



PLANNING COMMITTEE REPORT

TO: Planning Committee

BY: Head of Development and Building Control

DATE: 22nd September 2026

DEVELOPMENT: Change of use of land to mixed use for the keeping of horses (existing) and residential Gypsy/Traveller caravan site comprising 4no. pitches, each containing one static caravan and one tourer, together with the erection of two ancillary amenity buildings.

SITE: Fryern Park Farm, Fryern Park, Fryern Road, Storrington, West Sussex, RH20 4FF

WARD: Storrington and Washington

APPLICATION: DC/26/0151

APPLICANT: **Name:** Mr Martin McDonagh **Address:** Fryern Park Farm, Fryern Road, Storrington, West Sussex, RH20 4FF

REASON FOR INCLUSION ON THE AGENDA: More than eight persons in different households have made written representations within the consultation period raising material planning considerations that are inconsistent with the recommendation of the Head of Development and Building Control.

RECOMMENDATION: To approve planning permission subject to appropriate conditions

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 This application seeks a change of use of land from the keeping of horses to a residential gypsy and traveller site, extending the existing gypsy and traveller site of Fryern Park Farm, Fryern Park. The existing Gypsy and Traveller site was established at appeal under application reference DC/18/2084 and contains two pitches. This extension will create a further four pitches, each one containing one static caravan and one tourer, together with the erection of two ancillary amenity buildings. This will bring the total number of pitches on this site to six. No works to commence development have been undertaken.
- 1.2 The mobile home pitches are indicated as measuring approximately 11m in width and 4.1m in depth and would be set at least 3m from the boundaries of the site. The associated dayrooms would each measure approximately 6.5m in width and 4.8m in depth, with a dual-

pitch roof design and an overall height of approximately 4m. The proposed day rooms would be rendered in a cream colour, with white timber doors and dark red interlocking tiles. Internally, the dayrooms would be divided in half providing, with each half providing a kitchen and a bathroom. The dayrooms would each be sited in the northwest and southeast areas of the plot.

- 1.3 During the course of the consideration of this application, amendments have been made, following the submission of a Drainage Strategy, and a revised Site Plan to address concerns raised regarding the setup of the site, including the spacing of caravans to meet the requirements of a Caravan Site Licence.

DESCRIPTION OF THE SITE

- 1.4 The site is located to the north of Fryern Park, outside of any Built-Up Area Boundary (BUAB) therefore in a countryside location. Access to the site is via Fryern Park, a private road off Fryern Road, which provides access to a number of residential properties and land holdings which appear to have dominant equine usages. The site is not in a conservation area and there are no statutory or locally listed buildings in close vicinity. The site is not located within any Environment Agency Flood Risk Zones (Flood Zone 1).
- 1.5 Whilst the site is bounded in part by Fryern Park to the south, there are agricultural and equestrian fields surrounding the site in all directions. The closest residential property, Fryern Park House, is located approximately 72 metres to the east, with the Built-Up Area Boundary of Storrington located 154 metres to the east. A Public Right of Way (2647) runs parallel with the southern boundary of the site. Boundary treatment around the site consists of mature leylandii and laurel hedging.
- 1.6 The site falls within an area designated as a 'Green Gap' between the settlements of Storrington and West Chiltington, as referred to within Policies 8 and 9 of the Storrington, Sullington & Washington Neighbourhood Plan 2018-2031. The surrounding landscape is characterised by a series of small-scale enclosures with horse-related activity dominating the immediate vicinity. Much of the land within the immediate vicinity of the site is sub-divided into paddocks, with scattered buildings and limited long-views due to the hedging.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

National Planning Policy Framework (2026)

Horsham District Planning Framework (HDPF 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 15 - Strategic Policy: Housing Provision
Policy 16 - Strategic Policy: Meeting Local Housing Needs
Policy 19 - Park Homes and Residential Caravan Sites
Policy 21 - Strategic Policy: Gypsy and Traveller Sites Allocations
Policy 22 - Gypsy and Traveller Sites

Policy 23 - Strategic Policy: Gypsy and Traveller Accommodation
 Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
 Policy 26 - Strategic Policy: Countryside Protection
 Policy 31 - Green Infrastructure and Biodiversity
 Policy 32 - Strategic Policy: The Quality of New Development
 Policy 33 - Development Principles
 Policy 37 - Sustainable Construction
 Policy 38 - Strategic Policy: Flooding
 Policy 40 - Sustainable Transport
 Policy 41 - Parking
 Policy 42 - Strategic Policy: Inclusive Communities

Storrington, Sullington & Washington Neighbourhood Plan 2018-2031

Policy 1: A Spatial Plan for the Parishes
 Policy 8: Countryside Protection
 Policy 9: Green Gap
 Policy 14: Design
 Policy 15: Green Infrastructure & Biodiversity
 Policy 16: Traffic & Transport

Horsham District Local Plan (2023-40) (Regulation 19):

Strategic Policy 1: Sustainable Development
 Strategic Policy 2: Development Hierarchy
 Strategic Policy 13: The Natural Environment and Landscape Character
 Strategic Policy 14: Countryside Protection
 Strategic Policy 17: Green Infrastructure and Biodiversity
 Strategic Policy 19: Development Quality
 Strategic Policy 20: Development Principles
 Strategic Policy 24: Sustainable Transport
 Policy 25: Parking
 Strategic Policy 27: Inclusive Communities, Health and Wellbeing
 Strategic Policy 37: Housing Provision
 Strategic Policy 38: Meeting Local Housing Needs
 Strategic Policy 43: Gypsies and Travellers

Supplementary Planning Guidance:

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

Storrington and Sullington Parish Design Statement

Planning Advice Notes:

Shaping Development in Horsham District (2025- SDPAN)
 Biodiversity and Green Infrastructure

PLANNING HISTORY AND RELEVANT APPLICATIONS

DISC/20/0240	Approval of details reserved by conditions 4 and 5 on DC/18/2084	Application 17.09.2020	Permitted	on
DISC/20/0209	Approval of details reserved by condition 3 on DC/18/2084	Application 11.09.2020	Permitted	on
DC/20/0600	Change of use of land to provide 2.No traveller pitches including ancillary accommodation and car parking	Application 27.07.2020 Appeal 30.03.2023.	Refused Dismissed	on —

