Horsham District Council

# DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/26/1169
Southdown Enterprise Park, Unit 2 East, Shoreham Road, Henfield, West Sussex, BN5 9SE

DESCRIPTION:

Change of Use of Unit 2 East from B8 (Storage and Distribution) to B2 (General Industrial) use to include car repairs and MOT Class 7.

RELEVANT PLANNING HISTORY:

| | | |
|---|---|---|
| DC/20/0049 | Demolition of existing dwelling, kennels, cattery, animal hospital, grooming parlour and office. Erection of one building for the operation of a business offering hire and sale of non-mechanical plant, plant transport, welfare hire, mechanical repairs and associated offices / sales (B1(a) and (c), B2 and B8 use) associated with Southdown Engineers Ltd together with associated parking and outdoor storage. Erection of a second building for B1(c)and B8 use together with parking and a soft landscaping scheme. The creation of a new vehicular access, blocking up the existing vehicular access, creating a pedestrian access to the bus stops and highway works. | Application Permitted on 26.10.2020 |
| DC/23/2064 | Erection of a E(g)(iii) / B8 building (as an amendment to planning permission DC/20/0049 to alter the window and door locations, amend the parking layout and landscaping, relocation of cycle store, extension of timber cladding to meet brick plinth, erection of solar panels on the western roof slope, insertion of a small mezzanine within Unit 3). | Application Permitted on 19.04.2024 |

DESCRIPTION OF THE SITE

The application site is located 2kms south of the village of Henfield, outside of any defined built-up area boundary and therefore is sited within a countryside location. The site is located on the western side of Shoreham Road. Formerly a kennel and veterinary hospital, the site has been redeveloped following the granting of DC/20/0049. Building 1 has been built to the rear (west) of the site and is now occupied by Southdown Engineers Ltd. Other works including the access road and parking areas to the west and south, have been built in accordance with the planning permission granted in 2020 for purposes of B1(a) and (c), (now Class E, g iii), B2 and B8 use). Building 2 to the east, in which Unit 2 sits within, has since been completed although the units are currently unoccupied.

The site is accessed from the A2037 Shoreham Road. To the north of the site are fields divided by tree/hedgerow boundaries; to the east of the site is Henfield Business Park, occupied by various commercial businesses; to the west of the site is woodland; and to the south is the former brickwork site which is also a business park/distribution depot/industrial site with established and authorised use rights. The topography of the site is flat with native hedging and mature trees along the site boundaries. The site is not subject to any heritage constraints, and the site is designated within the Henfield Neighbourhood Plan as being an Employment Site Allocation, under Policy 3.1.15.

DESCRIPTION OF THE APPLICATION

This application seeks planning permission for the change of use of Unit 2 of the eastern building, from B8 (Storage and Distribution) to B2 (General Industrial) use, to include car repairs and MOT Class 7. As part of the previous consents, most recently DC/20/2064, the following condition was imposed:

*Condition 22:*
*Regulatory Condition: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 and Town and Country Planning (Use Classes) Order 1987 (or any order amending or revoking and/or re-enacting that Order). The building (Building 2) shall only be used for uses falling within Classes E(g)(iii), and B8 and for no other purposes (including those falling within Class B2 as defined in the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without express planning consent from the Local Planning Authority first being obtained.*

*Reason: Changes of use as permitted by the Town and Country Planning (General Permitted Development) Order or Use Classes Order 1987 are not considered appropriate in this case due to the unknown and potentially harmful impacts on local amenity under Policy 33 of the Horsham District Planning Framework (2015).*

The proposed occupiers of Unit 2 will be Coles Automotive Ltd, who intend to carry out the servicing and repairs of vehicles from Unit 2 and occupy Unit 3 as their offices, reception and client waiting area. The eastern building has permitted hours of trade/business of 07:00 to 20:00 hours Monday to Fridays and 07:00 hours to 18:00 hours on Saturdays, and 09:00 hours to 14:00 hours on Sundays and Bank holidays. The submitted documents confirm the use will conform with these permitted hours. Unit 2 has nine available parking spaces, including EV charging points, with Coles Automative also having another 13 extra spaces elsewhere on the site. Internal alterations include the installation of 3 car lifts and a singular MOT bay.

