

Storage of Clean Waste Bins

Land at Hop Oast Park and Ride, Worthing Road, Horsham

PLANNING STATEMENT

FEBRUARY 2025

PREPARED ON BEHALF OF:
Horsham District Council Property
and Facilities Department



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SECTION I

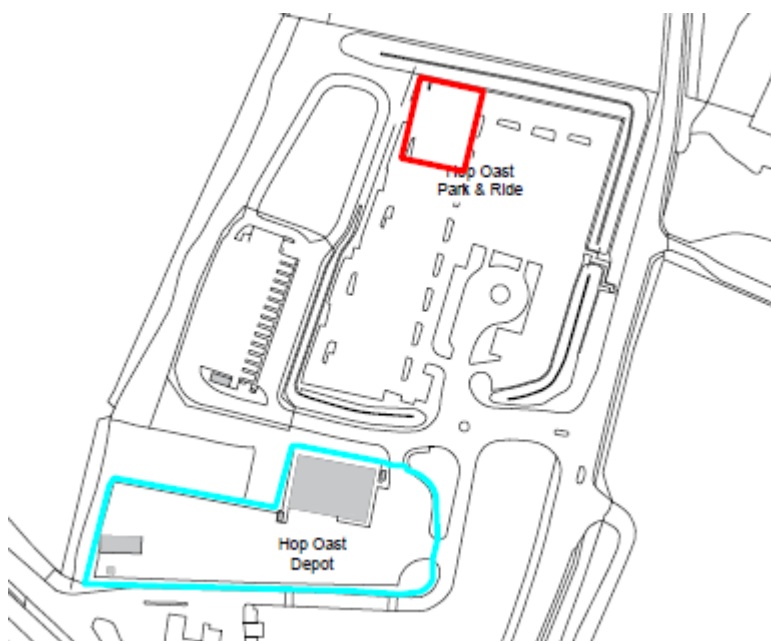
INTRODUCTION

- I.1 Southern Planning Practice Ltd has been instructed to prepare and submit a full planning application to Horsham District Council on behalf of the Horsham District Council Property and Facilities Department. Planning permission is sought for the change of use of an area of the Hop Oast park and ride to storage for clean waste bins to serve food waste services at the Hop Oast Depot.
- I.2 The following plans and documents are submitted together with this planning application for the Council's consideration:
- Site Location and Site Plan Dwg No. HOPC/02
 - Elevations of Proposed Fence Dwg No. HOPC/03
 - Transport Statement including a Parking Survey prepared by I-transport
- I.3 The proposed change of use from an area of the park and ride to storage will provide several benefits, including:
- Provision of area to store clean waste bins in association with food collection services, which will support the continued operation of Hop Oast depot and the wider waste collection services across the District.
 - The proposal would therefore assist with the collection of food waste which would provide both social and public benefits.
- I.4 This supporting statement sets out the site and its context in Section 2, the site's planning history in Section 3 and the proposals in Section 4. Section 5 looks at the planning policy context for the proposals whilst the main planning considerations and the rationale for development is set out in Section 6. Conclusions are drawn at Section 7.

SECTION 2

THE SITE AND ITS SURROUNDS

- 2.1 The site is located within the north western section of the Hop Oast Park and Ride which is located to the south of Horsham and serves the town centre with links to the bus station, Carfax and rail station. The site extends to approximately 0.14 ha and currently comprises an area of parking which is laid to loose gravel. The whole park and ride site is bound on all sides by a mix of hedgerow and mature trees.
- 2.2 To the north of the site beyond the boundary of mature vegetation is land in agricultural use. To the east of the site is Worthing Road (B2237), beyond which is a golf club and the Horsham Football Stadium. To the south of the site is the Hop Oast Depot and to the west of the park and ride site is the Horsham Recycling Centre.
- 2.3 There are no landscape or environmental designations known to apply to the site.
- 2.4 The site falls within Flood Zone 1 on the Environment Agency Flood Risk map which means there is a very low chance of flooding.
- 2.5 The following extract from the site location plan details the location and extent of the site subject of this application.



