

Hop Oast Park and Ride Site, Horsham: Transport Statement

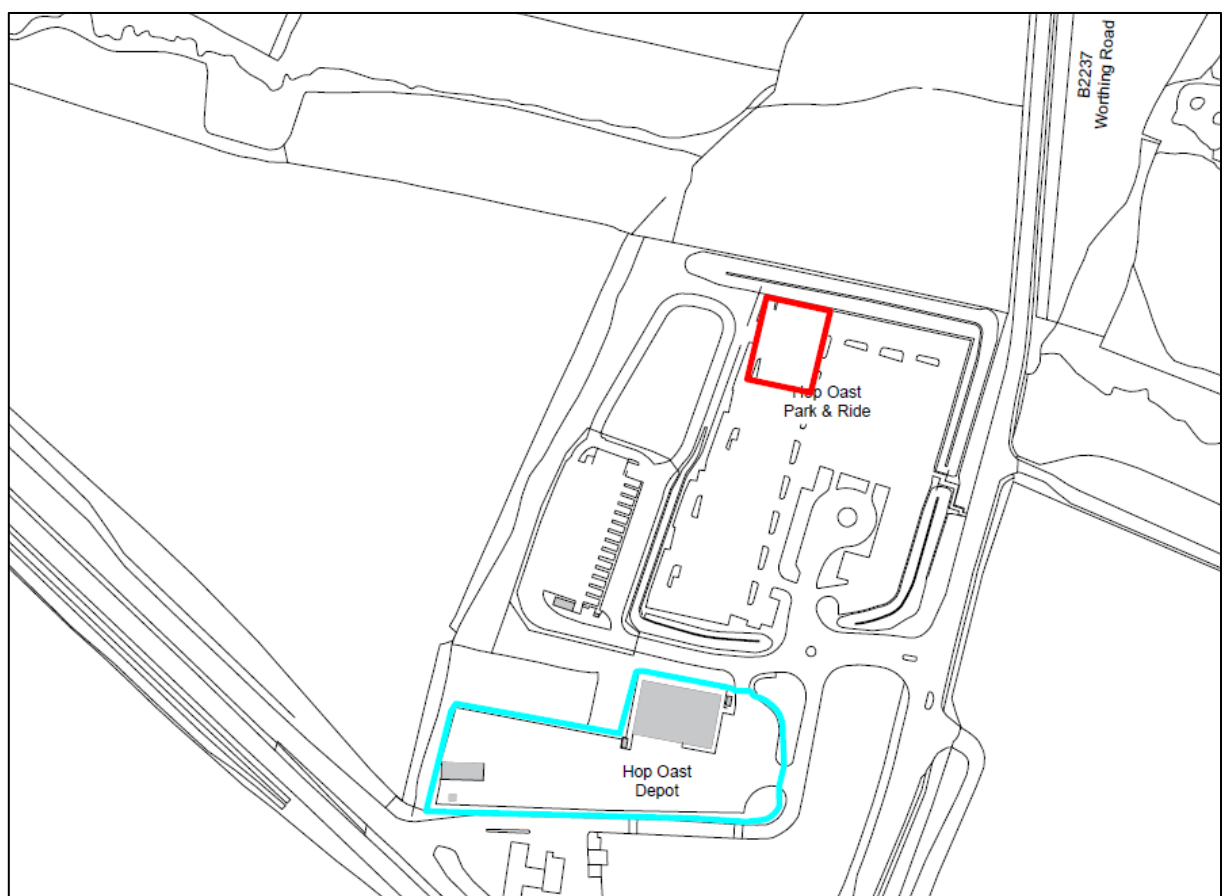
Ref: ITB200574-001a

Date: 3 February 2025

SECTION 1 Introduction

- 1.1 Horsham District Council Property and Facilities Department (the Applicant) has appointed i-Transport LLP to provide highways and transport advice to support a planning application to store clean waste bins within the Hop Oast Park and Ride site, B2237 Worthing Road, Horsham ('the site'). The site Location is shown in **Image 1.1** below.

Image 1.1: Site Location



Source: Horsham District Council Property and Facilities Department

1.2 Planning History Context

1.2.1 The site was granted planning permission in 2001 for the construction of the Park and Ride facility which provided 467 parking spaces. 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. In addition, there have been a series of temporary planning consents for the site which temporarily reduced parking capacity including:

- **Application DC/16/1633** - Temporary change of use of part of the carpark to refuse vehicle parking for 1 year (extended from 6 months under DC/17/0203 and DC/17/2304). This application reduced the Park and Ride capacity by 127 spaces which were used to park and store refuse vehicles associated with the neighbouring Hop Oast Depot.
- **Application DC/21/0650** - Siting of a container to store hard and soft furniture. This application removed a 'small number' (which is estimated to be between 5-10) of Park and Ride parking spaces to site a storage container. While this was a temporary application, the Decision Notice does not appear to state how long the temporary permission was granted for.

1.2.2 West Sussex County Council (WSCC) as local highway authority was consulted on the above previous planning applications and did object on transport or highway grounds. It is understood that the temporary permissions for the above planning applications have now lapsed.

1.3 Pre-application Advice

1.3.1 Pre-application advice was received from Horsham District Council as local planning authority in October 2024, a copy of the advice is provided at **Appendix A**.

1.3.2 With respect to transport and highway matters, the pre-application advice confirmed that:

- Consideration should be given to the impact of the proposal on the function and availability of the Hop Oast Park and Ride facility across the week, including on match days for Horsham Football Club;
- Parking surveys should be undertaken and presented to justify any loss of parking;
- The existing Park and Ride access is expected to be sufficient for the proposed development; and
- Information on the likely frequency of vehicle movements and operating hours should be provided.