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 7 - Strategic Policy: Economic Growth
Policy 9 - Employment Development
Policy 10 - Rural Economic Development
Policy 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 - Strategic Policy: Countryside Protection
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

**Henfield Neighbourhood Plan 2017-2031**
Policy 1: A Spatial Plan for the Parish
Policy 3.1: Employment Development Site Allocations

Policy 3.1.5: The Old Kennels Site, Project Enterprise
Policy 3.2: Development of New and Existing Employment Uses
Policy 4: Transport, Access and Car Parking
Policy 5: Utility Infrastructure
Policy 10: Green Infrastructure and Biodiversity
Policy 12: Design Standards for New Development

**Horsham District Local Plan (2023-40) (Regulation 19)**:
Strategic Policy 1: Sustainable Development
Strategic Policy 2: Development Hierarchy
Strategic Policy 6: Climate Change
Strategic Policy 7: Appropriate Energy Use
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 23: Infrastructure Provision
Strategic Policy 24: Sustainable Transport
Policy 25: Parking
Strategic Policy 29: New Employment
Strategic Policy 30: Enhancing Existing Employment
Policy 31: Rural Economic Development

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

**Henfield Parish Design Statement**

**Planning Advice Notes**:
Shaping Development in Horsham District
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 Environmental Health**: No Objection

The Department have no objections to this application, before permission is granted, the applicant must submit a plan detailing any proposed external plant (i.e., air conditioning units) and/or external lighting, etc.

OUTSIDE AGENCIES

**WSCC Highways**: No Objection

The Highway Authority do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs TR1 – TR8, as revised August 2026. Therefore, there are no transport grounds to resist this proposal.

PUBLIC CONSULTATIONS:

Representations:

1 letter for Support have been received from 1 address, supporting the application on the following grounds:

- On the basis that the applicant has arrangements in place to deal with the parking requirements for this project, there is no material reason why these premises should not be used for the proposed purposes. The application is therefore supported.

Parish Comments:

**Henfield 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

**Principle of Development**:

Policy 1 of the HDPF states when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Policy 10, Rural Economic Development, supports sustainable rural economic development that generates employment and delivers economic, social and environmental benefits. Development in the countryside will be supported where it is appropriate to its location, maintains the area's character, and contributes to farming enterprises, the wider rural economy, or countryside recreation. Proposals should utilise existing suitable buildings wherever possible, or where new development is proposed, deliver significant environmental improvements and minimise impacts on the countryside. Adequate parking must be provided, and the conversion of rural buildings to business or commercial uses is generally favoured over residential use.

Policy 26, Countryside Protection, seeks to protect the rural character and undeveloped nature of the countryside from inappropriate development. Proposals must require a countryside location and support agriculture or forestry, minerals or waste development, informal recreation, or sustainable rural development. Development should be of an appropriate scale, avoid significant increases in countryside activity, and protect, conserve or enhance the character and key features of the surrounding landscape.

Policy 33, Development Principles, seeks to conserve and enhance the natural and built environment. Developments shall be required to, amongst other items, make efficient use of land, and prioritise the use of previously developed land and buildings whilst respecting any constraints that exist.

Policy 3.1.5 of the Henfield Neighbourhood Plan allocated the site for employment development and use.

The application site forms part of an established industrial/commercial and storage site, having been granted planning permission in 2020 under the reference DC/20/0049. The application building itself, the eastern building, benefits from extant permission for a E(g)(iii) and B8 Use and is now nearing completion. The western building, the first stage of the site's development, also benefits from B2, B8 and E(g)(iii) use and is occupied by Southdown Engineers Ltd.

Given the established nature of uses on the site and neighbouring sites to the east and south, the proposed change of use of Unit 2 to allow for vehicle servicing, repair and MOT testing centre is considered appropriate and reflective with the character of the area. The proposal would support the continued use of the site for employment purposes and contribute to the rural economy whilst remaining confined within the existing building and site boundaries.

In conclusion it is considered that the proposed development is considered acceptable in principle, subject to all other material considerations.