SECTION 3

PLANNING HISTORY

- 3.1 An online planning history search revealed the following planning history relevant to the site and its surrounds:

SQ/128/00 – Construction of a park and ride car park 535 spaces PERMITTED

SQ/63/01 – Revised proposals for park and ride car park, extension to circulation road, replacement screening bund, fencing, and landscaping PERMITTED

SQ/10/02 – Variation of condition 22 of SQ/128/00 to enable the proposed park and ride development to be constructed in one phase PERMITTED

SQ/124/02 - Use of service road approved under sq/128/00 to provide off highway queuing for adjacent civic amenity site PERMITTED

SQ/9/02 - Variation of condition 21 of SQ/128/00 for extension to opening hours from 20.00-22.00 proposed park & ride facility. PERMITTED

DC/10/0831 - Change of use of Hop Oast Depot Park N Ride car park for junior race cycling on Sundays, roughly once a month PERMITTED

DC/16/1633 - Temporary change of use of part of the car park to refuse vehicle/truck parking for the existing operation of the adjacent Hop Oast Depot, including erection of fencing and ancillary works PERMITTED

DC/17/0529 - Variation of Condition 2 to previously approved application DC/16/1633 (Temporary change of use of part of the carpark to refuse vehicle/truck parking for the existing operation of the adjacent Hop Oast Depot, including erection of fencing and ancillary works) PERMITTED

DC/17/2304 - Variation of condition 2 to previously approved application DC/16/1633 (Temporary change of use of part of the car park to refuse vehicle/truck parking for the existing operation of the adjacent Hop Oast Depot, including erection of fencing and ancillary works). Proposed extension of approved timescale until 31st May 2018. **PERMITTED**

DC/21/0650 - Siting of a container to store hard and soft furniture **PERMITTED**

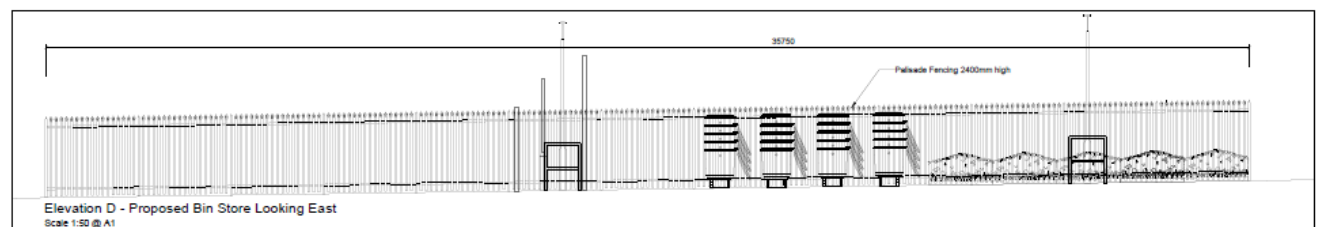
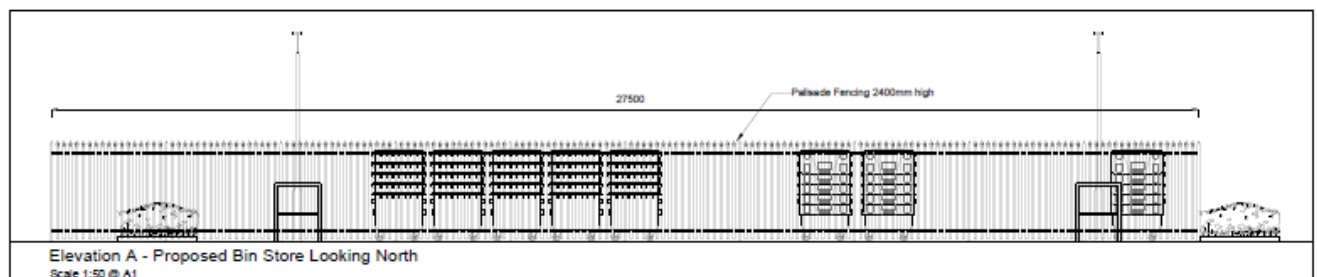
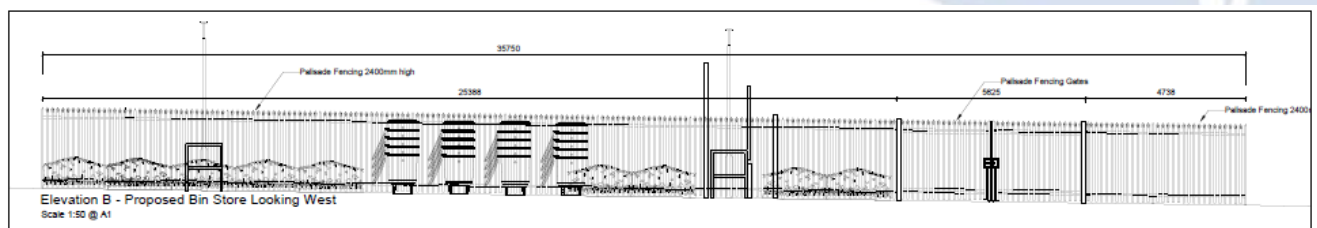
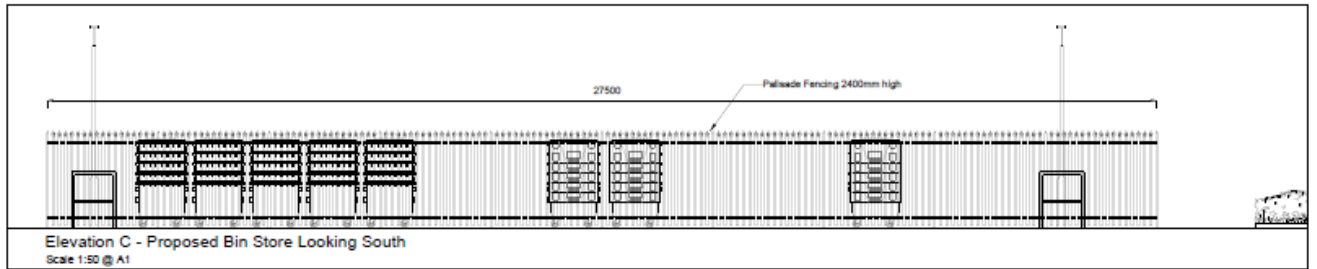
- 3.2 The permission implemented for the park and ride was the scheme approved under reference SQ/63/01. Since that time and following the opening of the Park and Ride facility, the eastern section of the site is now used for storage of vehicles owned by West Sussex County Council (who own the site) which has reduced the overall parking capacity to some 270 parking spaces.
- 3.3 In addition to the above, a pre-application request was submitted for advice on the proposals subject of this application and a response was received on 30 October 2024. The pre-application response confirmed that the proposals would support and contribute to the continued operation of waste services across the District and would result in public benefits in this regard. It also confirmed that the proposal would not result in an intensification in level of activity of the site and therefore the principle of development is acceptable.
- 3.4 The pre-application did however highlight that the proposals would result in the loss of parking at the park and ride facility and therefore it has the potential to impact upon the function and availability of the park and ride facility, and as a result it would need to be demonstrated that the reduced capacity would not have an adverse impact upon the operation and accessibility of the facility. It was therefore suggested that an application would need to be supported by information to demonstrate and justify that the proposal would not result in a significant loss of parking at the facility. The Transport Statement, including the parking survey, submitted together with this application reviews the loss of parking in detail. A copy of the pre-application advice is provided at Appendix A of the Transport Statement.