1.4 Report Structure

1.4.1 This Transport Statement (TS) has been prepared in response to the pre-application advice and is structured as follows:

- **Section 2** provides an overview of local and national transport policy and guidance.
- **Section 3** describes the development proposal including the proposed site access arrangements and internal layout, including swept path analysis and a forecast of vehicle movements arising from the proposed development;
- **Section 4** presents the parking survey results and discusses the overall impact of the proposed development on availability of parking at the Park and Ride site; and
- **Section 5** provides a summary and conclusion of the report.

SECTION 2 Policy Context

2.1 This section of the TS presents a review of national and local transport policy and guidance documents to provide the context for the transport considerations of the development proposal.

2.2 National Policy

National Planning Policy Framework (December 2024)

2.2.1 The National Planning Policy Framework (NPPF) details the Government's planning policies and provides information on how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development.

2.2.2 The NPPF confirms (paragraph 10) that at the forefront of planning is the ***"presumption in favour of sustainable development"***.

2.2.3 The NPPF (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.

2.2.4 The scope and structure of this TA has been prepared to consider the four critical tests outlined in paragraph 115 of the NPPF:

a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.2.5 Furthermore, paragraph 116 of the NPPF goes on to state:

“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”

2.2.6 Therefore, development should provide opportunities for sustainable travel, achieve safe access for all modes, meet relevant design standards and have acceptable traffic impacts.

2.2.7 Paragraph 116 of the NPPF sets a high-bar test in determining planning applications. Only when transport impacts are ‘severe’, following mitigation or where safety impacts are ‘unacceptable’ should an application be refused, and development prevented. This is an intentionally high-bar and acknowledges that even significant impacts of development can / should be acceptable.

Planning Policy Guidance (NPPG)

2.2.8 The web-based Planning Practice Guidance (PPG) brings together planning guidance for England across all disciplines in an accessible way, as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.9 NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other, and this TA has been prepared to assess the transport impacts of the development, and to consider whether any effects would be ‘severe’.

2.2.10 Section 3 of this TS presents an assessment of potential traffic impacts and demonstrates that traffic associated with the proposed development will not result in a ‘severe’ impact on the operation of the highway network.

2.3 Local Policy and Guidance

Horsham District Planning Framework

2.3.1 The Horsham District Planning Framework (HDPF), adopted in 2015, is the core planning document that guides development in the Horsham District. It sets out policies for land use, sustainable development, and infrastructure to manage growth while preserving the district's character and environment.

2.3.2 With respect to transport, HDPF emphasises improving transport links, reducing congestion, and promoting sustainable transport options like walking, cycling, and public transport. Key transport policies include:

- **Policy 40 Sustainable Transport** - promotes sustainable transport by encouraging developments that support walking, cycling, and public transport, while reducing car dependence. It emphasises the need for appropriate infrastructure to enhance accessibility and connectivity.
- **Policy 41 Parking** - aims to ensure that developments provide sufficient parking spaces to meet demand, considering the needs of different users (residents, businesses, etc.). The policy encourages the use of sustainable parking solutions, such as electric vehicle charging points, and seeks to balance parking needs with promoting sustainable transport options.

West Sussex County Council Local Transport Plan

2.3.3 The West Sussex County Council Local Transport Plan (LTP) is a strategic framework that guides the development and management of transport across the county. Its primary goals are to enhance connectivity, promote sustainable transport, reduce congestion, and improve environmental sustainability.

2.3.4 Key objectives of the LTP include:

- Promoting walking, cycling, and public transport to reduce reliance on cars;
- Upgrading and maintaining transport infrastructure, such as roads, public transport systems, and cycle networks;
- Improving accessibility and reducing congestion, particularly in urban areas;
- Supporting low-emission and green transport solutions; and
- Aligning with regional and national transport policies to ensure integrated and efficient transport networks.

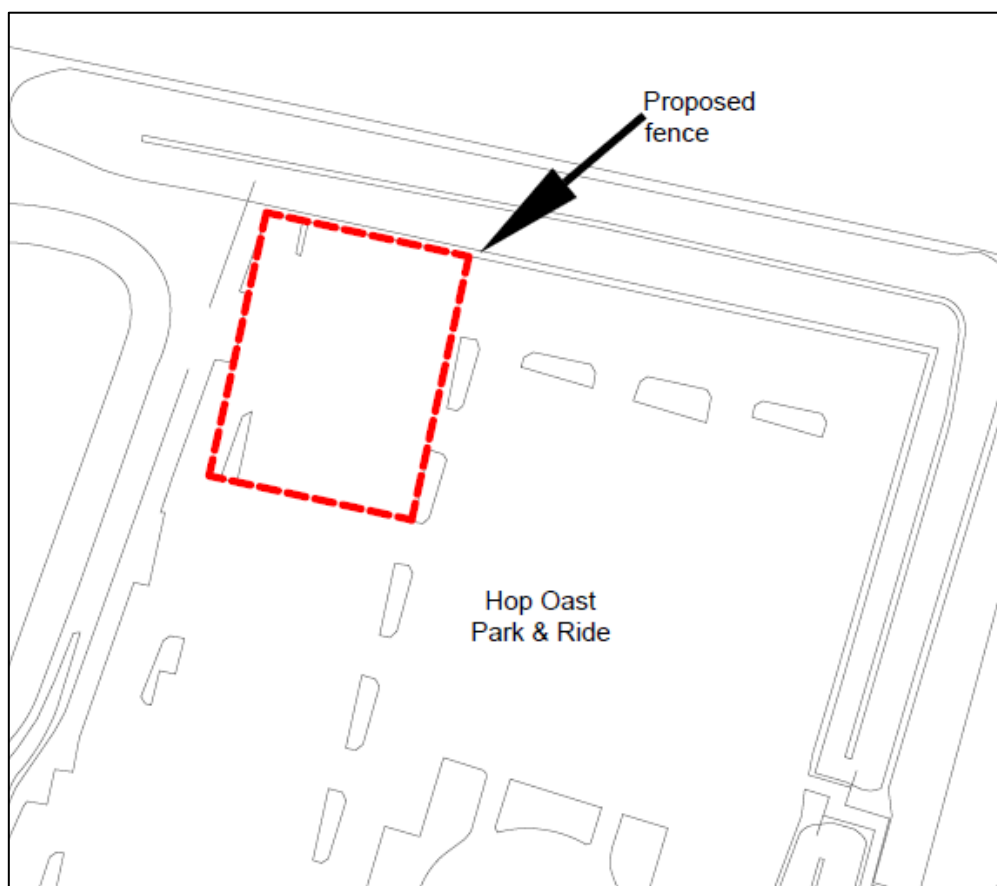
- 2.3.5 Overall, the LTP focuses on creating a more sustainable, efficient, and accessible transport system to support economic growth and improve quality of life for residents.