**Design and Appearance**:

Policies 25, 32, and 33 of the HDPF promote development that protects, conserves, and enhances the townscape character from inappropriate development. Proposals should take into account townscape characteristics, with development seeking to provide an attractive, functional, and accessible environment that complements the locally distinctive character of the district. Buildings should contribute to a sense of place, and should be of a scale, massing, and appearance that is of a high standard or design and layout which relates sympathetically to the landscape and built surroundings.

Policy 12 of the HNP seeks to ensure that development is of a high quality design that reflects the character of the surrounding area, respects the amenities of neighbouring occupiers, provides satisfactory access arrangements, and preserves or enhances the significance and setting of heritage assets, including the Henfield Conservation Area and nearby listed buildings.

No external changes are proposed as part of this application, with the application solely relating to the change of use of the premises, therefore there is no conflict with Polices 25, 32 and 33 of the HDPF or Policy 12 of the HNP.

**Residential Amenity**:

Policy 32 of the HDPF states that development will be expected to provide an attractive, functional, accessible, safe, and adaptable environment that contribute a sense of place both in the buildings and spaces themselves. Policy 33 continues that development shall be required to ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land.

The closest residential property, Paddock Wood, is located approximately 130metres to the southeast of the site. The building is located within an established commercial/industrial area, with industrial yards located to the south and east of this application site. The commercial use of the site and the resulting impact on the amenities of the neighbouring properties were assessed as part of the original application under planning ref: DC/20/0049. It was concluded that the use was sufficiently separated

from neighbouring properties and therefore the use would not adversely affect the living conditions of the nearby residential properties.

This proposal seeks to introduce a further B2 Use on the site, in which B1, B2 and B8 uses are already present. The application has been supported by a Noise Impact Assessment, in which the Council's Environmental Health Team have raised no objection. The assessment concludes that the proposed use would not result in unacceptable noise impacts at nearby residential receptors and finds that noise levels would remain at the same level of the existing background noise, including where the roller shutter doors would be open.

The previous permissions imposed conditions restricting the hours of trade/business and requiring the service doors to remain closed except for access and egress. Whilst the restriction on hours of trade/business remains a necessity to safeguard neighbouring amenity, the submitted Noise Impact Assessment demonstrates that the proposed use would not result in unacceptable noise impacts with the roller shutter doors either open or closed. In the absence of any objection from Environmental Health, it is not considered necessary or reasonable to re-impose the condition requiring the doors to remain closed during the operation of Unit 2, especially considering the site is within an established industrial yard.

It is not considered that the proposed development would result in any significant harm to the amenities of neighbouring occupiers and the proposal therefore accords with Policies 32 and 33 of the HDPF.

**Highways Impacts**:

Policy 40 of the HDPF deals with sustainable transport and seeks new developments to provide safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport, and the delivery of goods. Policy 41 which relates to parking requires adequate parking and facilities to be provided within developments to meet the needs of anticipated users.

Policy 4 of the HNP seeks to ensure that development promotes safe and sustainable travel by providing pedestrian and cycle connections between residential areas, employment sites and community facilities, whilst protecting existing footpath and bridleway networks. The policy also requires roads, cycleways and footpaths to accord with the standards of the Highway Authority.

The application has been supported by Transport Assessment, in which states that based on the TRICS assessment, the resulting traffic generation associated with the proposed development is negligible and can be readily accommodated within the surrounding highway network. It concludes by stating that the proposals represent a very minor net increase in trip generation associated with the change of use of Unit 2 (291 sqm) from B8 storage to B2 general industrial use and no mitigation measures are required.

WSCC Highways, in their role as the Local Highways Authority, were consulted as part of the application process stating the following. The LHA confirm that there is no evidence to suggest that the existing access is currently operating unsafely, and do not anticipate that the proposal would generate a highways safety concern at the existing access.

The scheme proposes 9 vehicle parking spaces, including a disabled bay. Provision for cycle parking is made to the southeast of the site. The Highway Authority have considered the scale, floorspace and the number of bays in the proposal and the proposed uses and consider that adequate parking provision has been made.

In reviewing the TRICS assessment and undertaking their own comparison study, it reveals the proposed scheme is anticipated to result in an addition of 3 two-way vehicular trips per day, in which the LHA do not consider that the proposed scheme could cause any capacity issues on the local highway network.

