

# Public Document Pack

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28 August 2020

## Planning Committee

A virtual meeting of the Committee will be held at **10.30 am** on **Tuesday, 8 September 2020**.

**Note:** In accordance with regulations in response to the current public health emergency, this meeting will be held virtually with members in remote attendance. Public access is via webcasting.

**The meeting will be available to watch live via the Internet at this address:**

<http://www.westsussex.public-i.tv/core/portal/home>

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## Agenda

### 1. **Declarations of Interest**

Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt please contact Democratic Services before the meeting.

### 2. **Minutes of the last meeting of the Committee** (Pages 3 - 14)

The Committee is asked to agree the minutes of the meeting held on 7 July 2020 (cream paper).

### 3. **Urgent Matters**

Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as a matter of urgency by reason of special circumstances.

### 4. **Planning Application: Waste** (Pages 15 - 62)

Report by Head of Planning Services.

To consider and determine the following application:

**WSCC/009/20 - Change of use from agricultural land to a construction/demolition/excavation waste recycling facility. Land at Thistleworth Farm, Grinders Lane, Dial Post, Horsham, RH13 8NR.**

5. **Update on Mineral, Waste and Regulation 3 Planning Applications**  
(Pages 63 - 66)

Report by Strategic Planning, County Planning Manager.

To note the schedule of County Matter applications and the schedule of applications submitted under the Town and Country Planning General Regulations 1992 – Regulation 3.

6. **Report of Delegated Action** (Pages 67 - 68)

Report by Strategic Planning, County Planning Team Manager.

To note the report of applications approved subject to conditions under the Town and Country Planning Act 1990 and Regulation 3 of the Town and Country Planning General Regulations 1992 since the Planning Committee meeting 7 July 2020.

7. **Date of Next Meeting**

The next meeting of the Planning Committee will be held at 10.30 a.m. on Monday, 19 October 2020.

**To all members of the Planning Committee**

## **Planning Committee**

7 July 2020 – At a meeting of the Planning Committee held at 10.30 am at Virtual meeting with restricted public access.

Present: Cllr High (Chairman)

Cllr Kitchen, Cllr Atkins, Cllr Barrett-Miles, Cllr Barton, Cllr Burrett, Cllr McDonald, Cllr Millson, Cllr Montyn, Cllr S Oakley, Cllr Patel and Cllr Quinn

Also in attendance: Cllr Arculus

### **Part I**

The Committee formally noted their thanks to the former County Planning Team Manager, Jane Moseley (who has now left the Council) for her many years of service and support to Planning Committee.

## **1. Declarations of Interest**

1.1 In accordance with the County Council's code of the conduct, the following declarations of interest made by Committee members:

- In relation to Planning Applications WSCC/078/19 and WSCC/079/19, Wood Barn Farm, Broadford Bridge:
  - Cllr Kitchen declared a personal interest as a member of Horsham District Council.
- In relation to Planning Application WSCC/081/19, Kilmarnock Farm, Ifield:
  - Cllr Burrett and Cllr Quinn declared personal interests as members of Crawley Borough Council, and
  - Cllr Kitchen declared a personal interest as the local councillor for St Leonard's Forest (Cllr Kitchen retained her right to speak on the application as a member of Planning Committee).

1.2 In accordance the County Council's Constitution: Code of Practice on Probity and Protocol on Public Participation in Planning and Rights of Way Committees, all Planning Committee members in attendance declared that they have been lobbied in relation to Planning Applications WSCC/078/19 and WSCC/079/19, Wood Barn Farm, Broadford Bridge.

## **2. Minutes of the last meeting of the Committee**

2.1 Resolved – that the minutes of the meeting held on 4 February 2020 be approved and signed by the Chairman as a correct record.

## **3. Urgent Matters**

3.1 There were no urgent matters.

#### **4. Planning Applications: Minerals**

**WSCC/078/19 - Amendment of condition no. 1 of planning permission WSCC/033/18/WC to enable the retention of security fencing, gates and cabins for a further 24 months.**

**WSCC/079/19 - Amendment of condition no. 1 of planning permission WSCC/032/18/WC extending the permission by 24 months to enable the completion of phase 4 site retention and restoration.**

**At Wood Barn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex, RH14 9ED**

4.1 The Committee considered a report by the Head of Planning Services. The report was introduced by Chris Bartlett, Principal Planner, who gave a presentation on the proposals, details of the consultation and key issues in respect of the application. It was noted that recent objections include one that states that the Loxley Well site and Horse Hill sites in Surrey have problems with water; an application for the former has been refused by Surrey County Council. The agent for the application has confirmed that the applicant is still testing at Horse Hill and the data from Loxley Well is not determinate for the application being considered. Therefore, the comments received would not alter the recommendation in the Committee report.

