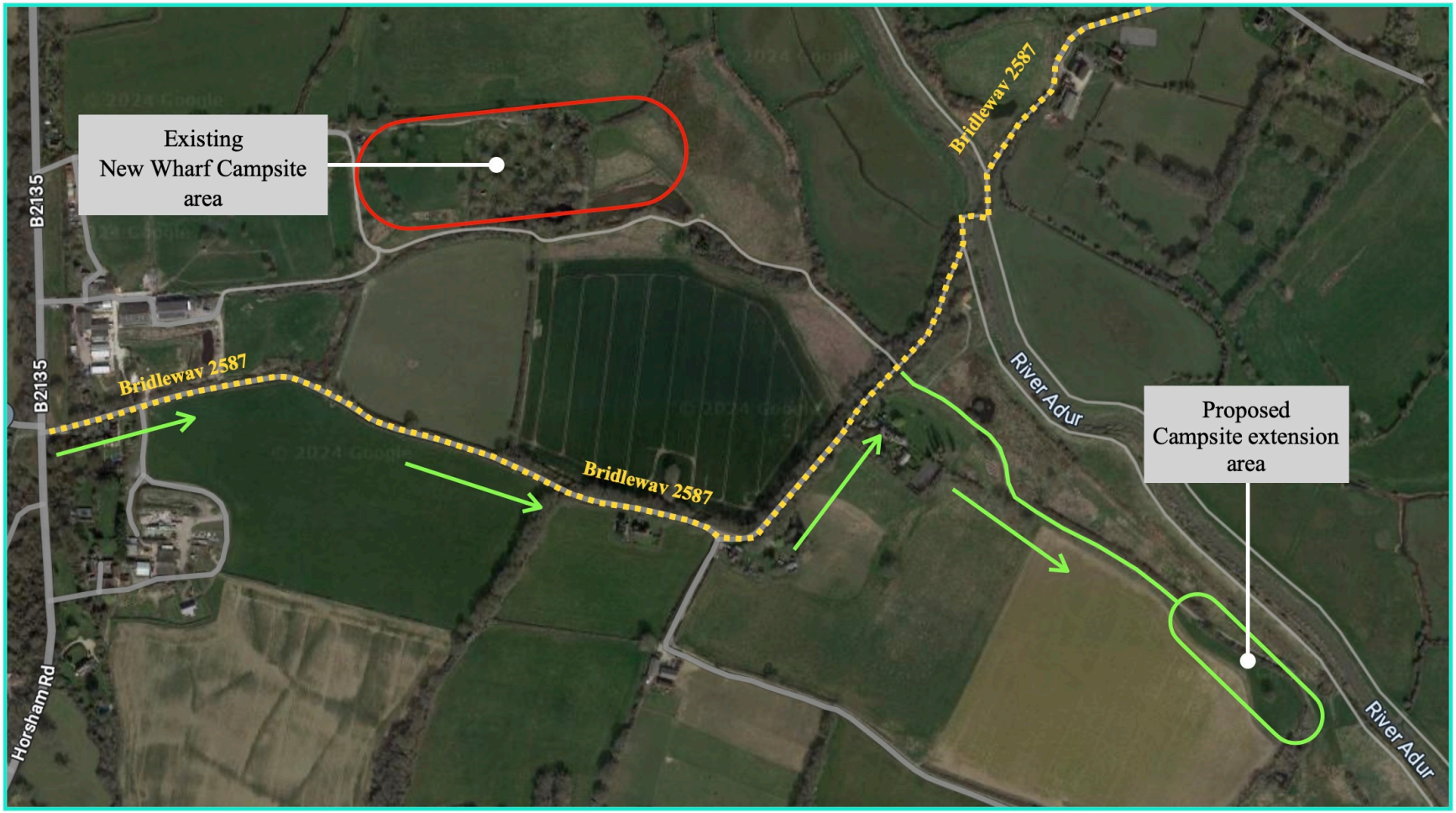
Furthermore, there is a plausible reason for the applicant's ***material*** omission of a ***safe and secure access*** in his application. This is that the commercial intention for this development may not be to use the existing Campsite access, but to guide customers along a different vehicular route from the B2135 (Horsham Road) to reach the proposed eastern extension area via a Public Bridleway.

To illustrate this, an accurately-annotated aerial photo showing both the existing and proposed eastern Campsite areas is on the following page. It shows the yellow dotted route of Public Bridleway 2587 from the B2135 at its western end, heading eastwards towards the River Adur, where its junction with the green line of the existing track heading south-east to the proposed Campsite area can be seen. Thus the plausible vehicular route from the public highway along BW2587 to the proposed Campsite area is marked with green arrows.

However, the owners of Northover Manor own the western end of BW2587 and have **not granted vehicular access over the single-track Bridleway** to the eastern Campsite extension. Only a landowner can grant ***lawful authority*** to drive a vehicle on a bridleway. Using the Bridleway in this commercial way without ***lawful authority*** would not be a minor civil matter – anyone driving a motorised vehicle over a Bridleway without the express permission of the landowner is committing **a criminal offence under S.34 Road Traffic Act 1988**.

Committing a criminal offence to drive to a new campsite area cannot be permitted by a LPA as a ***safe and secure access*** under Para 114.

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Conclusions

1 HDC must oblige the applicant to conform with Para 114 NPPF and thus submit a new plan on which there is a clear ***"safe and secure access"*** from the highway to the proposed eastern extension area and this access route **must not be via Bridleway 2587**.

2 If HDC is minded to grant Prior Approval for DC/24/0781, for avoidance of doubt, it must impose a Condition that **Bridleway 2587 may not be used at any time for vehicular access** to the development.