DC/19/0840	Variation of Condition 1 to previously approved application DC/16/1659 (Proposed erection of replacement 4 bay stable and hay barn for the rehabilitation of race horses). Relating to amendments to roof plans	Application Permitted on 11.06.2019.
DC/18/2084	Proposed change of use of land to accommodate two traveller pitches including ancillary accommodation and parking.	Application Refused on 17.01.2019. Appeal Allowed – 04.11.2019.
DC/16/1659	Proposed erection of replacement 4 bay stable and hay barn for the rehabilitation of race horses	Application Permitted on 24.10.2016

- 2.2 The existing gypsy and traveller site was established under planning permission DC/18/2084, in which permission was granted at appeal. This permission granted consent for two pitches, ancillary accommodation and parking. A subsequent application, DC/20/0600, sought consent for a further two pitches in the southeast corner of the site, part of the area that forms this current application. This appeal was initially allowed by the Planning Inspectorate, however, following a High Court challenge to the Inspector's decision, this decision was quashed on the grounds that the Inspector did not account for water neutrality. The appeal was then dismissed after being redetermined, on the grounds that the proposal would have a likely significant effect on the Arun Valley SAC, SPA and Ramsar site in relation to water neutrality.

3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses and representations 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 horsham.gov.uk/planning/planning-applications/view-and-comment-on-planning-applications.

INTERNAL CONSULTATIONS

- 3.2 **HDC Drainage Engineer:** No Objection

Initial Comments (27/03/2026):

No drainage information has currently been provided. The material of the hardstanding on the site must be confirmed. HDC Drainage require more information to determine that the site drainage meets the requirements of the NPPF and PPG, National standards for sustainable drainage systems (June 2025), and the Horsham District Planning Framework (2015) – Policy 23, Policy 35 and Policy 38.

Secondary Comments (03/07/2026):

HDC Drainage are unable to determine that the site drainage meets the requirements of the NPPF and PPG, National standards for sustainable drainage systems (June 2025), and the Horsham District Planning Framework (2015) – Policy 19, Policy 23, Policy 35 and Policy 38. As such HDC Drainage Object. The applicant has not demonstrated that the proposed development is able to manage surface water and treated foul effluent successfully or to the standard expected of all new development. Insufficient information has been provided to demonstrate how groundwater will be protected from contamination. Insufficient information has been provided to demonstrate that the proposed development will not present a flood risk, impacting neighbouring land and properties to the south / south-west. The applicant may wish to revise their Drainage Strategy or provide further information to support their application, which HDC Drainage are happy to review, however, without the requested information outlined in the Main Comments section, HDC Drainage will be unable to approve of this scheme. Of concern is that there are several constraints on site which may restrict Drainage Solutions for the intended development.

Subsequent Comments (11/08/2026):

On review of the document 'Drainage Design Strategy', Revised July 2026, HDC Drainage are now satisfied by the layout and considerations of the proposed Drainage Strategy for this development.

In this instance, the request for more information at this stage of the planning process was considered appropriate. The proposed strategy had failed to recognise site constraints or provide an appropriate point for an outfall, the implications of which would have become more difficult to address later. The applicant has now provided this information and a solution for the management of Foul and Surface Water on site has been established, as such, HDC Drainage await any outstanding details, to be finalised at Discharge of Condition. The applicant must clearly demonstrate the site's/ development's ability to implement the proposed Drainage Strategy successfully.

HDC Drainage await details about the size and construction of the proposed Drainage Field for Foul Drainage and the Soakaway for Surface Water Drainage, invert levels of all drainage features and management and maintenance plans (including proprietary Device Manuals) must also be provided. Infiltration testing during winter is advised and winter groundwater levels must be at least 1m below the proposed soakaway. Percolation testing (BS6297) is advised, as the applicant will likely need to apply for an environmental permit, which will likely be a requirement of the Environment Agency. Condition recommended.

3.3 **HDC Environmental Health: No Objection**

Initial and Secondary Comments (20/03/2026 & 23/06/2026):

This application does not contain sufficient information on the proposed foul drainage for this site to enable an adequate assessment of the feasibility of the use proposed. Spacing of caravans on the proposed plan is not adequate to meet the requirements of a Caravan Site Licence which will be required if this proposal is approved. Conditions to prevent storage of waste materials and burning on site will be needed.

Subsequent Comments (17/08/2026):

Thank you for providing updated information on the revised Drainage Design Strategy dated July 2026 in relation to the size of the treatment plant needed to accommodate the 4 pitches and where it will be located and drain away to. Conditions can be put in place ensuring that the drainage field is laid out in accordance with the Drainage Design Strategy.

Spacing of caravans on the proposed plan is still not adequate to meet the requirements of a Caravan Site Licence which will be required if this proposal is approved. Conditions to prevent storage of waste materials and burning on site will be needed.

Subsequent Comments (30/08/2026):

EH no longer objects on the grounds of spacing based on the more recent plan.

3.4 **HDC Landscape Architect: Objection**

Initial Comments (24/03/2026):

Whilst it could be agreed that the visual impact would not likely be notable, we have concerns regarding the incremental change and impact on the landscape character arising from the proposed development; the piecemeal applications submitted overtime result in incremental loss of the small-scale rural grazing land described in regional and local landscape character assessments. We recommend a holistic approach is adopted to avoid future piecemeal applications adjacent to each other. In this current form, we consider the proposals to be in conflict with Policies 26 and 27 of the Horsham District Local Plan (HDPF), and Policies 9 and 8 of the Storrington, Sullington & Washington Neighbourhood Plan.

Secondary Comments (02/07/2026):

Since the previous comments dated 24th March 2026, a revised site plan (Dwg. PBA 1 Rev A) has been submitted. However, we note limited amends on this plan and therefore our previous comments remain extant.

OUTSIDE AGENCIES

3.5 **WSCC Highways:** Comment

Initial Comments (05/03/26)

Fryern Road is 'C' classified local distributor road subject to a 30mph speed restriction in this location. Approximately 50 metres north of the site access the speed limit changes to 60 mph. The LHA consider that the existing access affords sufficient visibility on to the public highway. This private access road serves a number of existing properties and equestrian/agricultural use, four additional residential units are not anticipated to detrimentally alter the safe operation of this. An inspection of collision data reveals no recorded injury collisions within the vicinity of the access onto the public highway. There is no evidence to suggest the access has been operating unsafely or that the proposal will exacerbate an existing safety concern.