SECTION 3 Proposed Development and Access Arrangements

3.1 Proposed Development

- 3.1.1 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.
- 3.1.2 The proposed area for bin storage is shown on Drawing HOPC / 02 which is provided at **Appendix B** with an extract shown at **Image 3.1** below. This shows the proposed storage area in the north-western corner of the Hop Oast Park and Ride site, where approximately 25 existing parking spaces will be used for the bin storage area, which will be provided with a perimeter fence, gated access and tarmac surface.

Image 3.1: Proposed Site Layout



Source: Horsham District Council Property and Facilities Department

3.1.3 The proposed bin storage area has been designed to accommodate stacked new waste bins 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. Drawing HOPC / 03 provides the proposed elevations of the bin storage area, showing palisade fencing and a gated access on the eastern fencing elevation.

3.2 Access Arrangements

3.2.1 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.

3.2.2 Access to the proposed bin storage area will be provided via the signalised junction with B2237 Worthing Road and mini roundabout and the internal road within the Park and Ride site. The proposed access and egress route is demonstrated on **Drawing ITB200704-GA-001**, with extracts shown at **Images 3.2** and **3.3** below (these are shown for articulated vehicles – i.e. the largest vehicle that would require access to the proposed bin storage area).

Image 3.2: Proposed Access Route



Source: Drawing ITB200704-GA-001

Image 3.3: Proposed Egress Route

Source: Drawing ITB200704-GA-001

3.2.3 The drawings demonstrate that the proposed access and egress routes are suitable and can accommodate the largest vehicle requiring access to the proposed storage area.

3.3 Forecast Trip Generation

- 3.3.1 The proposed storage area is for new 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 new bins are either delivered to be stored or distributed to domestic or commercial properties.
- 3.3.2 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.

SECTION 4 Parking Survey

- 4.1.1 As requested within the pre-application advice received from Horsham District Council as local planning authority (see **Appendix A**), a parking survey of the existing operational of the Park and Ride site (270 spaces) has been undertaken. The surveys were undertaken on Thursday 28 November and Saturday 30 November 2024, capturing both typical weekday and weekend parking demand between 06:00 and 20:00. The survey results are presented in **Table 4.1** below.

Table 4.1: Parking Survey Results

Time	Thursday 28 November	Time	Saturday 30 November
06:00	83	06:00	8
06:30	96	06:30	8
07:00	99	07:00	8
07:30	97	07:30	10
08:00	104	08:00	10
08:30	105	08:30	19
09:00	112	09:00	26
09:30	114	09:30	38
10:00	113	10:00	47
10:30	124	10:30	61
11:00	133	11:00	66
11:30	132	11:30	63
12:00	142	12:00	65
12:30	141	12:30	72
13:00	113	13:00	76
13:30	90	13:30	72
14:00	81	14:00	145
14:30	72	14:30	254
15:00	55	15:00	274
15:30	52	15:30	269
16:00	33	16:00	257
16:30	32	16:30	244
17:00	29	17:00	106
17:30	20	17:30	26
18:00	17	18:00	23
18:30	16	18:30	24
19:00	17	19:00	16
19:30	12	19:30	11
20:00	13	20:00	11
Average (vehicles)	77	Average (vehicles)	80
Average Occupation	29%	Average Occupation	29%

Weekday Survey Summary

- 4.1.2 The survey results demonstrate that on a weekday, the peak parking demand occurs during the middle of the day where some 142 vehicles are parked, occupying approximately 52% of the available spaces. On average through the day, 77 vehicles were parked which occupy approximately 29% of the available spaces.
- 4.1.3 This demonstrates that during typical conditions (i.e. a weekday, excluding Monday and Friday, during school term time) there are over 100 spaces which are not being used at the Park and Ride site and that use of approximately 25 of these unused spaces for the proposed bin storage area will not impact the operation or overall availability of spaces.

Weekend / Match Day Survey Summary

- 4.1.4 Horsham Football Club's home ground – Fusion Aviation Community Stadium - is located east of B2237 Worthing Road. The Club promote use of the Hop Oast Park and Ride for spectator parking as their car park is limited to use by staff, players and disabled parking during fixtures.
- 4.1.5 The survey undertaken on Saturday 30 November captures both the parking demand from a typical weekend day and also a match day as there was a home fixture at Horsham Football Club – an Isthmian League Premier Division match against Bowers & Pitsea Football Club with a 15:00 kick off which had a recorded attendance of some 1,036 spectators. At the time of the survey, this was Horsham Football Club's third-highest attended home Isthmian League Premier Division match and therefore the survey results are robust as they were undertaken during a well-attended home match.
- 4.1.6 The parking survey demonstrates that before and after the match (between 08:00 - 14:00 and 17:00 – 19:00, which represents the majority of the day), there were on average 55 parked vehicles at the Park and Ride site. During the match (and immediately before and after kick-off), there were on average 261 parked vehicles while 274 parked vehicles were surveyed at 15:00, albeit this had reduced to 269 by 15:30. For a short period immediately before kick off the Park and Ride site was therefore at capacity but this demand subsided quickly.
- 4.1.7 While the proposed development and the reduction of 25 parking spaces would impact on the ability for a small number of Horsham Football Club match spectators to park at the Park and Ride site, this is not considered to outweigh the benefits of the proposed development for the district for the following reasons:

- 1 **Home Match Frequency** – Horsham Football Club host 21 home matches in the Isthmian League Premier Division throughout the 2024/25 season. Of these 21 matches, only 14 take place on Saturdays (all with a 15:00 kick off) while seven take place on Tuesday evenings (with the exception of matches held on bank holidays). Through the season, there are therefore only 14 Saturday matches (i.e. those which are more well attended) where a small reduction in the number of spaces available within the Park and Ride site could impact on the availability of spectator parking.
- 2 **Availability of Alternative Means of Transport** – The Horsham Football Club website promotes alternative means of transport to the Stadium, noting that *'the most convenient means of travel to the Stadium is by bus'*, *'there are up to five Metrobus services an hour to the Stadium (from Horsham Railway Station)'* and *'Where possible, supporters travelling by car should arrange to share with others'*. Combined, these promoted measures will reduce the overall number of spectators requiring parking on matchdays.
- 3 **Availability of Alternative Parking** - The Horsham Football Club website promotes the use of alternative parking when the Park and Ride becomes fully occupied, predominantly car parks in the Town Centre where spectators can then catch a bus back to the stadium. Given this already takes place when large crowds are in attendance, it is considered an acceptable and appropriate alternative to parking at the Park and Ride for a small number of vehicles. The Football Club are already obligated to provide 'satellite Park and Ride sites' if the Hop Oast Park and Ride site became unavailable or temporarily closed (Section 8.8 of the May 2019 Travel Plan prepared by Mode Transport). The obligation is therefore on the Football Club to ensure sufficient parking is available and provided on match days.
- 4 **Horsham Football Club Event Traffic Management Plan** - The Club Event Traffic Management Plan (May 2019, prepared by Mode Transport) includes provisions for additional 'overflow' parking to be provided by the Football Club where match day attendance is over 892. This will decrease the reliance and impact of a small reduction of parking spaces at the Park and Ride site, as providing alternative parking will increase the overall parking availability for spectators.

4.1.8 Overall, the proposed development will not materially impact the operation of the Park and Ride site for either typical weekday demand or matchday demand and The Football Club have alternative obligations in place to provide parking elsewhere for fixtures with high attendance.

SECTION 5 **Summary and Conclusions**

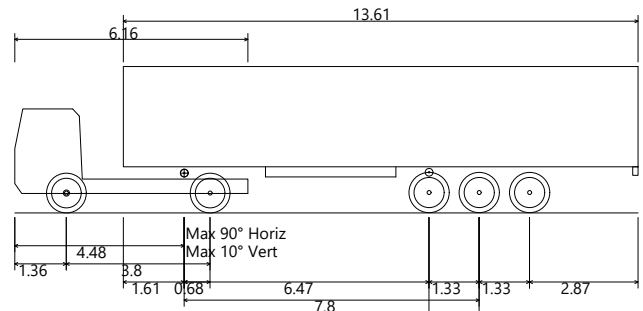
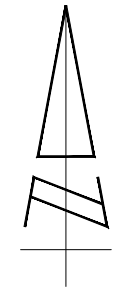
5.1 **Summary**

- 5.1.1 The Horsham District Council Property and Facilities Department has commissioned i-Transport LLP to provide highways and transport advice in support of a planning application for the storage of clean waste bins at the Hop Oast Park and Ride site in Horsham. This proposal involves using 25 existing parking spaces at the site for bin storage, which will not interfere with the overall operation of the Park and Ride facility. The development is part of the district's new food waste collection program, with vehicles arriving to deliver and distribute waste bins. A parking survey was conducted, revealing that on both weekdays and weekends, the Park and Ride site typically operates with significant available capacity, ensuring that the proposed use of parking spaces will not disrupt normal operations.
- 5.1.2 Additionally, during peak weekend match-day demand, while following the proposed change the Park and Ride facility may become fully occupied for a short amount of time (no more than an hour), , alternatives are in place, such as the use of town centre car parks, availability of alternative means of travel to matches and measures within the Horsham Football Club Travel Plan and Event Traffic Management Plan.

5.2 **Conclusion**

- 5.2.1 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 reduction 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.

DRAWINGS



FTA Design Articulated Vehicle (2016)	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to lock time	6.600m
Kerb to Kerb Turning Radius	

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
					
The Square, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk					
TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE					
PROJECT: HORSHAM PARK AND RIDE					
CLIENT: HORSHAM DISTRICT COUNCIL					
DRAWN:	JD	CHECKED:	DE	APPROVED:	DE
PROJECT No:	ITB200704	SCALE @ A2:	1:500	DATE:	28.01.25
DRAWING No:	ITB200704-GA-001				REV: -

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APPENDIX A. OCTOBER 2024 PRE-APPLICATION ADVICE



**Horsham
District
Council**

Elizabeth Williams
Horsham District Council
Parkside
Chart Way
Horsham
West Sussex
RH12 1RL

Our ref: PE/24/0208
Your ref:
Officer: Tamara Dale
Email: tamara.dale@horsham.gov.uk
Tel: 01403 215166
Date: 30th October 2024

Dear Ms Williams

Location: Hop Oast Park and Ride Worthing Road Horsham West Sussex

Details: Storage of additional clean waste bins

Thank you for your enquiry relating to the use of a portion of the Hop Oast Park and Ride to provide outside storage to serve food waste services at Hop Oast Depot.

From the details submitted and in discussion with the Corporate Project Manager, it is understood that a portion of north-western corner of the Park and Ride car park is to be fenced off, with the surfacing altered from loose gravel to tarmac in order to provide storage space for clean waste bins. This would result in the loss of approximately 25 car parking spaces. The area would be accessed by refuse vehicles to pick up and drop off, and vehicle routing taking place along the central avenues of the car park.