SECTION 4

THE PROPOSAL

- 4.1 This application seeks planning permission for the change of use of an area of existing park and ride facility to an area of open storage to store clean waste bins. The area of storage is required to assist in facilitating the new commercial and domestic food waste collections from 2025 and 2026 respectively.
- 4.2 The area of open storage is proposed to be enclosed by a new fence, detailed in the submitted elevation plan, for security purposes. In addition, the current surfacing of loose gravel will be replaced with a hard surface such as tarmac.
- 4.3 The area of storage will be associated with the food waste services at Hop Oast Depot, located to the south of the site. The new storage facility is required as the existing depot is at capacity and there is opportunity to provide this area of storage without expansion into the open countryside.
- 4.4 The proposals will result in the loss of 25 parking spaces at the Park and Ride. The Transport Statement has fully assessed the impact of this loss.
- 4.5 The proposed bin storage area has been designed to accommodate 1,000 – 1,600 new waste bins at any one time, which will be delivered to the site by articulated vehicles. These will then be collected and distributed by distribution vehicles (likely long wheel base, medium sized vans) which will distribute the bins within the district. No used bins will be returned or stored at the proposed storage area.
- 4.6 The proposed bin storage area has been designed to accommodate 1,000-1,600 new waste bins at any one time, and the lines of bins will range from 140 litres to 1,100 litres. These will be delivered to the site, then collected and distributed by distribution vehicles (likely long wheel base, medium sized vans) which will distribute the bins within the district. No used bins will be returned or stored at the proposed storage area.