The proposal provides two parking spaces and one touring caravan space per pitch. No details have been provided on the size of the proposed mobile homes. Assuming each pitch accommodates a two-bedroom mobile home, the WSCC Parking Demand Calculator indicates a minimum requirement of two parking spaces per pitch, increasing to three spaces for three-bedroom homes. The LPA should be satisfied that sufficient parking is available to serve the proposed pitches. Car parking can be secured by condition.

The site is located on the outskirts of Storrington, therefore there will likely be reliance upon the private car for the majority of journeys. Bus Stops are located within walking distance of the site and cycling is a viable option within the vicinity. Details of secure and covered cycle storage can be secured via condition.

The LHA does 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 (paragraph 116), and that there are no transport grounds to resist the proposal.

Secondary Comments (30/06/26)

Refer to previous comments, dated 05th March 2026.

3.6 **WSCC Rights of Way:** No Objection

Initial Comments (16/03/26):

The access road to this site and the estate in general carries a Public Right of Way, Footpath 2647. The access road currently has a hard top. Given that this is already the access road to the estate there are no objections to this proposal.

The applicant's attention is drawn to a number of informatives, including the need to protect the adjacent Public Right of Way, ensure public access is not obstructed or compromised, and obtain the necessary consent from the WSCC Public Rights of Way Team before carrying out any works affecting its route or surface.

Secondary Comments (22/06/26)

Response remains as above, dated 16nd March 2026.

PUBLIC CONSULTATIONS

3.7 Representations:

10 letters of Objection have been received from 9 addresses, objecting to the application on the following grounds:

- The proposals would negatively impact the area, changing the countryside character and appearance of the area, leading to the urbanisation of the site
- Users of the PROW will be subject to more traffic, raising safety concerns
- The close proximity to the existing traveller site on the Fryern Road, to the north
- Increase in traffic coming out of Fryern Park
- Impact on house prices in the area
- Fryern Park Road would be unable to cope with the increase in vehicular and construction traffic
- Highway safety grounds – Existing from Fryern Park onto Fryern Road is already difficult and unsafe
- The previous refusal, DC/20/0600, is a material consideration, no circumstances have changed since this refusal
- Proposal does not demonstrate water neutrality
- Intensification of residential use of the rural site
- Fryern Park already experiences flooding issues and deterioration of the road surface
- Impact on neighbouring amenity, including increased noise, vehicle movements and general activity
- The site does not benefit from adequate infrastructure for sanitation, waste disposal, drainage or other essential services
- Location of the site unsuitable
- Submitted Drainage Strategy is not appropriate and requires redesign
- Amenity impacts on neighbouring properties

3.8 Parish Comments:

Storrington and Sullington Parish Council Parish Council: Objection

Initial Comments (12/03/2026):

Objection due to excessive over development and issues over highway access to and from the site.

Secondary Comments (13/08/2026):

The Committee agreed that a strong objection remains the Council's position. However, as the revised plans were only submitted on 31 July 2026 and Horsham District Council and the Environment Agency are yet to provide their comments, the Committee is unable to make an informed decision at this stage.

3.9 Member Comments:

- Concerns raised regarding potential visual harm if the site is not adequately screened and/or was permitted to become untidy,
- Concerns raised regarding how future occupants would access facilities within the village, walking from the site into the village would not be pleasant in wet weather and/or in the darker months. There would be a tendency for occupants to drive which leads to road safety concerns.
- The junction of Fryern Park and Fryern Road is not particularly safe as visibility of approaching traffic on Fryern Road approaching from both the north and the south is obscured by the physical characteristics of Fryern Road - a slight rise in the road just to the north of the junction and a bend in the road and vegetation right up to the road edge south of the junction.
- Fryern Park is a popular walking, cycling and horse riding route but the road is fairly narrow - too narrow for two vehicles to pass and any walkers, cyclists and horse riders

would need to move off the road to allow a vehicle to pass, so the narrowness of the access is a concern also.

- Numbers who have responded are not fully representative of the local concern.
- Increasing urbanisation (especially given the new developments off Melton Drive, Northlands Lane and Downsvie Ave all add to the traffic impact and the impact of the 200m of missing footway on Fryern Road.
- Water supply, flooding risk, and sewerage provision are concerns.
- Impact of lighting on this rural setting a concern.
- Overdevelopment a concern.
- The works previously carried out on the site to provide hard-standing etc are an eyesore.

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS

- 4.1 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.
- 4.2 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.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

6. PLANNING ASSESSMENTS

Principle of the Development

- 6.1 The development plan for the purposes of this application comprises the Horsham District Council Planning Framework (HDPF, 2015), the 'made' Storrington, Sullington & Washington Neighbourhood Plan (SNP, 2019) and the West Sussex Joint Minerals Local Plan. In accordance with planning law, these documents form the statutory development plan and the starting point for the assessment of the development proposals. The National Planning Policy Framework (2026) and accompanying Planning Practice Guidance are material considerations relevant to the development proposals. The relevant policies within the emerging Horsham District Local Plan (eLP), which is currently at examination stage with final hearings scheduled for mid/late October 2026, is also a material consideration. The weight to be attached to the policies within the HDPF, CNP and eLP are addressed below and in the Planning Balance at the end of this report.
- 6.2 Policies 21 and 22 of the Horsham District Planning Framework (HDPF) (2015) mandates the provision of 39 additional permanent residential pitches for Gypsies and Travellers between 2011 and 2017, with a commitment to meet further needs beyond this period via subsequent Needs Assessments. Specific sites were allocated for development under Policy 21 to address this need, with Policy 22 allowing for further delivery via further site allocations, windfall development and the intensification of existing sites.