4.2 Dr Jill Sutcliffe, Chairman of Keep Kirdford and Wisborough Green, spoke in objection to the application. Following drilling two years ago the applicant stated that the oil well produced "little of commercial value" and they would restore the site if nothing was found, so there is no economic gain in retaining the well. During the drilling phase local residents were impacted by the increases in HGVs and damage was caused to the A29 junction, costing £27k to repair. The continued production and use of hydrocarbons adds to greenhouse gas emissions and there is concern that temperate increases could cause loss of coastal land in West Sussex if sea levels increase. The UK is not meeting emissions targets. There is a legal requirement that planning authorities must address climate change. The applicant's financial position is a concern; a bond should be established to ensure site restoration takes place. Contamination from chemicals should well integrity fail, and because of highlighted faults in the Weald, are a concern for the environment. Nothing has been found at the site and both the NPPF and the Joint Minerals Local Plan require restoration and aftercare 'at the earliest opportunity'.

4.3 During Dr Sutcliffe's presentation, the Committee paused at 10.55 a.m. due to Cllr Millson losing connection with the virtual meeting and resumed at 10.57 a.m. without Cllr Millson. The Committee paused again at 10.59 a.m. due to Cllr Atkins losing connection and resumed at 11.00 a.m. when connection was re-established.

4.4 Mrs Caroline Instance, an interested party, spoken in objection to the application. The County Council is hypocritical and inconsistent by making a climate pledge whilst allowing hydrocarbon extraction. There is no need for the development; testing has not found anything of



commercial value and will not do so in future. The applicant has given no reasonable reason for the delay and should restore the site. Hydrocarbons still in the ground should not form part of the Joint Minerals Local Plan that states that oil and gas still have a part to play. Fossil fuel extraction must cease so the country can meet its Paris Climate Accord commitments. It is stated that oil from the site would be used for plastic, but the County Council climate pledge urges us 'pass on plastic'. Impacts on residents during drilling included a three-fold increase in traffic. Cycling and walking is being encouraged, so there should be no increase of dangerous HGVs. Increased water at the site could impact the water table and residents' properties. The Committee report does not cover wider environmental impacts caused by extraction of hydrocarbons. The longer the site remains unrestored the greater the impact; the sooner restitution takes place the sooner wildlife will benefit. The County Council should be trying to increase biodiversity by improving land. This application appears to be a delaying tactic to avoid paying for restoration. Restoration by October 2020 is urged.

4.5 Mr Matt Cartwright, Commercial Director UK Oil & Gas PLC, spoke in support of the application. Initial delays were due to interruptions by the previous site owner and transfer of the site to UKOG. UKOG discovered the Kimmeridge Ridge oil reservoir. Data is required from the Horse Hill site in Surrey. Data has also been obtained from a further three wells across the Weald Basin. UKOG has plans for an analogous well at Loxley in Surrey. Significant analysis is required to test the Kimmeridge reservoirs at Broadford Bridge, hence the extension of time requested, which is driven by the complexity of the geology. Covid-19 has changed travel and work behaviours; it has become clear that not all single use plastics derived from oil are bad, e.g. PPE. The UK must establish vital, speedy supply chains, including a steady UK supply of hydrocarbons that does not rely on unstable sources outside the UK that often do not have the same environmental and safety controls. A UK supply reduces carbon emissions from international transport. Transition to a low carbon future is happening but many technologies will take years to embed. Short term and aggressive target setting will do more damage than good. Oil and gas still has a place. UK production will also help with the economic recovery.

4.6 Mr Nigel Moore, Zetland Group, agent for the applicant, spoke in support of the application. The application is for an extension of time, but the development remains temporary and reversible; no new works are planned and no new impacts predicted. Time is needed to review existing information from planned testing at this site and others in Weald Basin. The time needed is due to access issues e.g. restricted visibility from 6 inch well pipe at surface level, and time to understand the characteristics of reserves, predict quality and potential recovery. Security of the UK's oil and gas industry is of national importance and public interest. Transition to alternatives must be more responsible and smarter to meet climate change objectives, but cannot be at the expense of growth and competitiveness. A managed transition can maximise the recovery of the UK oil and gas industry and insulate the UK from the vulnerability of import dependency. Covid-19 revealed that our key life sustaining systems are being run with no margins of safety; 'global and just in time' must be replaced by 'local and just in case' and this site can help with that. The impact on the economy has been two decades of growth lost in

two months. 2050 net zero emissions targets require economic resilience in 2020 and we need to back British business to achieve this.