- 4.7 The new storage area would be accessed by refuse vehicles to pick up and drop off clean bins, and vehicle routing taking place along the central avenues of the car park. It is envisaged that there will only be one return trip daily generated by the proposals.
- 4.8 Access to the area of storage will be via the existing access to the park and ride.
- 4.9 The following extract from the plans detail the proposed fencing which will be used to enclose the proposed new storage area.



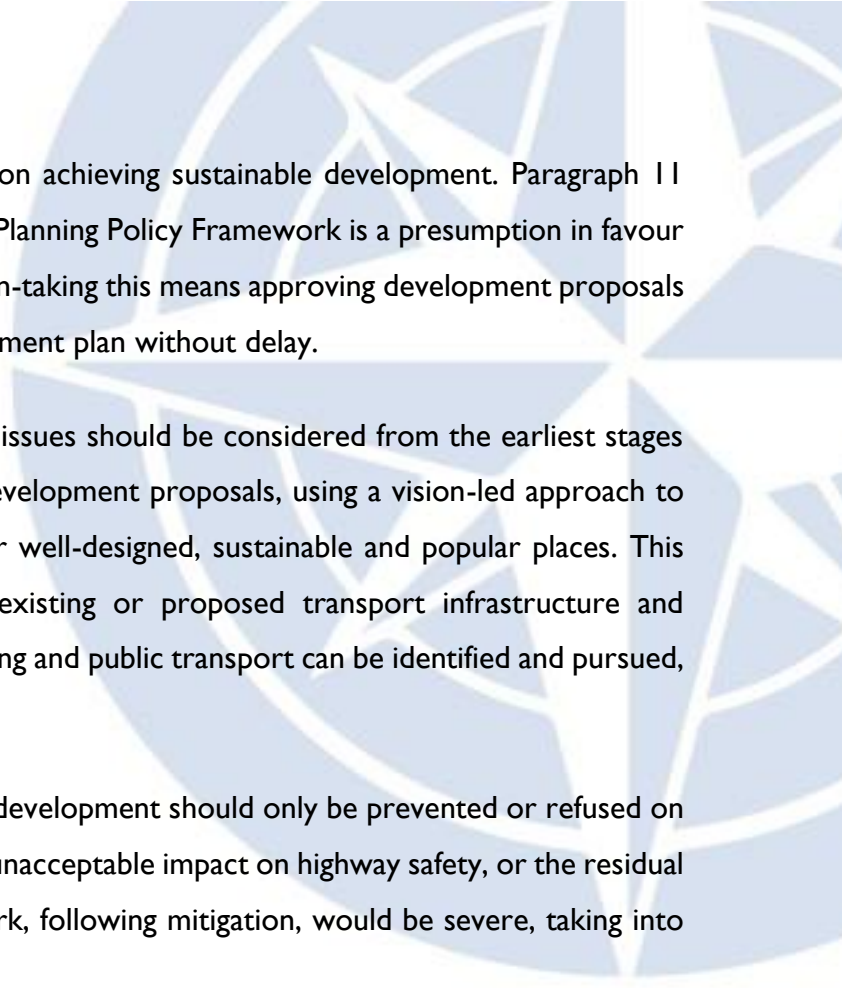
SECTION 5

RELEVANT PLANNING POLICY

- 5.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, and Section 70 (2) of the Town and Country Planning Act 1990, the planning policy framework relevant to the determination of the application comprises the adopted Development Plan and relevant material considerations. Where the Development Plan contains relevant policies, applications for development which are in accordance with the plans should be allowed, unless material considerations state otherwise.
- 5.2 The site is located within the administrative boundary of Horsham District Council and as such the Development Plan comprises:
- Horsham District Planning Framework; and
 - Southwater Neighbourhood Plan.
- 5.3 The “other material considerations” relevant as per Section 38(6) of the Planning and Compulsory Purchase Act and Section 70 (2) of the Town and Country Planning Act 1990, include the National Planning Policy Framework, the Planning Practice Guidance, Supplementary Planning Documents, and other local guidance.

National Planning Policy Framework

- 5.4 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and forms the government’s planning policy at national level. It is a material consideration in the determination of planning applications. The revised NPPF was most recently updated in December 2024 to reflect the current Government’s focus on boosting housing supply and delivering homes now.
- 5.5 The NPPF sets out the purpose of the planning system is to contribute to the achievement of sustainable development through three overarching objectives: economic, social and environmental.