- 6.3 Policies 21 and 22 are now though significantly out of date, with the Council's latest evidence in support of the eLP (as set out within emerging Policy 43 (Gypsy, Traveller, and Travelling Showpeople Accommodation) (as amended via main modifications)) setting out an increased need for 79 pitches between 2023-2040 (the eLP plan period) for those who meet the planning definition of Gypsy and Traveller definition, with a potential for a further 20 pitches for households where it is currently undetermined as to whether they meet the Gypsy and Traveller definition.
- 6.4 Emerging Policy 43 sets out that 50 of these pitches should be provided in the first five years (to 2028), with a further 10 by 2033 and the remainder by 2040. These initial 50 pitches are stated to provide only for those who meet the Gypsy and Traveller definition, not the potential 20 pitches for those where it could not be determined as to whether they met the definition or not. The Policy identifies the sites that have been allocated to meet the 79-pitch need, which include a mix of new sites and the intensification of existing sites. The application site forms on one the sites allocated for intensification with an extra two pitches.
- 6.5 Together with existing permissions, the sites identified in emerging Policy 43 amount to a supply of some 109 pitches across the plan period to meet those who do meet the Gypsy and Traveller definition and for 'undetermined' households in their entirety throughout the plan period, with a small headroom to ensure resilience in supply. 50 of these pitches are required to be provided by 2028 to meet families who meet the Gypsy and Traveller definition. The 2024 GTAA Review calculating the combined need to 2028 as being 61 pitches (50 to meet those who meet the Gypsy and Traveller definition and 11 for those where it is unclear). At the time of writing there are consents for 47 pitches to help meet this need, as set out below: -

Reference	Site Address	Decision Date	No. Pitches
DC/21/1796	Pear Tree Farm Furners Lane Woodmancote Henfield	29/02/2024	5
DC/24/0273	Redgates Burnthouse Lane Lower Beeding West Sussex RH13 6NN	26/04/2024	1
DC/24/0367	Land Parcel At 520128 116244 Stonepit Lane Henfield West Sussex	21/11/2024	3
DC/24/0256	Parsons Field Stables Pickhurst Lane Pulborough West Sussex	05/06/2025	2
DC/25/0150	Peacocks Paddock Stall House Lane North Heath Pulborough West Sussex RH20 2HR	08/08/2025	1
DC/25/0982	Land at Marches Road Warnham West Sussex	18/11/2025	2
DC/25/0055	Greenfield Farm Valewood Lane Barns Green West Sussex RH13 0QJ	24/11/2025	5
DC/25/1581	Oldfield Stables Fryern Road Storrington West Sussex RH20 4BJ	27/11/2025	4
DC/24/1409	Land North West of Junipers Harbolets Road West Chiltington West Sussex	27/11/2025	2
DC/25/0318	Rose View Park Hill Farm Lane Codmore Hill West Sussex RH20 1BW	09/12/2025	2
DC/24/1502	Sussex Topiary Naldretts Lane Rudgwick West Sussex RH12 3BU	18/12/2025	4
DC/25/1416	Land East of Coolham Road West Chiltington West Sussex RH20 2LT	19/12/2025	1
DC/25/1901	Hillybarn Farmhouse The Mount Ifield RH11 0LF	03/04/2026	2
DC/25/1996	Downsview Paddock New Hall Lane Small Dole West Sussex BN5 9YJ	01/05/2026	1

DC/25/1700	The Slips West End Lane Henfield West Sussex BN5 9RG	18/06/2026	4
DC/25/1195	Woodlands Farm Broadwater Lane Copsale West Sussex RH13 6QW	12/06/2026	2
DC/25/1727	Long Wells Vineyard Marches Road Warnham West Sussex RH12 3SL	24/07/2026	6
		TOTAL	47

- 6.6 As explained above the eLP is at examination stage and has yet to be adopted, therefore at this time only limited weight can be applied to emerging Policy 43. As it stands, therefore, the Council is unable to demonstrate a five-year supply of Gypsy and Traveller pitches.
- 6.7 Nationally, the Government published an updated National Planning Policy Framework (NPPF) on 17th August 2026. Annex A(10) explains that the Planning Policy for Traveller Sites (2024) (PPTS) is now incorporated within the NPPF, meaning that the PPTS no longer carries any weight in decision making.
- 6.8 Policy S5 of the NPPF sets out the circumstances whereby certain forms of development outside of settlements *‘should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies in this Framework’* [emphasis added]. Paragraph 1(g) to Policy S5 refers to one such development type being Gypsy and Traveller accommodation:
- g. *Development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation, provided it meets the criteria in policy HO12.*
- 6.9 Policy HO12 (Traveller sites) of the NPPF states that:
1. *Development proposals for traveller sites should be located so that they:*
 - a. *Provide a settled base while recognising the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability and may also mean that locations not well-related to existing settlements may be appropriate; and*
 - b. *Enable access to frequently used services, such as education, welfare and health services, including ensuring that children can attend school on a regular basis.*
 2. *When considering proposals for traveller sites, including for the purposes of considering need under policies S5 and GB7, local planning authorities should take into account the existing level of local provision and need for additional sites and other personal circumstances which may be relevant [Nb no such personal circumstances have been advanced by the applicant]. Applications from any traveller should be considered and not just those with local connections.*
 3. *Where development proposals require the permanent or temporary relocation of an authorised traveller site, an alternative site should be identified and provided. Suitable alternative sites should take into account the views of existing residents as well as existing family or community groupings where possible.*
- 6.10 Annex A (Implementation) to the NPPF states that *‘Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight’*. It is therefore necessary to consider whether relevant HDPF policies are consistent with national policy HO12 above.
- 6.11 Policy 23 (Strategic Policy: Gypsy and Traveller Accommodation) of the HDPF sets out a series of criteria against which proposals for gypsy and traveller accommodation on non-

allocated sites will be assessed. Criteria a), b), c) and e) relate to matters of flood risk and drainage, safe vehicular and pedestrian access, servicing, and landscape impact, design and amenity impact. These criteria are considered to be consistent with the relevant equivalent policies within the NPPF.