The pre-application site is located to the west of Worthing Road, outside of any defined built-up area. The site is therefore located within the countryside in policy terms. The area proposed for outside storage is located to the north-western corner of the Park and Ride facility, which serves Horsham Town Centre with links to the bus station, Carfax and rail station. The Amenity Tip is located immediately to the west and Hop Oast Depot is located immediately to the south. The wider surroundings are characterised by open countryside and woodland.

Principle of Development

Policy 26 of the Horsham District Planning Framework (HDPF) states that outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. 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. 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.

SNP1 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.

The pre-application site has been subject of a previous application under reference DC/16/1633 which sought a temporary 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. This 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. Permission was granted on a temporary basis for 1 year on the basis that a permanent change of use would impact the contribution of the existing park and ride facility to sustainable transport objectives. This is a material consideration of some weight in the assessment of the current proposal.

The proposal seeks the change of use of part of the Hop Oast Park and Ride facility to provide open storage in connection with Hop Oast Depot. The area 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. The proposal would therefore provide social and public benefits which are of weight in the planning assessment.

It is however necessary to consider the impact the proposal would have on the function and accessibility of the park and ride facility, particularly as there is some informal reliance on the facility to cater for the parking needs of the Horsham Football Club site to the east. The loss of parking serving the site could adversely affect the availability of the site, and this would be a material consideration in the assessment of the proposal. Should an application be submitted, it is advised that further consideration be given to the impact of the development on the function and availability of the Hop Oast Park and Ride facility. It would be beneficial to survey the current demand and use of the park and ride facility across the week, including match days, where this would provide an understanding of and justification for any potential impact.

Character and Appearance

Policies 25, 32 and 33 of the HDPF promote development that is of a high quality design, which is sympathetic to the character and distinctiveness of the site and surroundings. 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. 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.

SNP16 of the Southwater Neighbourhood Plan states that all development must be of a high quality of design. Development 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.

No detailed information has been provided, albeit that it is noted that the proposed area would be fenced, with alterations made to the hard surfacing. It is understood that the laying of tarmac is required to accommodate the waste vehicles that would be accessing the site.

The proposal would be read in the context of the existing park and ride facility, where wider visual impact would be limited due to the enclosed nature of the site. While the proposal would result in some visual impact, given the character of the immediate surroundings, it is unlikely that this would be objectionable in principle. Given the nature of the wider site, there are no concerns at this stage with respect the laying of tarmac.

Should an application be submitted, further details on the proposed fencing and hard surfacing should accompany the application.

Amenity Impacts

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 continues that development shall be required to ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land.

SNP16 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.

Given the nature of the site and surroundings, and the modest scale of the proposal, it is not considered that the proposal would result in harm to the amenities of nearby residential properties or users of land.

Should an application be submitted, further details in terms of hours of use/delivery/dispatch would be necessary.

Highways Impacts

Policies 40 and 41 of the HDPF promote development that provides safe and adequate access, suitable for all users.

The pre-application site would be located to the north-western corner of the established park and ride facility, which is accessed from Worthing Road to the east. The access serving the park and ride facility accommodates both cars and buses, with the access from Worthing Road also accommodating larger waste vehicles. At this stage, it is not anticipated that the existing access arrangement would be insufficient for the proposed development, but this would be subject of further consideration and consultation with the Local Highways Authority should an application be submitted.

The proposed development would operate in conjunction with the existing waste facility at Hop Oast depot. No details have however been provided with regard to likely number of vehicle movements across the day, with no indication of the operational hours. It is considered likely that the food waste collection service would operate as a separate service to other waste collection operations, where the proposal would increase vehicle movements to and from the site. Should an application be submitted, further information on the likely vehicle movements and operating hours would be required.

Water Neutrality

The application site 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.

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.

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 is no evidence to suggest that the proposal would facilitate increased water demand.

Biodiversity Net Gain (BNG)

Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). This requires that development must achieve at least 10% BNG on all habitats within the development site.

The proposed development would be located on established hard surfacing and would not impact more than 25sqm of habitat. The proposal in its current form would therefore comply with the 'de minimis' exception.

Other Matters

It is noted that the area of land proposed for storage forms part of the 'Stormcell' which directs run-off to the piped culvert. It is understood that the permeable surface of the park and ride facility acts to limit surface water run-off. The proposed laying of tarmac could impact drainage across the site, with the use of this area for storage purposes, and accessed by large waste vehicles, having the potential to impact on the drainage infrastructure.

Consideration would need to be given to the potential impact on surface water run-off should tarmac be laid, with alternative drainage infrastructure provided where necessary. Alternatively, it may be advisable to consider an alternative location, subject to appropriate access arrangements.

Conclusion

The proposed development seeks to provide open storage within the existing park and ride facility to accommodate the needs of food waste collection. It is understood that there is insufficient space currently within the Hop Oast depot to accommodate the storage needs of the new service, with the proposal offering a solution to address this matter. The proposal would function alongside the existing waste facility, albeit that the storage area would be physically detached from the depot. The proposal would support and contribute to the continued operation of waste services across the District and would result in public benefits in this regard.

While the proposed development would be located within a countryside location in policy terms, the proposal would be sited within the established boundary of the park and ride facility. The proposal would function alongside the existing waste services at the Hop Oast Depot, and it is not therefore anticipated that the proposal would result in an intensification in level of activity. At this stage, it is therefore considered that the proposal would be acceptable in principle.

