



Horsham District Council **ADDENDUM**

08 September 2026

1. Purpose of the Report

- 1.1 To update committee members following the committee presentation and debate on 18 August 2026 relating to application DC/26/0010 and the status of the Planning Policy for Traveller Sites (2024) (PPTS) and the adoption of the updated National Planning Policy Framework (2026) (NPPF) on 17 August 2026.

2. Discussion

- 2.1 Councillor Ellis-Brown raised an alternative motion to refuse the application, which referred to the PPTS 2024. This was minuted as follows: -

The train noise, including the sounding of horns, in close proximity of the site, will have a significant impact on the residential amenity of future occupiers of the caravans, contrary to Chapter 17, Policy 3 of the National Planning Policy Framework August 2026 Chapter 17 policy 3 and Paragraph 13(e) of the Planning Policy for Traveller Sites 2024 and Policy 33 of the Horsham District Planning Framework 2015.

The vehicle movements associated with the site will have a significant impact on the residential amenity of the nearest residential dwelling contrary to Chapter 17, Policy 3 of the National Planning Policy Framework August 2026 Chapter 17 policy 3 and Paragraph 13(e) of the Planning Policy for Traveller Sites 2024 and Policy 33 of the Horsham District Planning Framework 2015

The proposed development, by reason of its location, isolation and physically enclosed boundaries, in particular by the adjoining railway embankment, and degree of enclosure, would be contrary to Paragraph 27 of the Planning Policy for Traveller sites 2024 and contrary to Policy 23(e) of the Horsham District Planning Framework 2015, which states that says there must be no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability and proximity to other hazards, such as train horns.

No evidence of consultation with Network Rail has been submitted in support of the application, with particular regard to an asset protection assessment, and lack of acoustic and air quality assessments, given the risks of the site's location adjacent to the railway. Taken together, these matters demonstrate the adverse impacts of granting permission significantly and demonstrably outweigh the benefits of the proposal. Accordingly, the presumption in favour of sustainable development, tilted balance, does not apply and the Act does not apply.

- 2.2 Members voted to support the motion raised to refuse the application. During the debate, the Head of Development and Building Control advised members that 'full weight can no longer be given' to the PPTS in the determination of planning application relating to gypsy and traveller sites owing to the wording of the NPPF (2026), which states at Annex A(10):

The content of the following Written Ministerial Statements and other documents, where they relate to planning policies or decisions, has either been fully or partially incorporated within the National Planning Policy Framework or no longer represents up-to-date government policy:

...

- *Planning Policy for Traveller Sites (12 December 2024)*

- 2.3 Following further consideration of the precise wording of the NPPF, Officers can now advise members that the PPTS as a separate document holds no weight (as opposed to limiting the amount of weight as advised during the debate). The interpretation of Annex A(10) as worded above is that the PPTS has been incorporated into the NPPF, and doing so removes the PPTS as a separate document that has to be considered alongside the NPPF.
- 2.4 With the above in mind, the minuted reasons and motion to refuse the application (which makes reference to the PPTS) would thus not represent an accurate or reasonable means in which to refuse the application. Officers therefore advise the committee that the motion is revised to accommodate the above accordingly:

To refuse the application for the following reasons:

- 1 The train noise, including the sounding of horns, in close proximity of the site, will have a significant impact on the residential amenity of future occupiers of the caravans, contrary to Chapter 17, Policy 3 of the National Planning Policy Framework (2026) and Policy 33 of the Horsham District Planning Framework (2015).
- 2 The vehicle movements associated with the site will have a significant impact on the residential amenity of the nearest residential dwelling contrary to Chapter 17, Policy 3 of the National Planning Policy Framework (2026) and Policy 33 of the Horsham District Planning Framework (2015).
- 3 The proposed development, by reason of its location, isolation and physically enclosed boundaries, in particular by the adjoining railway embankment, and degree of enclosure, would be contrary to Policy 23(e) of the Horsham District Planning Framework (2015), which states there must be no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability and proximity to other hazards, such as train horns.
- 4 No evidence of consultation with Network Rail has been submitted in support of the application, with particular regard to an asset protection assessment, and lack of acoustic and air quality assessments, given the risks of the site's location adjacent to the railway.

Appendices: 18 August 2026 DC/26/0010 Committee Report
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