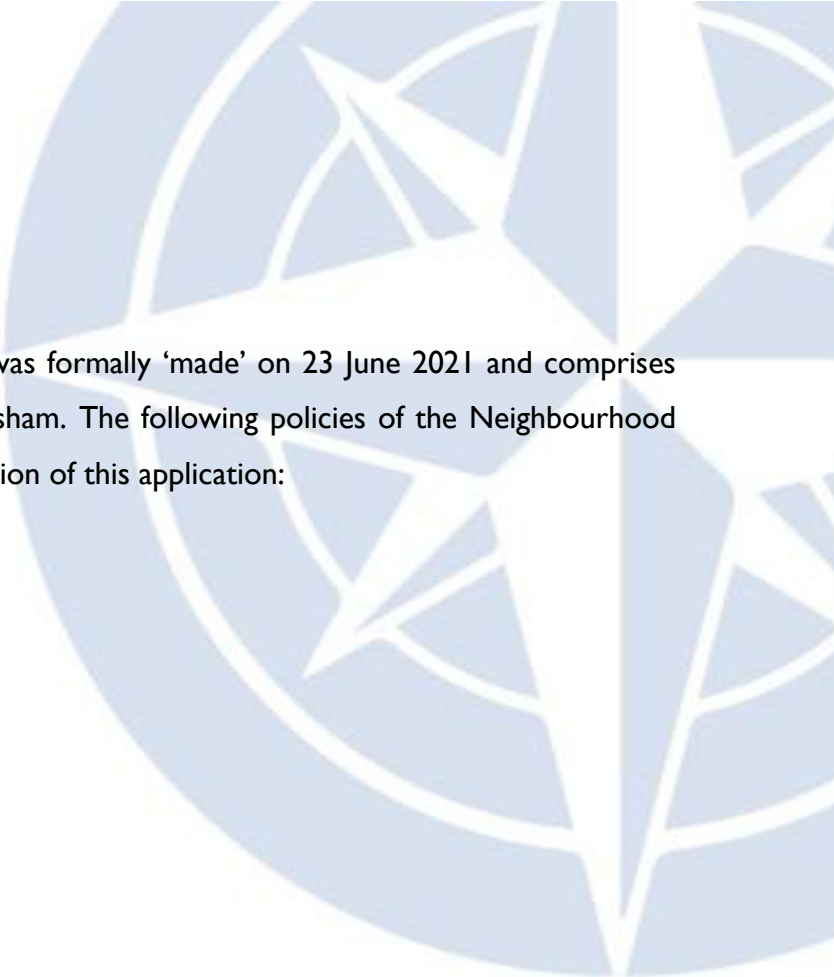
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- 5.6 Chapter 2 of the Framework focuses on achieving sustainable development. Paragraph 11 states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.
- 5.7 Paragraph 109 confirms that transport issues should be considered from the earliest stages of plan-making and the formation of development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This will ensure that opportunities from existing or proposed transport infrastructure and opportunities to promote walking, cycling and public transport can be identified and pursued, and transport issues addressed.
- 5.8 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios

The Development Plan

- 5.9 The following policies of the currently adopted Development Plan are considered to be most relevant to the proposals:

Horsham District Planning Framework

- Policy 2 – Strategic Development
- Policy 24 – Environmental Protection
- Policy 25 – The Natural Environment and Landscape Character
- Policy 26 – Countryside Protection
- Policy 32 – The Quality of New Development
- Policy 33 – Development Principles
- Policy 40 – Sustainable Transport
- Policy 41 - Parking



Southwater Neighbourhood Plan

5.10 The Southwater Neighbourhood Plan was formally ‘made’ on 23 June 2021 and comprises part of the Development Plan for Horsham. The following policies of the Neighbourhood Plan are most relevant in the consideration of this application:

- SNPI – Development
- SNPI6 – Design

SECTION 6

RATIONALE FOR THE DEVELOPMENT

Planning Considerations

- 6.1 The main planning considerations in this instance are the principle of development and the impact on the surrounding character and appearance of the area. In addition, the loss of parking spaces at the park and ride facility are also a key planning consideration. A Transport Statement including a Parking Survey has been undertaken and is submitted together with this application.
- 6.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. The following section will assess each of the key planning considerations.