However, it is recognised that the proposal would result in the loss of parking at the park and ride facility. The loss of parking capacity at the site has previously been considered under planning reference DC/16/1633, where the temporary change of use to allow for the parking of refuse and recycling vehicles was proposed. At the time, there were concerns raised regarding the contribution the site made to sustainable transport options, where the permanent loss of parking spaces was not considered appropriate. It is recognised that the proposed development would impact a smaller area than the previous application, but a loss of 25no parking spaces would still result. As advised above, this has the potential to impact upon the function and availability of the park and ride facility, where it would need to be demonstrated that the reduced capacity would not have an adverse impact upon the operation and accessibility of the facility. Should an application be submitted, this would need to be supported by additional information to demonstrate and justify that the proposal would not result in a significant loss of parking at the facility.

Should an application be submitted, this should be accompanied by the following information/documentation:

- Location Plan
- Block Plan
- Elevations of fencing
- Planning Statement
- Transport Statement
- Parking Survey

I hope this is of some assistance. The above comments are given as the opinion of the Case Officer and do not prejudice any outcome of a subsequent application. Should you submit a formal planning application, please quote reference number PE/24/0208 in your submission.

Yours sincerely

Tamara Dale
Principal Officer

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council implemented a Community Infrastructure Levy (CIL) Charging Schedule on 1st October 2017.

The Community Infrastructure Levy is a charge placed on new development. The funds raised will help to pay for a wide range of infrastructure to support development across Horsham District.

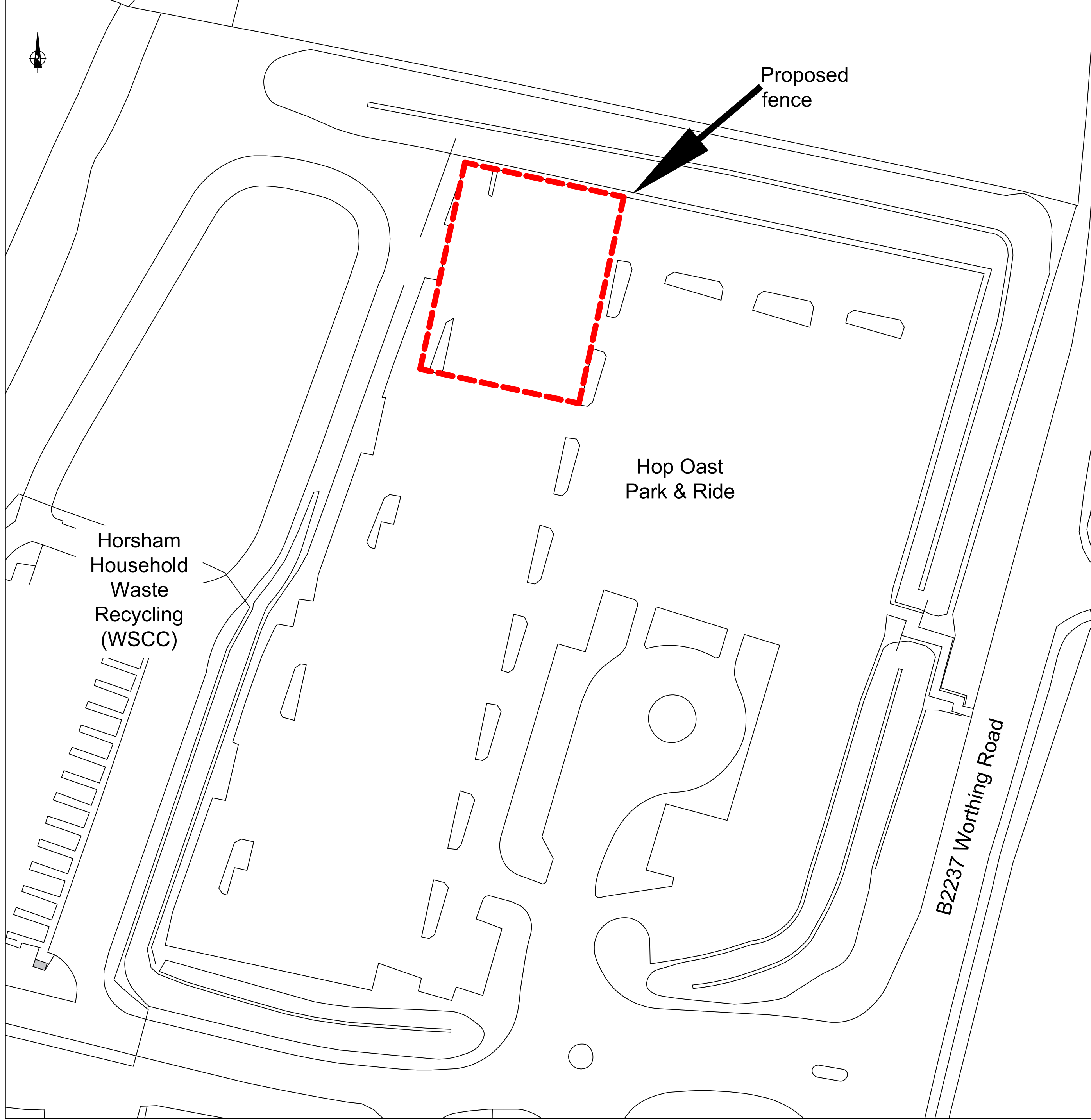
Most new development which creates net additional floorspace of 100m² or more, or creates a new dwelling, (including permitted development), is potentially liable for the levy.

How does it affect you?