The Highway Authority do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network;

therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs TR1 – TR8, as revised August 2026. Therefore, there are no transport grounds to resist this proposal.

**Other Matters**:

**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 (on unregistered sites) and significant on-site enhancements will be secured over this period by way of a Legal Agreement.

The Applicant has demonstrated that the development is exempt from the requirement to achieve a minimum 10% BNG by reason of:

- The development qualifies as 'de minimis' under Regulation 4 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024

**Conclusions**:

The application site forms part of an established industrial/commercial and storage yard, having been allocated for employment development within the Henfield Neighbourhood Plan. Now nearing completion, the proposed change of use of Unit 2 to a B2 Use, is considered acceptable in principle, continuing to provide this employment whilst also providing economic benefits for the wider rural economy. Subject to the recommended conditions, the proposed development would not give rise to unacceptable impacts on residential amenity, nor have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network. The proposed development is therefore considered acceptable and is recommended for approval, subject to the conditions listed below.

**Recommendation: Application Permitted**

Conditions:

2 **Standard Time Condition**: The development hereby permitted shall begin 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 **Regulatory Condition**: The Electric Vehicle Charging spaces shall be provided in accordance with the approved site plan (drawing number 2.03 Rev H). These spaces shall thereafter be retained at all times for their designated purpose unless an alternative scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: To mitigate the impact of the development on air quality within the District and to sustain compliance with and contribute towards EU limit values or national objectives for pollutants in accordance with Policies 24 & 41 of the Horsham District Planning Framework (2015).

4 **Regulatory Condition**: The car parking spaces shall be constructed and made available for use in accordance with approved drawing number (drawing number 2.03 Rev H). The car parking spaces permitted shall thereafter be retained as such for their designated use.

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

5 **Regulatory Condition**: The provision for the storage of refuse and recycling shall be made in accordance with the approved plan (Proposed General Arrangement, drawing number 2.04 Rev G). These facilities shall thereafter be retained for use at all times.

Reason: To ensure the adequate provision of recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6 **Regulatory Condition**: No industrial activities other than loading or unloading shall be undertaken in the open air and no externally located storage of any materials or waste is permitted.

Reason: To safeguard the amenities of neighbouring properties in accordance with Policies 32 and 33 of the Horsham District Planning Framework (2015).

7 **Regulatory Condition**: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 and the Town and Country Planning (Use Classes) Order 1987 (as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) (or any order amending or revoking and/or re-enacting these Orders), the premises hereby permitted shall be used for uses falling within Classes E(g)(iii), B8 and B2 and for no other purposes whatsoever,without express planning consent from the Local Planning Authority first being obtained.

Reason: Changes of use as permitted by the Town and Country Planning (General Permitted Development) Order or Use Classes Order 1987 are not considered appropriate in this case due to (insert with reasons) under Policy 33 of the Horsham District Planning Framework (2015).

8 **Regulatory Condition**: No externally located plant to be installed or operated other than with the permission of the Local Planning Authority by way of formal application.

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

9 **Regulatory Condition**: The unit shall not be open for trade or business except between the hours of 07:00 hours to 20:00 hours Monday to Fridays and 07:00 hours to 18:00 hours on Saturdays and 09:00 hours to 14:00 hours on Sundays and Bank Holidays.

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

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.

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**Plans list for: DC/26/1169**

(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 |
|---|---|---|---|
| Plans | Permitted General Arrangement | 2.04 REV G | 21.07.2026 |
| Elevation plan | Elevations As Proposed | 2.06 REV D | 21.07.2026 |
| Location & Block plan | Location & Block Plan | 2.01 REV D | 13.08.2026 |
| Plans | Proposed General Arrangement | 2.04 REV G | 13.08.2026 |
| Site plan | Proposed Site Plan | 2.03 REV H | 13.08.2026 |
| Design & Access Statement | Planning, Design and Access Statement | NONE | 21.07.2026 |
| Supporting Docs | Noise Impact Assessment - BS4142 | J4210 | 21.07.2026 |
| Supporting Docs | Transport Statement | 14413 | 21.07.2026 |

**DELEGATED**

Case Officer sign/initial Sam Nye Date: 06/10/2026

Authorising Officer sign/initial Tamara Dale Date: 13/10/2026