4.7 Cllr Pat Arculus, local County Councillor for Pulborough, spoke on the application. It is hoped to move towards a situation where fossil fuels are no longer needed in future. However, we have seen a great increase in the need for, and use of, plastics during the coronavirus pandemic, all of which come from oil. The County Council should be encouraging alternatives and working towards this. It is hoped that site and fossil fuels will not be needed in future but, for the current application, it is unlikely that a delay will do any harm. It is not certain that forcing early restoration of the site is required. When restoration does occur, the money must be there to do it properly. If restoration were to happen now there would be an increase in work and traffic. It is not ideal that oil field is there but, in terms of this application, a delay is not an issue.

4.8 In response to points made by speakers Planning Officers provided clarification on the following:

- Regarding requests for a financial bond, conditions (both applications) require restoration of the site. As set out in paragraph 9.35 of the report, Paragraph 48 of PPG Minerals Guidance explains that bonds are justified only in exceptional circumstances or when using novel approaches, which is not the case with this site. The Oil and Gas Authority is responsible for checking that operators have the appropriate assurances in place.

4.9 The Committee paused at 11.24 a.m. when connection with Cllr Millson was re-established. It was confirmed that Cllr Millson, having missed a significant part of the meeting, would be unable to participate in the vote on the application.

4.10 During the debate the Committee raised the points below and clarification was provided by the Planning Officers and Legal Officers, where appropriate:

### **Other sites in the Weald Basin**

**Point raised** – Clarification was sought regarding the relevance of other sites in the Weald Basin and the progress on these sites?

**Response** – The Loxley Well application has been refused permission by Surrey County Council. Horse Hill site has permission for production, but testing is still taking place. The applicant is seeking a suite of data to enable a clearer picture of the Weald Basin; however, the application is not reliant on the other sites. Irrespective of the Surrey sites, this application is in line with planning policies.

### **Precedence of legislation**

**Point raised** – It was questioned whether there other legislation might take precedence over current planning policies and guidance?

**Response** – The application must be determined in accordance with current planning policies and material considerations.

### **Planning applications for extensions of time**

**Point raised** – It was queried that if there were to be delays in the evaluation of other sites would another extension of time be required for this site? And, whether such requests for an extension is normal?

**Response** – The current applications are for extensions of time to 31 March 2022. Planning Officers cannot pre-judged what the applicant might wish to do at that time. Applications for extensions of time are not unusual and each application is considered in accordance with policies and material considerations at the time.

### **Delays at the planning site**

**Point raised** – It was questioned why nothing has been done at the site in last two years?

**Response** – The applicant is seeking to understand the bigger picture for the Weald Basin by analysing data from this and other sites.

### **Lighting**

**Point raised** – Reassurance was sought that no lighting, including emergency lighting, would be allowed on site.

**Response** – Hours of working during restoration are detailed in condition 6 in Appendix 2 of the Committee Report. Site restoration would take six weeks. The applicant has not requested any security lighting; however, should the Committee wish to propose a condition stating that there should be no lighting on site this would be acceptable.

### **Protection for the environment**

**Point raised** – It was queried whether conditions are in place during restoration to protect the environment, e.g. protection during the bird nesting season.

**Response** – There would be no impact on nesting times. Restoration relates to the concrete pad and the access road, and the application would not be removing trees or doing work outside the site area.

### **Comments on the application**

**Point raised** – It was noted that the number of objections to the application far outweighs the number of supporting comments.

**Response** – Planning Officers consider the substance of objections and comments and take into account material considerations, not the numbers.

### **Delays in the planning process due to Covid-19**

**Point raised** – It was noted that the previous planning permissions have expired, and clarification was sought on whether or not a delay in the applications being heard, due to the Covid-19 situation, would have any impacts.

**Response** – These applications were submitted ahead of the expiry of the previous planning permissions. The applications were due to be heard in March, before the previous permissions expired, but have been delayed because of the Covid-19 situation. This will not impact these permissions if granted.

### **Data on timeframes for phases of work on site**

**Point raised** - Clarification was sought regarding the data on the table in section 3.5 of the Committee report, in relation to best and worst case scenarios and the time for the work in each phase compared with the length of time the applications were granted for.