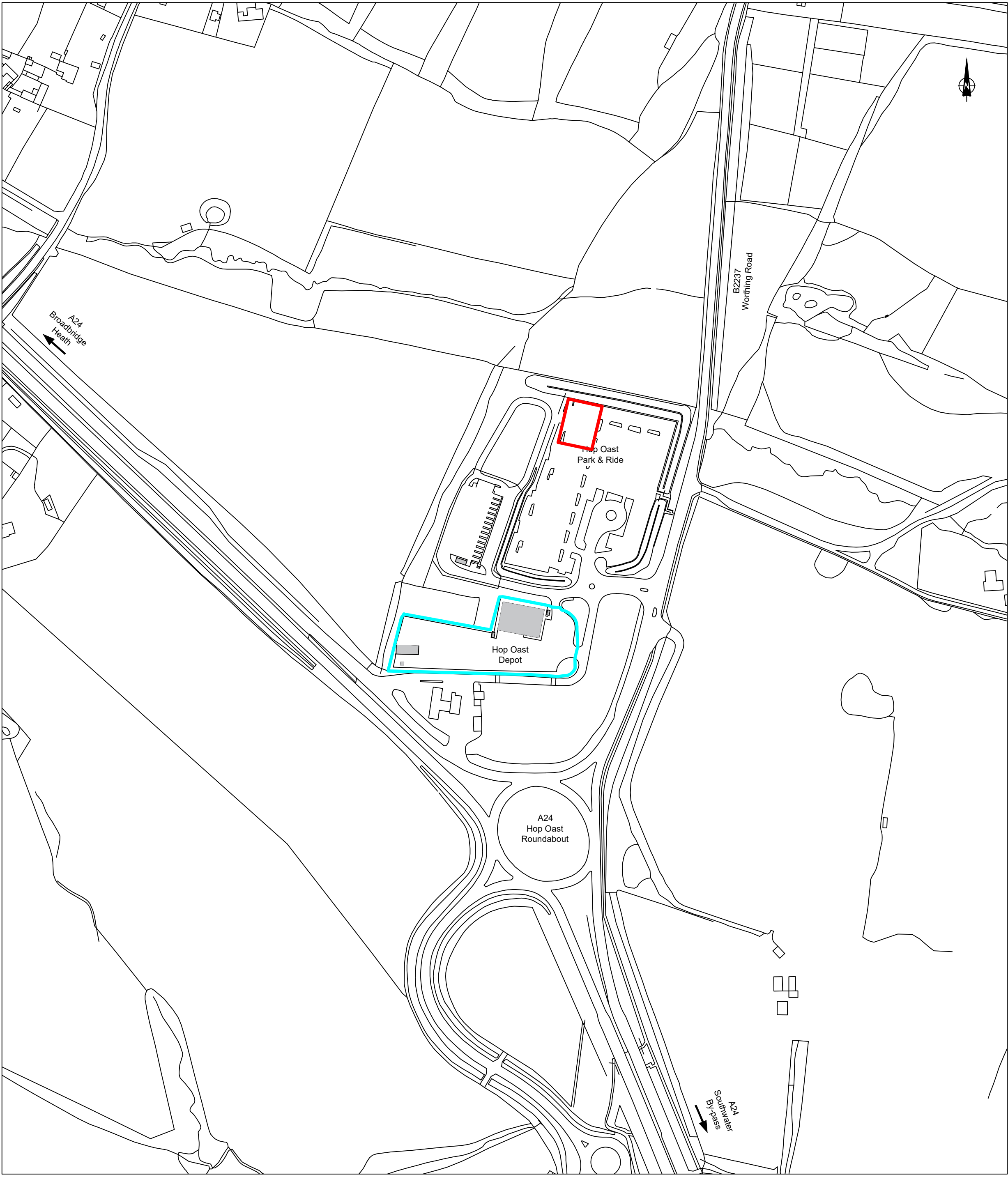
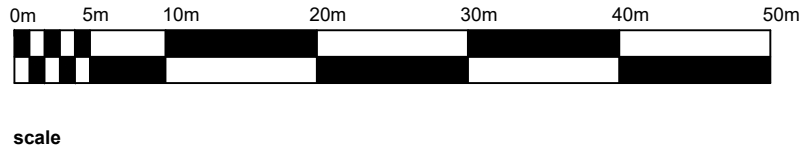
Applications for CIL liable development which are determined on or after 1st October 2017 are required to pay the Community Infrastructure Levy (unless the development qualifies for relief or exemption).

Further information and the rates charged by Horsham District Council are set out in the CIL Charging Schedule which can be viewed online at www.horsham.gov.uk/planning/apply/cil