- 6.12 However, criteria d) requires that *'the site is located in or near to existing settlements, or is part of an allocated strategic location, within reasonable distance of a range of local services and community facilities, in particular schools and essential health services'*. The requirement to be 'located within or near to existing settlements' is not considered to be consistent with NPPF Policy HO12 as set out above, as NPPF Policy HO12 expressly states that sites not well-related to existing settlements may be appropriate. This is though qualified under part b) of Policy HO12 which requires that sites are located to enable access to frequently used services as itemised. In addition, Part 2 of the Policy also refers to the need to consider personal circumstances, which is a criteria not included within HDPF Policy 23.
- 6.13 It nevertheless remains the case that the NPPF is to be read as a whole. NPPF Policies CC2 (Mitigation of climate change) and TR3 (Locating development in sustainable locations) continue to require that development be located where it can support sustainable patterns of movement. The locational sustainability of a site for gypsy and traveller accommodation therefore remains important when considering development proposals.
- 6.14 The principle of a gypsy and traveller site in this location has been established under permission DC/18/2084. This permission, following the granting of an appeal, granted consent for the change of use of land to accommodate two traveller pitches, along with ancillary accommodation and parking. In allowing the appeal, the Inspector found that whilst the development would be located within an area designated as a green gap, the nature and scale of the residential caravan site would not result in an unacceptable degree of amalgamation between the settlements. While there would be some visual harm arising from the site's residential use, this would be localised. Subject to further soft landscaping, the scheme would considerably mitigate any visual effect of the development on leisure walkers and passers-by. Overall, it was concluded that the development would not have a significant adverse visual effect upon the character and appearance of the surrounding area. It was also found that the site would be in a suitable and sustainable location, with good public accessibility, given its urban fringe location. Future occupants would be within a reasonable range of local services and community facilities, with the development being appropriate in scale to the existing transport infrastructure including public transport. Further, the site would be integrated with the wider network of routes, including public rights of way and cycle paths. Finding the scheme would have economic and social benefits, the Inspector concluded that the development complied with both local and national planning policies.
- 6.15 Part of the current application site, the southeast corner, was also subject to a further appeal in 2019, when planning permission was sought to extend the site from 2 to 4 pitches, reference DC/20/0600. In addressing the proposal's impact on the character and appearance of the area, the Inspector found that the site is bounded by trees and hedging to the east and the south, which would mature over time and provide greater screening than at the present time. Notwithstanding that point, the day rooms and caravans would be visible from the site access, however, this effect on the character and appearance of the area would be highly localised as a result of the range of boundary treatments partially screening the site. Though they would be visible to those walking, cycling or riding along the right of way, there would be only a brief and transient visual effect on passing the site access. Even this would be in a context of other caravans and adjacent equestrian structures. Whilst it was found there would likely be an increase in vehicle movements and some noise associated with use of the proposed pitches and movement of vehicles, the effect on the tranquillity of the area would be limited as only two additional pitches are proposed. As such, it was found that the proposal would not have a harmful effect on the surrounding landscape and would have no detrimental effect on the wider Green Gap given the level of containment of the site and the limited long views, owing to the presence of trees and hedging. It was also concluded that the site is

close to a range of services and facilities and acceptable in respect of its effect on living conditions of neighbouring occupiers and on highway safety. However, whilst considering the points found above, the Inspector dismissed the appeal solely due to the conflict with the development plan with regard to the likely significant effect on the Arun Valley SPA, SAV and Ramsar site in relation to water neutrality.

- 6.16 As in the case of the above appeal decisions on this site, it remains that the Council are not currently able to demonstrate a five-year housing land supply to accommodate an identified need of Gypsy and Travelling Showpeople sites within the District. This shortfall is of significant weight in the consideration of this application, and weighs heavily in favour of granting planning permission.
- 6.17 The proposal would deliver 4 additional pitches, making a meaningful contribution toward addressing the identified shortfall. As established within the aforementioned previous appeal decisions for this site, the site is considerable to be in a location whereby the occupants will not be solely reliant on travel by means of private vehicle. The built-up area boundary of Storrington is located approximately 154 metres to the east, in which a bus stop is located close to the junction of Fryern Park/Fryern Road, allowing connections into Storrington and further afield. The site is located approximately 800m (walking distance) from Storrington Primary School, and some 850m away from medical facilities and local shops, within the defined Storrington Village Centre, also allowing for travel by cycle. These distances are broadly comparable to the reasonable walking distances referenced within the NPPF in relation to accessibility, further supporting the conclusion that future occupiers would not be wholly reliant on the private car.
- 6.18 It should also be noted that part of the application site, comprising the two pitches proposed within the southeastern corner, is allocated for the provision of two additional Gypsy and Traveller pitches under Strategic Policy 43 of the emerging Local Plan. Whilst only limited weight can be afforded to this policy at this stage, it nevertheless indicates that the Council considers this part of the site to be capable of extension.
- 6.19 On the basis of these matters, the proposed development of four additional pitches set within the existing boundaries of a site that has been found by previous appeal inspectors to be sustainably located, is considered acceptable in principle, subject to all other considerations as discussed below.

Design and Appearance:

- 6.20 Policy 23(e) of the HDPF states that development for non-allocated gypsy / traveller sites must demonstrate that:
- e. The development will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties, and is sensitively designed to mitigate any impact on its surroundings.*
- 6.21 In addition, Policies 25, 32, and 33 of the HDPF promote development that protects, conserves and enhances the landscape and 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. These reflect national Policy DP3 (Key principles for well-designed places).
- 6.22 The site falls within an area designated as a 'Green Gap' between the settlements of Storrington and West Chiltington, as identified within Policies 8 and 9 of the Storrington, Sullington & Washington Neighbourhood Plan (SSWNP) 2018-2031. Policy 8 states new

development shall protect the views on the Green Gap and Views Map and where appropriate should also identify through a robust master planning process where new views to the surrounding countryside can be provided through the design and layout of streets and spaces. Policy 9 states development between Storrington and West Chiltington will be resisted in line with Policy 27 of the Horsham District Planning Framework which seeks to prevent the coalescence of rural settlements.