**Response** – The table, which was provided with the original planning application, refers to the expected best and worst case scenarios and predicted timeframes for each phase of the work, as it was expected at the time. Phases 3a and 3b, plus drilling phase (not shown in the table) are complete and not permitted under this application.

### **Willow Prospect**

**Point raised** – Clarification was sought regarding the reference to the name 'Willow Prospect' in relation the original 2013 planning application, as noted in paragraph 3.1 of the Committee report.

**Response** – This is assumed to refer to the Weald Basin and is believed to be a change of name over the years.

### **Climate concerns**

**Point raised** – The concern that the applications are contrary to the County Council climate change pledges are understood; however, there will be an ongoing need for oil and gas until we switch to low carbon alternative provided it doesn't have an adverse impact on the environment and local residents. This application shows no serious, adverse impacts.

**Response** – None required.

4.11 The committee considered a proposal by Cllr Montyn, seconded by Cllr Quinn, that a new condition be added requiring that no lighting, including emergency lighting, be permitted at the site, and that wording

for the new condition be delegated to the Head of Planning. The amendment was put the Committee and approved unanimously.

4.12 The substantive recommendation, amended by the new condition as approved by the Committee and noted in minute 4.11 above, was considered by the Committee and approved by a majority.

4.13 Resolved – That planning permission be granted for:

- i) WSCC/078/19, subject to the conditions and informatives set out at Appendix 1 of the Committee Report, as amended by the Committee; and
- ii) WSCC/079/19, subject to the conditions and informatives set out at Appendix 2 of the report, as amended by the Committee.

## **5. Planning Application: Waste**

### **WSCC/081/19 – Proposed Temporary Concrete Crushing and Soil Recycling Facility**

#### **Kilmarnock Farm, Charlwood Road, Ifield, RH11 0JY**

5.1 The Committee considered a report by the Head of Planning Services (copy appended to the signed minutes). The report was introduced by James Neave, Acting County Planning Team Manager, who provided a presentation on the proposals, details of consultation and key issues in respect of the application. It was noted that the reference to the NPPF at paragraph 6.8 of the Committee report should read NPPW. It was also noted that location of Burlands Farm as identified in the appendices is slightly further north than that shown.

5.2 During James Neave's presentation, the Committee paused at 11.57 a.m. because Cllr Millson lost connection to the meeting, and reconvened at 12.00 p.m. without Cllr Millson.

5.3 The Committee adjourned at 12.09 p.m. and reconvened at 12.15 p.m.

5.4 The Committee noted apologies from Cllr Millson for the remainder of the meeting because she was unable to re-establish a connection.

5.5 A statement in objection to the application was read out on behalf of Richard Symonds, representing the Ifield Society. There are safety concerns because Charlwood Road is a very busy, narrow country road with bends and no pavements that is rat run and dangerous for pedestrians and cyclists; horse-riders, including children, and slow moving tractors also use the road. There has been one fatality. The applicant's HGVs thunder up and down the road continually and there are concerns this will increase if the Kilnwood Vale housing development goes ahead and the applicant's contract there continues. The applicant claims to be searching for a permanent site, but they said that seven years and more ago. The application should be rejected on safety grounds.

5.6 Mr George Rayson, WS Planning and Architecture, agent for the application spoke in support of the application. The proposal complies with climate change objectives to reduce carbon; the site is 0.6 miles from the applicants existing operation, thus reducing transport. This is a local business that can help the economy recover. The land meets NPPF categorisation of previously developed land. A Planning Inspector previously considered that the site has easy access to Crawley and M23 and it is well placed, being only 1.4 miles south-east to nearest lorry route. The site meets all criteria in Policy W3 of the Waste Local Plan: it is a brownfield site that meets the County's needs for inert waste recycling. The area is already affected by noise from other industrial use and from Gatwick. Sensitive receptors have been taken into account. The site is contained by woodland and hedgerow and the quality of the open view from the footpath could be improved with new planting. A second runway at Gatwick has been not approved and even if it were it would not be in place for some years; this application takes into account the safeguarded land because it is for a 5-year temporary period. Three other planning applications previously approved at Kilmarnock Farm all allowed HGVs movements, and it was they would not adversely affect other highway users. The site complies with policies set out in the local plans.