Principle of Development

- 6.3 Horsham District Council are introducing commercial and domestic food waste collections from 2025 and 2026 respectively. This requires new collection vehicles which will be stored at Hop Oast Depot which in turn requires a new storage area for new waste bins before they are distributed to domestic and commercial properties.
- 6.4 The site is located outside of a defined settlement boundary and is therefore considered to be located in the countryside in planning policy terms. Policy 26 of the Horsham Development Plan Framework (HDPF) states that outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. It asserts that any proposal must be essential to its countryside location, and in addition meet one of the following criteria:
- support the needs of agriculture or forestry;
 - enable the extraction of minerals or the disposal of waste;
 - provide for quiet informal recreational use; or

- enable the sustainable development of rural areas.

- 6.5 In addition, proposals must be of a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects and/or conserves, and/or enhances, the key features and characteristics of the landscape character area in which it is located.
- 6.6 Further, Policy SNPI of the Southwater Neighbourhood Plan states that all development must contribute to sustainable development and in particular, it should enhance strong, healthy and vibrant community.
- 6.1 As highlighted in the planning history section of this statement, the site subject of this application was previously granted temporary planning permission for the change of use of part of the car park to refuse vehicle/truck parking for the existing operation of the adjacent Hop Oast, and this included the erection of fencing and ancillary works. (Reference DC/16/1633). This temporary permission resulted in the loss of 127 parking spaces from the total on-site provision of 468 (which included 10 suspended spaces that were being used to store waste bins), leaving a total of 331 spaces available for public use. Planning permission was granted for 1 year as it was considered that if it were to be a permanent use, it would impact the contribution of the park and ride to the sustainable transport objectives of Horsham District Council.
- 6.2 The proposals subject of this application would also result in the loss of parking at the existing park and ride facility, however it would only result in the loss of 25 spaces which is considered to be very minor in comparison to the previous temporary permission.
- 6.3 This planning application seeks to secure permission for the change of use of an area of the Hop Oast Park and Ride facility to provide open storage for clean waste bins in connection with Hop Oast Depot, located to the south of the park and ride. The area of open storage would be used to store clean waste bins in association with food collection services, and would support the continued operation of Hop Oast Depot and the wider waste collection services across the District. It is therefore considered that the proposal would provide both social and public benefits which are a key material consideration in this application.
- 6.4 In summary, the principle of development of the proposed open storage to facilitate storage of clean waste bins is considered to be acceptable, as confirmed by the pre-application

response. The following will assess the other key planning considerations relevant to the proposals.

Impact on Character and Appearance

- 6.5 Several policies in the HDPF promote development that is of a high quality design, which is sympathetic to the character and distinctiveness of the site and surroundings, namely these are Policies 25, 32 and 33. These policies assert that the landscape character of the area should be protected, conserved and enhanced, with proposals contributing to a sense of place through appropriate scale, massing and appearance. Further, Policy 2 of the HDPF recognises that the rural character and landscape of the District should be retained, with development around the edges of existing settlements managed to prevent the merging of settlements and the protection of the rural character and landscape. In addition, Policy SNPI6 of the Southwater Neighbourhood Plan states that all development must be of a high quality of design and it should be designed to actively respond to other properties in the vicinity and not result in unacceptable harm to the amenities of existing and proposed buildings.
- 6.6 The proposed development constitutes a very minor change in appearance to the site. The area of open storage is proposed to be enclosed by fencing and the existing loose gravel surface will be placed with hard standing such as a permeable tarmac. The replacement of loose gravel with a more permanent surfacing is required to accommodate the refuse vehicles accessing the site, however such movements from these vehicles will be limited as discussed below.
- 6.7 The fencing, as detailed in the submitted elevation, will comprise 2.4m high palisade fencing which will ensure that the area of open storage is read in the context of the surrounding area. Further, the park and ride site is set within a very limited visual envelope due to the mature boundary screening and as such the proposals are unlikely to be seen in even glimpse wider views from outside of the development site.
- 6.8 Other than the fencing and the change in surfacing there will be no other physical changes required to facilitate the open storage area. As such, it is considered that the proposals will be read in the context of the existing park and ride site and will have no impact on the surrounding character and appearance of the area. Therefore, the proposed development is in accordance with Policies 25, 32 and 33 of the HDPF and Policy SNPI6 of the Southwater Neighbourhood Plan.