- 6.23 Policy 14 of the SSWNP (Design), states that the scale, density, massing, height, landscape design, layout and materials of all development proposals, will be required to reflect the architectural and historic character and scale of the surrounding buildings and landscape. Policy 15 states developments proposals must ensure the green infrastructure assets of the Parishes are protected and maintained, and wherever possible, enhanced.
- 6.24 It is noted that whilst the 'Green Gap' constitutes an extensive swathe of countryside between Storrington and West Chiltington, there are sporadic forms of residential, agricultural and equestrian development located within this designation. In the immediate locality, the rural character of the landscape is influenced by the prevalence of horsiculture activities in all directions. The site benefits from established mature hedgerows along all boundaries.
- 6.25 Whilst the site already accommodates a lawful gypsy and traveller use, the proposal for four additional static caravans largely represents an intensification of an already established pattern of development on the land, set within the existing site boundaries. Three of these additional caravans would be sited centrally within the plot, with the existing stable and barn buildings being retained to the west and the paddock to east. The final additional caravan would be located in the southeast corner of the site. The extension of the site within its wider defensible boundaries represents an appropriate and proportionate expansion, considering the overall size of the site (0.24ha). The amended Site Plan demonstrates a logical and unified site layout, demonstrating a cohesive arrangement of caravans, parking areas, circulation spaces and amenity buildings, ensuring that the site does not appear cramped or visually disordered, with adequate spacing maintained between each pitch. The form, scale, and appearance of the static caravans would be consistent with the existing site, not introducing any visually dominant built characteristics.
- 6.26 As previously detailed within this report, the application site was the subject of a previous appeal (DC/20/0600), which sought planning permission to extend the site from 2 to 4 pitches. The area proposed for that extension comprised the south-eastern corner of the site, which now forms part of the current application site. Under this appeal, the Inspector concluded that the proposal would not have a harmful effect on the character and appearance of the area. The Inspector noted that, although the site had previously appeared more natural, the maturing trees and hedging would provide increased screening. While caravans and day rooms would remain visible from the site access and nearby public right of way, these views would be localised, brief and experienced within the context of existing caravans and equestrian development. In concluding it was found that the proposal would not have a harmful effect on the surrounding landscape and would have no detrimental effect on the wider Green Gap given the level of containment of the site.
- 6.27 The objection from the Council's Landscape Architect is acknowledged, and whilst objecting, they do acknowledge that the visual impact would not likely be notable. Whilst this application seeks to extend the site by 4 pitches, it is noted that the Inspector's findings are still relevant. Although the land lies within the Green Gap, the development would not materially erode its openness or function, given the established presence of built form on the plot and the fact that the development is contained within the existing site's boundaries and viewable alongside the context of the already present buildings. Existing mature hedgerows along all boundaries already provide substantial screening, and the potential for further planting and enhancement, through a suitable landscaping condition, presents an opportunity to soften the site's appearance, mitigating views from the wider area. Whilst a Public Right of Way

(2647) runs parallel with the site's southern boundary, the additional caravans would be read in the context of the existing developed site.

- 6.28 Overall, Officers conclude that the proposal would not give rise to a level of visual impact amounting to unacceptable harm and would not disrupt the prevailing field pattern or the rural character of the area. The proposed development would be contained within an existing defensible boundary and would not appear dominant or incongruous in the landscape and would reinforce rather than undermine the established form and function of the gypsy and traveller site. It is therefore considered that the development accords with Policies 23, 25, 26, 32 and 33 of the Horsham District Planning Framework (2015) and Policies 8, 9 and 14 of the Storrington, Sullington and Washington Neighbourhood Plan and national Policy DP3.

Amenity Impact

- 6.29 HDPF Policy 33(2) states 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. This reflects the requirements of national Policy P3 (Living conditions and pollution). HDPF Policy 23(e) is also of material consideration when assessing amenity impact for non-allocated gypsy / traveller sites.
- 6.30 It is acknowledged that objections have been received in relation to increased noise and disturbance from the proposed extension of the site. These representation letters have been received, read, and have been considered in the assessment of the application. However, it is noted that the application site is located at a distance from nearby residential properties, with the closest residential property, Fryern Park House, located approximately 72 metres to the east. The site is well screened by the existing mature hedging and given the distance between the site and the nearest residential properties, it is not anticipated that the proposal would result in harm through overlooking, loss of privacy, or unacceptable noise and activity, although conditions relating to landscaping mitigation will be required to mitigate this further. The proposed development is therefore considered to accord with Policies 32 and 33 of the Horsham District Planning Framework (2015) and national Policy P3.

Highways Impacts:

- 6.31 Policy 23(b) of the HDPF states that development for non-allocated gypsy / traveller sites must demonstrate that:
- b. The site is served by a safe and convenient vehicular and pedestrian access. The proposal should not result in significant hazard to other road users;*
- 6.32 In addition, policy 40 of the HDPF seeks to direct development to areas which are integrated with sustainable transport networks, encourage sustainable transport choices and ensure that new development is safe for all modes of transport, including vehicles, cyclists and pedestrians. In addition, proposals should minimise conflict between traffic, cyclists and pedestrians. This reflects the requirements of national Policies CC2 (Mitigation of climate change), TR3 (Locating development in sustainable locations), and TR6 (Assessing transport impacts). National Policy TR6(4) expressly requires that:
- 'Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.'*
- 6.33 Policy 17 of the SSWNP states development proposals will be supported provided they can demonstrate that their residual traffic impacts on the local road network are not severe. Policy 18 furthers this stating development proposals that will result in the net loss of public car

parking facilities in Storrington village centre will be resisted. Proposals that will result in additional public car parking facilities to support the village centre will be supported.

- 6.34 It is acknowledged that objections have been received in relation to highways impact, regarding increased vehicle use of Fryern Park and raising concerns relating to the safety of the junction of Fryern Park and Fryern Road. The proposed development would utilise the existing site access, off Fryern Park. WSCC Highways have confirmed that there are no apparent visibility concerns, considering that the existing access affords sufficient visibility on to the public highway. The Local Highways Authority (LHA) were also satisfied that the private access road serves a number of existing properties and equestrian/agricultural uses, in such that four additional residential units are not anticipated to detrimentally alter the safe operation of this. An inspection of collision data reveals no recorded injury collisions within the vicinity of the access onto the public highway and there is no evidence to suggest the access has been operating unsafely or that the proposal will exacerbate an existing safety concern.
- 6.35 Concerning car parking, each pitch is to have two car parking spaces and one touring caravan space per pitch. On the basis of each pitch accommodating a 2-bedroom mobile home, the WSCC Parking Demand Calculator would anticipate a minimum of two parking spaces per pitch. Three parking spaces per pitch would be anticipated for 3-bedroom mobile homes. Whilst two car parking spaces are proposed, there is sufficient space on site to accommodate further vehicles if required.
- 6.36 Whilst the nature of the objections on highway grounds are noted, given the assessment of the proposal by WSCC Highways, it is considered that the proposal would not have an unacceptable impact on highway safety or result in severe cumulative adverse impacts on the operation of the transport network, whilst also considering the sustainable modes of transport available to future occupiers. As such, the proposed development is not contrary to Paragraph 4, under Policy TR6 of the NPPF (2026), and that there are no transport grounds to resist the proposal.