5.7 In response to points made by speakers Planning Officers provided clarification on the following:

- It is confirmed that the application seeks temporary permission.
- As noted in paragraph 9.17 and 9.18 of the Committee report, the site is considered previously developed land; however, it is not considered suitable previously developed land.
- Matters relating to noise are set out in the 'Local Amenity' section of the Committee report (paragraphs 9.40 to 9.53).
- New planting is proposed to mitigate visual impacts, but planting is unlikely to reach sufficient maturity within the timeframe of the temporary permission.
- Crawley Borough Council policies provides guidance regarding the safeguarding of Gatwick Airport from incompatible developments that add to the constraint or increase the costs or complexity of an additional runway; this application includes a significant new, widened access, hardstanding, fences and infrastructure.
- Paragraph 9.75 of Committee report details the previous proposals in terms of HGV movements. Those developments were for the required infilling of hollows at Kilmarnock Farm and allowed a maximum of 30 HGV movements to the east over a longer period, which were not sustained high level of movements over that time. The filling of hollows required that location, whereas when considering a new site for a waste operations, waste local plan policies require that we must consider whether it would be well located to the lorry route network.

- It is considered that the site is not well located to the lorry route network.

5.8 During the debate the Committee raised the points below and clarification was provided by the Planning Officers, where applicable:

### **Land safeguarded for a second runway at Gatwick**

**Point raised** – Clarification was sought regarding how much weight must be given to the safeguarded land at Gatwick?

**Response** – The safeguarded land is identified in Crawley Borough local plan, but not in Horsham district planning framework; however, national policy must also be taken into account.

### **Consultation with Surrey County Council**

**Point raised** – It was queried whether Surrey County Council been consulted, given that the Surrey end of Charlwood Road is unsuitable for HGVs?

**Response** – The Surrey boundary is 1.5 km away from the application site. Surrey County Council had not raised comments in respect of similar applications closer to the boundary. Also suggested that if the application were to be approved, the Highways Authority would likely require HGVs to be routed to the east and not in the direction of Charlwood, which is not considered suitable for HGVs.

### **Additional HGV movements / highway safety**

**Point raised** – Charlwood Road is a busy C class road, used by residents from Surrey and Horsham as a short cut and rat run to Gatwick Airport and Manor Royal in Crawley. It already carries a lot of HGVs and adding to this volume would be too much. It is significant that the Highways Authority has objected.

**Response** – None required, but it was confirmed that the proposal is for 60 HGV movements per day (30 HGV movements in and 30 HGV movements out).

### **Dust**

**Points raised** – It was noted that whilst recycling is innocuous, crushing of concrete creates noise and pollution from dust, and that trees would not provide protection.

**Response** – Paragraph 9.50 of the Committee report deals with the matter of dust; in itself, this is not considered to warrant a reason for refusal because bowsters and dampening measures can be put in place and required through a dust management plan. However, dust does form part of amenity considerations.

### **Temporary planning permission**

**Points raised** – Clarification was sought on the following points. How the applicant had intended to address, through this temporary application, the concerns that were raised before the 2019 application was withdrawn? The difference between temporary and permanent planning permission and whether there is a difference in fees? Whether the applicant was given an indication that a temporary permission would be automatically permitted?

**Response** – The 2019 application received objections and the applicants were made aware of the Planning Officers' concerns at the time. It is understood that the 5 year temporary permission aims to address the concerns about Gatwick safeguarded land, and provide additional mitigations, e.g. fencing. Planning applications can be for permanent or temporary permission; temporary applications might be seen as 'trial runs'. It is down to the applicant what type of permission to apply for. There is no difference in the application fees. The applicant was not given the impression that a temporary permission would be acceptable.

### **Status of mobile homes at Kilmarnock Farm**

**Point raised** – The status of the mobile homes adjacent to the application site was queried and whether their removal would be a net loss to Horsham's housing supply?

**Response** – All mobile homes would be removed, north of the 'further stables' and running alongside the 'haystore', as marked on the plan on page 73, appendix 3 of the Committee report. Only one is lawful, the others don't have planning consent. The farmhouse would remain. Paragraph 9.44 of the Committee report considers impacts on other addresses at the site.

### **Vegetation and suggested planting**

**Points raised** – It was noted that the proposed new planting is adjacent to the drainage line, which is not a good idea.

**Response** – None required.

5.9 The substantive recommendation was proposed by Cllr Patel and seconded by Cllr Kitchen and was put to the Committee and approved unanimously.