Impact on Local Highway Network and Parking

- 6.9 Policies 40 and 41 of the HDPF promote development that provides safe and adequate access, suitable for all users.
- 6.10 A Transport Statement has been prepared and is submitted together with this application. the Transport Statement includes a Parking Survey which was undertaken on Thursday 28 November and Saturday 30 November 2024, capturing both typical weekday and weekend parking demand between 06:00 and 20:00.
- 6.11 There will be no change in access to the park and ride facility, however there will be a new access to the new storage area. The Transport Statement confirms that access to the Park and Ride site for cars and buses will not be impacted by the proposed development, these vehicles would continue to access the Park and Ride site via the signalised junction with B2237 Worthing Road and mini roundabout adjacent to the Hop Oast Depot.
- 6.12 The proposed storage area to provide space to store clean waste bins only, and not for the storage of vehicles associated with the distribution of new bins or collection of refuse - these vehicles are stored elsewhere. As such, the proposed storage area will not generate any vehicular traffic other than when clean bins are either delivered to be stored or distributed to domestic or commercial properties. On this basis and following advice from the Horsham District Council Waste Management Team, large vehicles would be expected to visit the proposed storage area 1 – 2 times per day. This is not a significant volume of vehicle movements which will be unnoticeable on the Worthing Road corridor or wider highway network.
- 6.13 The proposed area of storage for clean waste bins at the Hop Oast Park and Ride site will have a negligible impact on the site's overall functionality and operation. The parking survey confirms that even with the loss of 25 parking spaces, the Park and Ride facility can comfortably accommodate the typical weekday demand and the occasional peak demand during matchdays. Furthermore, Horsham Football Club's provisions for alternative parking and their Event Traffic Management Plan ensure that the impact on matchday parking will be minimal. The development aligns with national and local transport policies and it is unlikely to result in any unacceptable or indeed 'severe' highway impact. Therefore, the proposal is considered acceptable from both a transport and operational perspective.

- 6.14 In light of the above, the proposed development is in accordance with Policies 40 and 41 of the Development Plan.

Impact on Neighbouring Amenity

- 6.15 There are no residential properties within close proximity to the site and the nearby uses comprise largely commercial uses.
- 6.16 Policy 32 of the HDPF states that development will be expected to provide an attractive, functional, accessible, safe, and adaptable environment that contributes a sense of place both in the buildings and spaces themselves. Policy 33 requires that development should ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land. SNPI6 of the Southwater Neighbourhood Plan states that development should be designed to actively respond to other properties in the vicinity, ensuring no unacceptable impacts on residential amenity occur. Development should not result in unacceptable harm to the amenities of existing and proposed buildings, particularly with regard to privacy, outlook, daylight and sunlight.
- 6.17 In terms of the movements to and from the site, as set out above they will be de minimis. Therefore, it is considered that there will be no adverse impact on neighbouring uses as a result of the proposed new storage area.
- 6.18 In light of the site and its surroundings, together with the small scale nature of the proposals, it is considered that the proposals will not result in any adverse impact on the surrounding uses. As such, the proposals are in accordance with Policies 32 and 33 of the HDPF and Policy SNPI6 of the Southwater Neighbourhood Plan.

Impact on Ecology

- 6.19 The site is currently laid to loose gravel and therefore has a very low ecological value. The proposals will replace the loose gravel with hard standing such as a permeable tarmac. Due to the low ecological value and the small scale of the site, it is considered that there will be no impact on the ecological value of the site. As such, it is considered that a Preliminary Ecological Appraisal is not required as part of this application.

Biodiversity Net Gain

- 6.20 Given the nature of the proposals, they accord with the ‘de minimis’ exception in Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), therefore there is no requirement to provide the mandatory 10% Biodiversity Net Gain.