Other Matters:

Barriers to Development

- 6.37 Policy 23(a) of the HDPF states that development for non-allocated gypsy / traveller sites states that:
- a. There must be no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where conventional housing would not be suitable;*
- 6.38 The site does not sit within any designated flood zones, surface water flood area or groundwater protection zone.

Services

- 6.39 Policy 23(c) of the HDPF states that development for non-allocated gypsy / traveller sites must demonstrate that:
- c. The site can be properly serviced and is supplied with essential services, such as water, power, sewerage and drainage, and waste disposal. The site must also be large enough to provide adequate vehicle parking, including circulation space, along with residential amenity and play areas;*
- 6.40 The applicant has provided a Drainage Design Strategy, which provides details of their proposed foul and surface water drainage. Amendments to this strategy have been made

following the comments received by the Council's Drainage and Environmental Team. As a result of these amendments, confirmation has been received from these teams that they are now satisfied by the layout and considerations of the proposed Drainage Strategy for this development and a solution for the management of Foul and Surface Water on site has been established. A further condition is recommended to be imposed for the drainage details to be secured at Discharge of Condition stage.

Ecology

- 6.41 Policy 31 of the HDPF states that development will be supported where it demonstrates that it maintains or enhances the existing network of green infrastructure. Development proposals will be required to contribute to the enhancement of existing biodiversity and should create and manage new habitats where appropriate. This is reflective of national Policies N2 (Improving the natural environment) and N6 (Areas of particular importance for biodiversity and geodiversity).
- 6.42 Policy 15 of the SSWNP states developments proposals must ensure the green infrastructure assets of the Parishes are protected and maintained, and wherever possible, enhanced. Development proposals will be supported, provided their layout and landscape schemes have regard to the following principles as appropriate:
- 6.43 The application site is within the Green Impact Risk Zone for Great Crested Newts, considered a low-risk zone in which their presence is less likely to be present. The site is currently laid to hardcore, consisting of crushed aggregate and therefore offers limited ecological value. The existing boundary trees and hedgerows would be retained, with a hard and soft landscaping condition is to be imposed, seeking further details around proposed and enhanced planting on the site. However, the proposed development offers biodiversity enhancements opportunities, and this is to be secured by means of a condition.
- 6.44 Subject to these conditions, Officers are satisfied that the proposal would avoid significant harm to protected species and habitats and would be acceptable in ecological terms, in accordance with Policy 31 of the HDPF and national Policies N2 and N6.

Biodiversity Net Gain (BNG)

- 6.45 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 may not be begun unless a Biodiversity Gain Plan has been submitted to the planning authority and the planning authority has approved the Plan.
- 6.46 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.
- 6.47 The Applicant has demonstrated that the development is exempt from the requirement to achieve a minimum 10% BNG as the development qualifies as 'de minimis' under Regulation 4 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024. As observed during a site visit, the site is currently laid to a crushed aggregate, in which the paddock in the northeast corner of the site, being retained as such. Therefore, the proposal will not impact 25 square metres or greater of on-site habitat.

Water Neutrality

- 6.48 A 2021 Position Statement from Natural England identified that it could not be concluded with the required degree of certainty that new development in the Sussex North Water Supply Zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites. As a consequence, and to comply with the legal duties set out in the Conservation of Habitats and Species Regulations 2017 (known as the Habitat Regulations), all new development since has been required to demonstrate water neutrality.
- 6.49 On 31st October 2025 Natural England formally withdrew the 2021 Position Statement, citing a package of measures that they were satisfied would safeguard the Arun Valley sites. Principal amongst these measures is a reduction in the Southern Water abstraction licence 'by March 2026'. However, given the licence change has not yet taken place Horsham District Council, as competent authority under the Habitats Regulations, cannot yet be certain that new development will not result in adverse impacts on the Arun Valley sites.
- 6.50 To ensure development can come forward as water neutral in the meantime, the Council has agreed with Natural England to use the significant water savings made by Southern Water in 2024/25 through their programme of leakage reduction (amongst other measures). This has generated some 3,240,000 litres per day of water savings that can now be attributed to new development without increasing water abstraction in the Arun Valley beyond baseline. These savings were previously to be used to launch the Sussex North Water Certification Scheme (SNWCS), however following the withdrawal statement SNWCS will no longer be launching. Natural England standing advice dated 10 November 2025 raises no objection to using these savings to enable development to come forward. The standing advice clarifies that it functions as Natural England's formal response pursuant to Regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 to all relevant planning applications which seek to achieve water neutrality using the above Southern Water savings.
- 6.51 Officers have undertaken an Appropriate Assessment which demonstrates that the anticipated increase in mains water consumption from this development, alongside all other development granted since the 31st October 2025, will not exceed 3,240,000 litres per day.
- 6.52 Accordingly, Officers consider that the proposed development will not have an Adverse Effect on the Integrity of the Arun Valley Site, either alone or in combination with other plan and projects, thereby complying with Regulations 63 and 70 of the Conservation of Habitats and Species Regulations 2017, HDPF Policy 31, and paragraph 193 of the NPPF.

Conclusions and Planning Balance:

- 6.53 The Council cannot currently demonstrate a five-year land supply for gypsy sites, and at present there remains an identified undersupply of available sites within the District. The NPPF (2026) replaces the 2024 PPTS document and states that such a shortfall establish an "evidenced unmet need" for housing across the District (in accordance with Policy S5 and Annex D). Policy S5(1)(g) of the NPPF goes on to state that only certain forms of development should be approved '*... unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in [the] Framework:*
- g. Development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation, provided it meets the criteria in policy HO12;*
- 6.54 Policy HO12, principally, provides that development proposals for traveller sites should be located so that they provide a settled base while recognising the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability and may also mean that locations not well-related to existing settlements may be appropriate. Such sites should also

enable access to frequently used services, such as education, welfare and health services, including ensuring that children can attend school on a regular basis.