5.10 Resolved – That planning permission be refused for the reasons set out in Appendix 1 of the report.

## **6. Authorisation to discharge functions on behalf of West Sussex County Council**

### **Authorisation for Horsham District Council to discharge functions on behalf of West Sussex County Council**



## **Land West of Ravenscroft, Storrington, West Sussex, RH20 4EH**

6.1 The Committee considered a report by the Head of Planning Services. The report was introduced by James Neave, Acting County Planning Team Manager, who gave a presentation on the reason for and key points of the proposal.

6.2 During the debate, the Committee raised the points below and clarification was provided by the Planning Officers, where applicable.

- The proposal is appropriate because Horsham District Council is responsible for determining planning applications for housing.
- Clarification was sought about whether South Downs National both SDNPA and Horsham District Council.
- It was queried whether this legislation applies only where the application site straddles the boundary because it is not clear from recommendation. Park Authority (SDNP) could take on the application. Planning Officers advised it is not certain if the legislation would allow this; however, the developer has been in discussion with Planning Officers confirmed that this is the correct.

6.3 The substantive recommendation was proposed by Cllr Kitchen and seconded by Cllr Atkins and was put to the Committee and approved unanimously.

6.4 Resolved – That West Sussex County Council enters into an agency agreement with Horsham District Council to allow that authority to discharge the County Council's planning functions in relation to the part of the proposed development site on land west of Ravenscroft, Storrington that lies outside of the South Downs National Park.

## **7. Update on Mineral, Waste and Regulation 3 Planning Applications**

7.1 The Committee received and noted a report by Strategic Planning, County Planning Manager on applications awaiting determination (copy appended to the signed minutes) detailing the schedule of County Matter applications and the schedule of applications submitted under the Town and Country Planning General Regulations 1992 – Regulation 3.

## **8. Report of Delegated Action**

8.1 The Committee received and noted a report by Strategic Planning, County Planning Manager (copy appended to the signed minutes) applications approved subject to conditions under the Town and Country Planning Act 1990 and Regulation 3 of the Town and Country Planning General Regulations 1992 since the Planning Committee meeting on 4 February 2020.

**9. Date of Next Meeting**

9.1 The following scheduled meeting of Planning Committee will be on Tuesday, 8 September at 10.30 a.m. at County Hall, Chichester.

9.2 In accordance with regulations in response to the current public health emergency, this meeting may be held virtually with members in remote attendance and with public access via webcasting.

The meeting ended at 12.54 pm

Chairman

**Unrestricted**

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**Planning Committee****8 September 2020****Change of use from agricultural land to a construction/demolition/excavation waste recycling facility****Land at Thistleworth Farm, Grinders Lane, Dial Post, Horsham, RH13 8NR****Application No: WSCC/009/20****Report by Head of Planning Services****Local Member: Mr Lionel Barnard****Electoral division/s: Henfield****District: Horsham**

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**Summary**

Retrospective planning permission is sought for a construction, demolition and excavation waste recycling facility at Thistleworth Farm, Dial Post, Horsham. The facility would process up to 25,000 tonnes per year of inert construction demolition and excavation waste (CDEW), which would be collected from building sites and taken to the site for sorting and grading to produce recycled soils and aggregates for export/sale.

The application site is within the 'countryside' and is not allocated for built waste management facility uses in the West Sussex Waste Local Plan (2014).

The report provides a generalised description of the site and a detailed account of the proposed development, and appraises it against the relevant policy framework.

In terms of statutory consultees, Horsham District Council (Planning, Landscape and Environmental Health Officers), the Highway Authority and Environment Agency have raised no objections to the proposals.

West Grinstead Parish Council object to the application noting that the site causes noise, light, dust, and odour problems, and obstruction of a public footpath. They consider that HGV movements would exacerbate a highway safety issue, in particular at the junction of the A24 and Grinders Lane, and that there is no need for construction, demolition and excavation waste recycling capacity.

Twenty eight third-party representations, have been received all raising objections. Key material matters raised are; impact upon amenity and health arising from noise, dust, lighting, odour, burning, and increased HGV movements; impact on highway capacity and safety; impact on public footpaths; potential for pollution and flooding of land and watercourses; cumulative impact with the nearby waste

recycling facility; loss of greenfield agricultural land; disturbance of wildlife; visual/character impact in the countryside; lack of need; and sufficient alternative sites available.

### **Consideration of Key Issues**

The main material considerations in relation to this application are the:

- need for the development;
- location of the development;
- landscape, character and visual impact;
- impact on local amenity; and
- impact on the highway capacity and road safety.