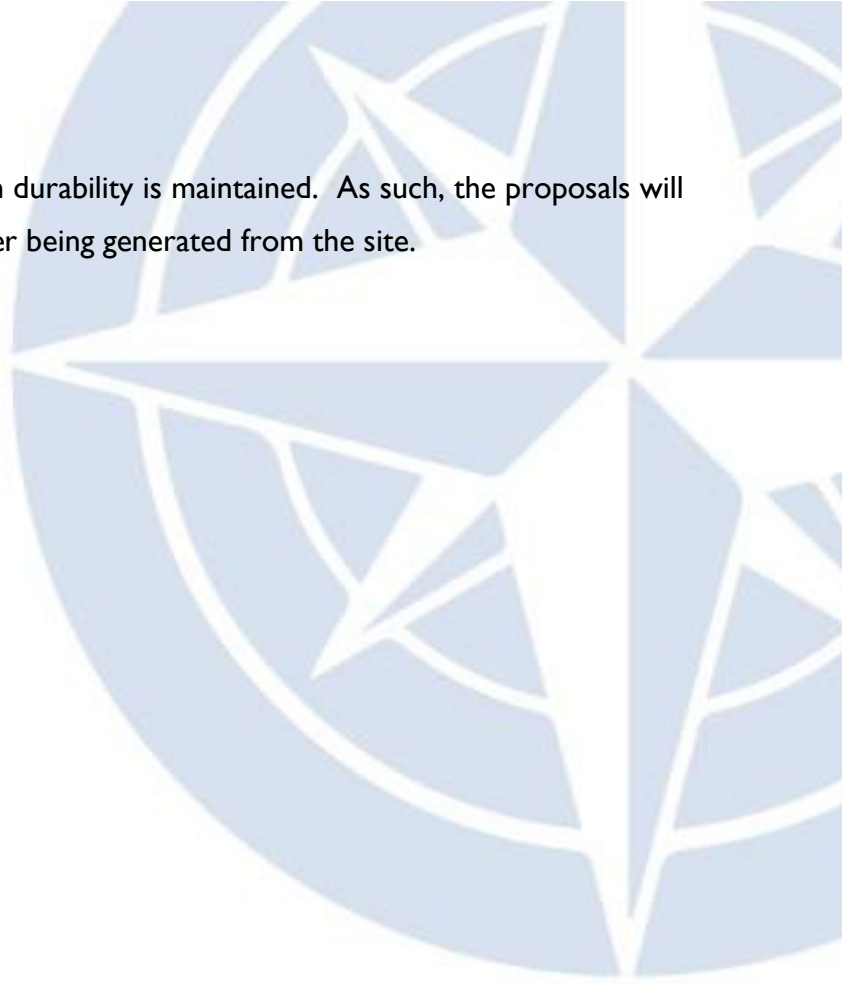
Water Neutrality

- 6.21 It has been identified that the site subject of this application falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.
- 6.22 Natural England advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone.
- 6.23 The proposed development would provide open storage to serve the food waste collection service operating from the established Hop Oast depot. The development relates solely to the provision of open storage to accommodate the clean waste bins and there will be no increase in demand for water as a result of this use. As such, there is no need for the proposal to demonstrate water neutrality.

Drainage

- 6.24 The proposal seek to replace the existing loose gravel with hard surface such as tarmac. It was highlighted in the pre-application that the site subject of this application forms part of the ‘Stormcell’ which directs runoff to the piped culvert. It is understood that the permeable surface of the park and ride facility acts to limit surface water run-off. Due consideration has been given to this and to ensure that the proposals do not have an adverse impact on surface run off rates, it is proposed to use a fast-draining porous asphalt to ensure that the site is

still effectively draining whilst long term durability is maintained. As such, the proposals will not result in any increased surface water being generated from the site.



SECTION 7

CONCLUSION

- 7.1 The proposals will create a new area of open storage within the existing park and ride facility which will accommodate clean storage bins to assist with the food waste collection within the District. The area of storage is functionally and physically well related to the existing depot to the south of the site which will enable it to be easily accessed. As set out in the Transport Statement, the new storage area will only be accessed once a day and therefore trip movements are less than the existing area functioning as part of the park and ride facility.
- 7.2 In summary, the proposals:
- Will create a new much needed storage facility to enable the food waste collection service to efficiently operate;
 - Will be visually well contained within the existing park and ride facility;
 - Will be functional and physically well related to the existing waste depot;
 - Will not result in additional vehicular movements to and from the site;
 - Will have no impact on neighbouring amenity;
 - Will not result in any adverse impact on surface water drainage; and
 - Have justified that the loss of 25 parking spaces will not have a significant detrimental impact on the park and ride facility.
- 7.3 The proposals would not have any adverse impact on the key planning considerations considered in Section 6 of this Statement, and such the proposals are acceptable.
- 7.4 As demonstrated throughout this statement, the proposals are in accordance with the relevant policies of the Development Plan and would enable the efficient continued operation of the food waste collection services in the District which is a key public benefit in the consideration of the proposals.
- 7.5 In light of the above, the proposals are in accordance with Paragraph 11 of the NPPF and should be approved without delay.