- 6.55 Part of the application site, southeastern corner, is allocated for extension under Strategic Policy 43 of the emerging Local Plan, albeit this allocation carries limited weight at this stage. Nevertheless, the proposal represents an appropriate and proportionate extension to an established gypsy and traveller site in a location already considered suitable for this form of development. It is acknowledged that the site falls within an area designated as a 'Green Gap' and the objection raised by the Council's landscape architect is also acknowledged. However, the Landscape Architect acknowledges that the visual impact would not likely be notable, and their objection relates to concerns regarding the incremental change and piecemeal applications submitted over time. However, the proposal represents a modest extension to an established gypsy traveller site, and the additional pitches will be contained within the site's defensible boundaries, bounded by existing mature vegetation, with no further encroachment into the countryside, or the equestrian grazing land to the north. As confirmed within the previous appeal decisions, there would be no significant reduction in the openness and break between the settlements of Storrington and West Chiltington, with the proposed development not eroding the sense of leaving one place and arriving at another.
- 6.56 The site would be well-planned, with adequate spacing between each pitch and the proposed development would be viewed in the context of the existing buildings onsite. There is very limited hard landscaping on the site at present, with suitable conditions recommended to ensure landscaping and biodiversity enhancements opportunities, would potentially enhance the environment without adversely affecting the landscape.
- 6.57 The additional pitches can be accommodated without giving rise to unacceptable landscape, amenity or highway impacts, and the scheme incorporates appropriate layout, screening and servicing arrangements. Following amendments made during the course of this application, the council's Environmental Health Department are now satisfied that the site can accommodate an additional 4 pitches and conform with the requirements of a Caravan Site Licence. Furthermore, they are also satisfied, alongside the Council's Drainage Officer, that a solution for the management of foul and surface water drainage on the site has been established.
- 6.58 The provision of 4 additional pitches within this established location is afforded significant weight in the planning balance, given the identified unmet need for Gypsy and Traveller accommodation within the District. This significant benefit is considered to outweigh the identified conflict arising from development within the designated 'Green Gap', particularly as the proposal represents a modest extension to an existing site, would remain contained within defensible boundaries, and would not result in a significant erosion of the openness or separation between Storrington and West Chiltington. Suitable planning conditions would also ensure the development is appropriately landscaped and integrated into its surroundings.
- 6.59 Overall, the development would contribute towards meeting a significant and identified unmet need for Gypsy and Traveller accommodation within the District. For the reasons set out above, and having regard to the development plan read as a whole, national policy, and all material considerations, the application is recommended for approval, subject to conditions.

7. RECOMMENDATIONS

- 7.1 To approve planning permission subject to the following conditions:

Conditions:

1 **Approved Plans**

- 2 **Pre-Commencement Condition:** Notwithstanding the details previously submitted, no development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).

- 3 **Pre-Commencement Condition:** No development shall commence until a scheme of hard and soft landscaping and boundary treatment for the site has been submitted to and approved, in writing by the Local Planning Authority. The scheme shall include: -

- Any proposed changes in ground level and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication BS 5837:2012 Trees in relation to design, demolition and construction.
- The soft landscaping plan shall include plant species, number, density, location and sizes of the proposed planting. The planting specification shall provide details of tree planting pits, green roofs, planting preparation and establishment operations.
- The hard landscaping plan shall include details of specific materials, colours and finishes of paved or otherwise hard surfaces, built features and street furniture. The plans should clearly show the position of any new fencing and hard surfaces in relation to existing and proposed planting.

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 30 years after completion of the development. Any proposed or retained planting, which 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).

- 4 **Pre-Occupation Condition:** No part of the development hereby permitted shall be occupied until details for the provision for the storage of refuse and recycling facilities has been submitted to the Local Planning Authority for its approval in writing. These facilities shall be provided prior to occupation of the development hereby permitted and 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).

- 5 **Pre-Occupation Condition:** No pitch hereby permitted shall be occupied until the car parking spaces necessary to serve it have been constructed and made available for use in accordance with approved drawing number 'PBA1 REV B'. 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).

- 6 **Pre-Occupation Condition:** No pitch hereby permitted shall be occupied until details of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. No pitch hereby permitted shall be occupied until the approved cycle parking facilities associated with that caravan have been fully implemented and made available for use. The provision for cycle parking shall thereafter be retained for use at all times.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 7 **Pre-Occupation Condition:** No caravan hereby permitted shall be occupied 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).

- 8 **Regulatory Condition:** This permission does not authorise use of the land as a caravan site by any persons other than Gypsies and Travellers, as defined in Annex B of the National Planning Policy Framework (2026).

Reason: To enable the Local Planning Authority to control the use of the site and in accordance with Policy 21, Policy 22 and Policy 23 of the Horsham District Planning Framework (2015).

- 9 **Regulatory Condition:** There shall be no more than four pitches on the site with no more than one mobile home/static caravan (as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968) stationed on each pitch at any time. There shall be no more than one touring caravan stationed on each pitch at any time and these shall not be occupied by any person at any time whilst stationed on the application site.

Reason: To avoid an overcrowded appearance and to secure satisfactory standards of space and amenity and to enable the Local Planning Authority to control the use of the site, in accordance with Policy 21, 22, 23 and 26 of the Horsham District Planning Framework (2015).

- 10 **Regulatory Condition:** No Heavy Goods Vehicles (defined as any vehicle having 3 axles or more and with a weight exceeding 3,500kg) shall operate to or from the site or be stationed, parked or stored on the site at any time.

Reason: In the interest of highway safety and amenity in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015).

- 11 **Regulatory Condition:** The development hereby permitted shall limit the water usage of each pitch to no more than 110 litres per person per day. The subsequently installed water limiting measures shall thereafter be retained.

Reason: To limit water use in order to improve the sustainability of the development and to ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policies 31 and 37 of the Horsham District Planning Framework (2015), Policy N6 of the NPPF (2026), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

- 12 **Regulatory Condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or Orders amending or revoking and re-enacting the same, no additional gates, fences, walls, or other means of enclosure shall be erected or constructed on the site other than those permitted under this application.

Reason: In the interests of amenity in accordance with Policy 33 of the Horsham District Planning Framework 2015.

- 13 **Regulatory Condition:** No external storage of any waste or waste materials, or burning of such, shall take place at any time.

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

- 14 **Regulatory Condition:** No external lighting or floodlighting shall be installed other than with the permission of the Local Planning Authority by way of formal application.

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

- 15 **Regulatory Condition:** No industrial, commercial or business activity shall be carried on from the site, including the storage of materials.

Reason: In the interests of amenity and in accordance with Policies 26 and 33 of the Horsham District Planning Framework (2015).

8. USE OF AI

- 8.1 This report has not been prepared with the support of artificial intelligence tools.