### ***Need for the Development***

Policy W1 of the West Sussex Waste Local Plan (2014)(the WLP) supports inert waste recycling facilities on unallocated sites where there is a demonstrated market need, consistent with the principle of net self-sufficiency. The most recent Annual Monitoring Report for the WLP indicates there is a continued and increasing demand for inert construction, excavation and demolition waste recycling in the County, which this development could help to address. The development would promote the movement of waste up the waste hierarchy.

### ***Location of the Development***

Policies W3 and W4 of the Waste Local Plan sets out criteria for locating waste facilities on unallocated sites. With reference to these criteria, the proposed development would be within the 'Area of Search,' as identified in the WLP, and could not likely be delivered on an existing waste site or a site allocated in Policy W10. Although the development is located on a greenfield site, it has been sufficiently demonstrated that no suitable deliverable alternatives are available. The site is well-located to the Strategic Lorry Route Network. The proposed development, therefore, accords with Policies W3 and W4 of the WLP.

### ***Landscape, Character and Visual Impact***

The proposed development would introduce an urbanising waste development within a countryside area. However, taking into account the scale and nature of operations proposed, the contained nature of the site, and proximity to the A24 and other urban influences, it is not considered the proposed development would result in an unacceptable impact on the landscape, character or visual qualities of the locality.

### ***Impact on Local Amenity***

The proposed development has the potential to give rise to noise, light and dust impacts associated with the sorting and grading of up to 25,000tpa of construction, demolition and excavation waste, and the delivery of waste/export of materials in HGVs. The proximity to the A24 and other urban influences is such that existing ambient noise levels are high during the day, in particular as a result of road traffic. The development proposals include both physical and operational measures to mitigate impacts upon amenity, including bunds, acoustic fencing, dust

suppression, and controls over operational practices. Subject to conditions to secure such measures, restriction of operational practices and hours of working, it is not considered that the proposed development would give rise to unacceptable impacts upon local amenity.

### ***Impact on Highway Capacity and Road Safety***

The proposed development would result in a modest volume of vehicular movements, and the site is well located to the Strategic Lorry Route Network. Subject to conditions to secure a wheel wash and Construction Management Plan, and a routing agreement to secure all exiting HGVs turn south onto the A24, the proposed development would not result in any unacceptable impact upon highway capacity or road safety. The proposed access is suitable to accommodate the type and volume of HGV movements likely to result from the proposed development.

### **Overall Conclusion**

Retrospective planning permission is sought for a construction, demolition and excavation waste recycling facility at Thistleworth Farm, Dial Post, Horsham. The facility would process up to 25,000 tonnes per year of inert construction demolition and excavation waste (CDEW), which would be collected from building sites and taken to the site for sorting and grading to produce recycled soils and aggregates for export/sale.

The proposed development would meet an identified market need consistent with increasing arisings of CDEW. The proposal is therefore consistent with the principle of net self-sufficiency. The development would promote the movement of waste up the waste hierarchy in accordance with both local and national policy, a benefit which must be considered in the planning balance.

The site is located within an 'Area of Search' identified in the WLP, and is well-located to the Strategic Lorry Route Network, a key constraint to development of this nature. Although located on a 'greenfield' site, it could not likely be delivered on an existing waste site, or a site allocated in the WLP, and it has been sufficiently demonstrated that no suitable deliverable alternatives are available. As a result, the proposed development accords with the relevant locational criteria as set out in the WLP.

Given the generally well-contained nature of the site, its location adjacent to the A24 and other urban influences, and the limited throughput of material proposed, the development would not result in a significant increase in the level of activity in the countryside. The contained nature of the site coupled with mitigation of visual impacts principally provided by the proposed bunds and landscaping, are such that the proposed development would not result in an unacceptable impact on the landscape, character or visual qualities of the locality.

Noting the high ambient noise levels that result from the proximity to the A24, and proposed physical and operational measures to mitigate impacts upon amenity, subject to appropriate conditions, the proposed development would not be likely to give rise to an unacceptable impact on the amenities of occupiers of nearby property/land or users of public footpaths.

The proposal would result in modest volume of HGV movements on a site well-located to the Strategic Lorry Route Network (A24) and with a suitable access to

accommodate the type and volume of vehicles proposed. The Highway Authority do not raise any highway capacity or road safety concerns subject to appropriate conditions and a routing agreement requiring all exiting HGVs turn south onto the A24.

Overall, the proposed development would meet an identified need, contribute towards managing CDEW arising within the County, and promote the movement of waste up the hierarchy. These are benefits that weigh favourably for the proposal. Although located on a 'greenfield' site, suitable deliverable alternative sites are not considered likely to be available. It is well-located to the Lorry Route Network and its contained nature is such that the development would not give rise to unacceptable impacts upon the landscape, character, visual qualities, or amenities of the locality. Accordingly, the proposed development accords with the development plan and all other material considerations.