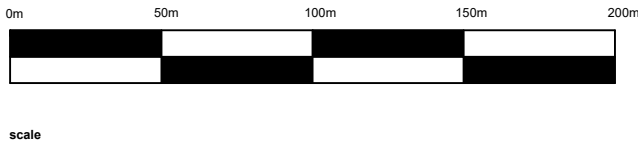
APPENDIX B. PROPOSED SITE LAYOUT AND ELEVATIONS PLANS

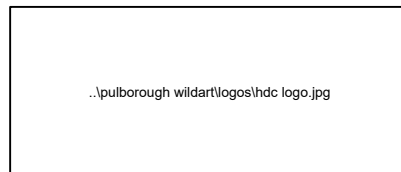


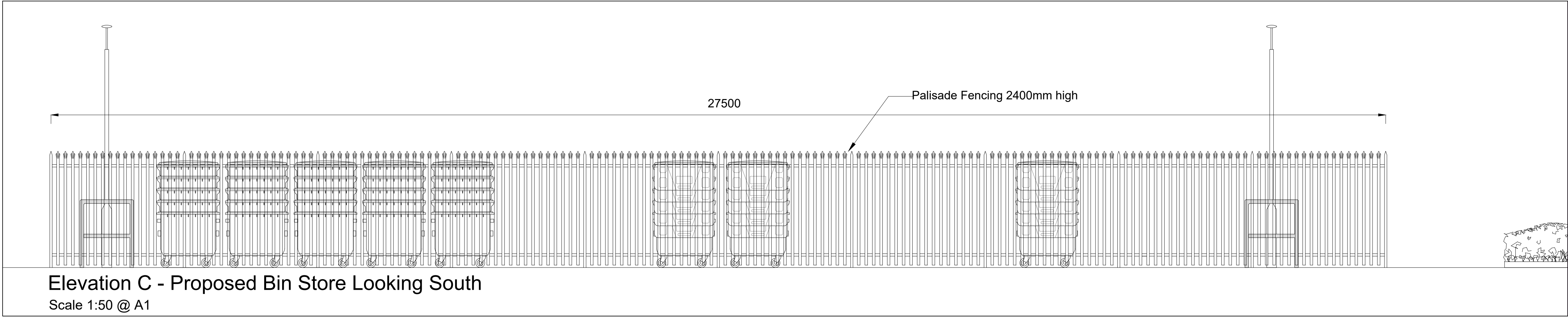
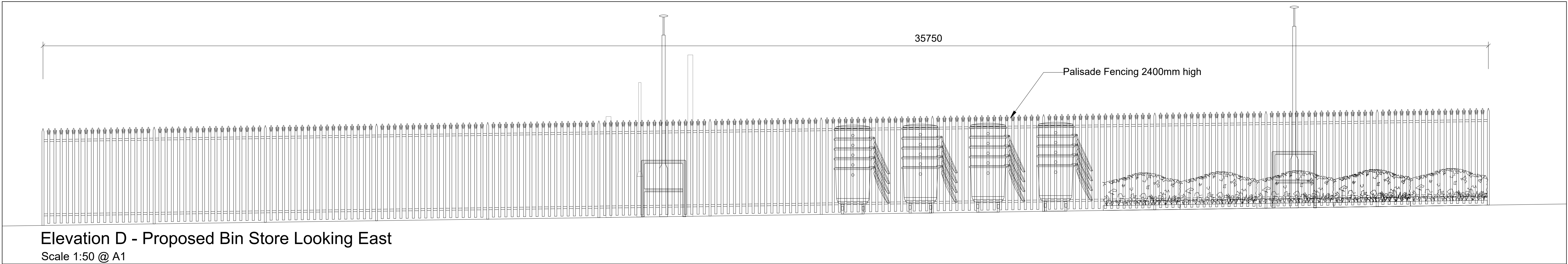
SITE PLAN
scale 1:500



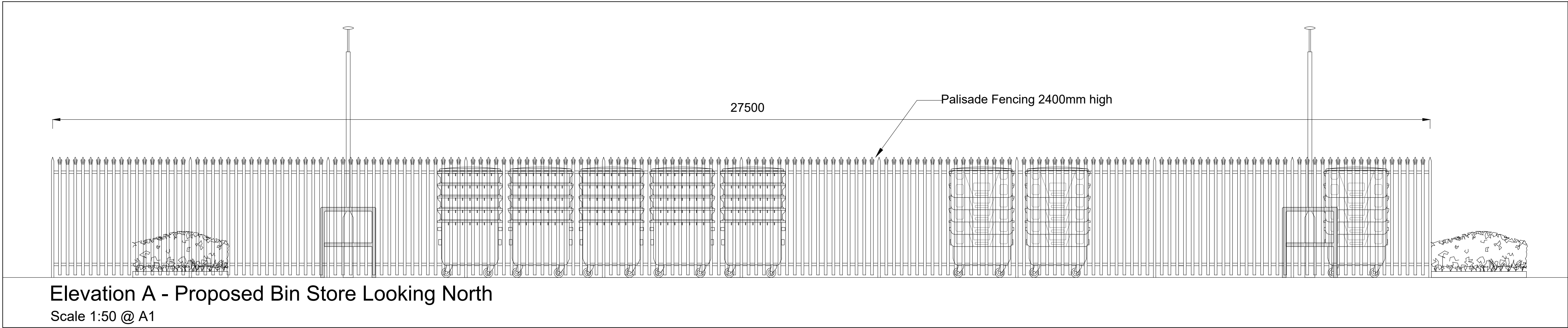
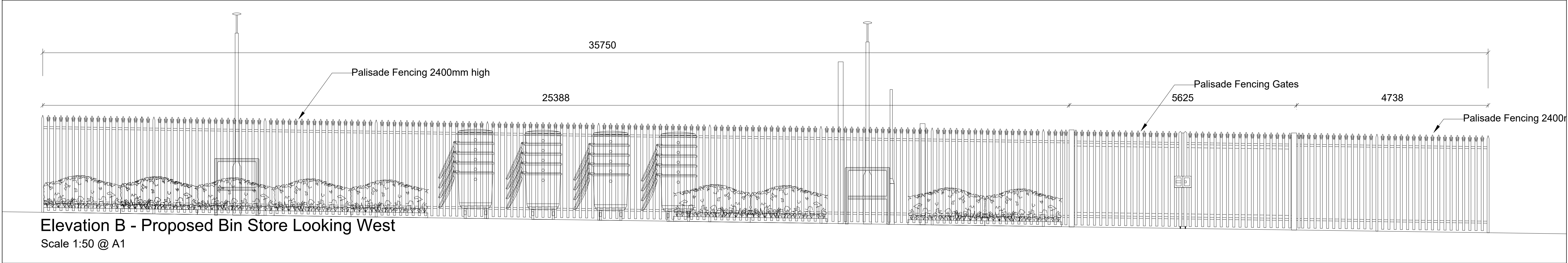
LOCATION PLAN
scale 1:2500



Project			
Bin Storage at Hop Oast Park & Ride Site Worthing Road, Horsham			
Title			
Location and Site Plan			
Scale	as shown @ A1	Drawn nhw	Checked Jan 2025
Project No.	Drawing No. HOPC / 02		Revision
 Property & Facilities			
Parkside, Chart Way, Horsham, West Sussex RH12 1RL			
Tel: 01403 215100 Fax: 01403 215371 www.horsham.gov.uk			
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ELEVATIONS
scale 1:50



Project			
Bin Storage at Hop Oast Park & Ride Site Worthing Road, Horsham			
Title			
Proposed Elevations			
Scale	as shown @ A1	Drawn	nhw
Project No.		Checked	Jan 2025
		Drawing No.	HOPC / 03
		Revision	
Project & Facilities			
Parkside, Chart Way, Horsham, West Sussex RH12 1RL			
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