## **Recommendation**

That planning permission be granted subject to:

- (a) the conditions and informatives set out in Appendix 1; and
- (b) the applicant entering into a legal agreement under section 106 of the Town and Country Planning Act 1990 requiring all exiting HGVs from the site to turn south onto the A24.

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### **1. Introduction**

- 1.1 Retrospective planning permission is sought for a construction, demolition and excavation waste recycling facility at Thistleworth Farm, Dial Post, Horsham.
- 1.2 The facility would process up to 25,000 tonnes per year of inert construction demolition and excavation waste (CDEW), which would be collected from building sites and taken to the site for sorting and grading to produce recycled soils and aggregates for export/sale.

### **2. Site and Description**

- 2.1 The application site falls in a countryside location, some 300m to the south-east of Dial Post. The site is located on agricultural land west of Thistleworth Farm immediately to the east of the A24 (see **Appendix 2 – Site Location**).
- 2.2 The application site occupies an area of some 0.9 hectares, sandwiched between the A24 and a large grassed bund, which is understood to have been created as part of the construction of the A24 (see **Appendix 3 – Application Site**). Historic aerial photography indicates the site was formally an open field in agricultural use. Although the site is currently occupied by the proposed waste use, hence the retrospective application, the lawful use of the land is agriculture because the waste use does not have planning permission. A green palisade gate/fence has been erected at the site entrance and bunds some 3m in height have been erected around the south and west of site. Some areas have been laid to hard surfacing, with a number of stockpiles, plant and a modular site office currently on site (see **Appendix 4 – Site Photos**).

- 2.3 To the east, beyond the bund, is a group of agricultural style buildings including a large barn (formerly part of the listed Thistleworth Farm buildings) and a mobile home. The barn has previously been granted planning permission by Horsham District Council for residential conversion (DC/16/0584). Alongside this is Thistleworth Farm which includes the Grade II Listed Thistleworth Farmhouse.
- 2.4 To the west, the site shares a boundary with the A24 demarked by a low fence and mature vegetation/trees of a considerable height. Beyond the A24, and at the closet point some 90m from the site, are a small number of residential properties, including Hurst Cottage, Moat Cottage and Woodmans Stud (the latter being a Grade II Listed Property).
- 2.5 To the north is agricultural land, which includes a part implemented (groundworks only) planning permission for a large barn (DC/14/2039 – allowed on appeal). Some areas immediately north of the site appear as bare earth, having been the subject of a recent increase in ground levels through the importation of inert waste/soils (purported as an agricultural improvement). These works are considered unauthorised development and are the subject of a current investigation by the County Council, however, this is not material to the determination of the application being considered.
- 2.6 To the south and south-east are open grassed fields used for a mixture of grazing and recreational uses. In part, this was historically called the Sussex Showground where periodic events took place under the '28 days' permitted development rights rule. Further south is a large garden centre complex and commercial premises, beyond which is a caravan park. Also accessed via the A24 and Grinders Lane, some 250m to the south, is an established inert construction waste transfer and recycling site (Penfold Verrall Ltd site – WSCC planning reference: WSCC/008/15/WG).
- 2.7 Access to the site is via an existing asphalt road from Grinders Lane, which includes a 9.8m wide kerbed bell-mouth adjacent to the A24. This private road is shared with a public footpath that runs from Grinders Lane before turning east and along the southern boundary of the site. It then connects with a public footpath running parallel to the east of the site, before tapering towards the A24 to the north.
- 2.8 The application site is outside of the built-up area defined in the Horsham District Planning Framework and so is considered to be 'countryside'. It is not within an area designated for landscape, heritage or ecological reasons. However, it falls in relatively close proximity to the Grade II Listed Thistleworth Farmhouse. The site is in not within an identified flood risk zone.

### **3. Relevant Planning History**

- 3.1 None relevant within the site.

### **4. The Proposal**

- 4.1 Retrospective planning permission is sought for an inert construction, excavation and demolition waste recycling facility on land at Thistleworth Farm, Grinders Lane, Dial Post, Horsham. At present, the site is operational

with the majority of physical development already in place and activities ongoing. The following sets out the full extent of development for which permission is now sought, some of which would require additional works on site and/or reconfiguration of activities within the site (see **Appendix 5 – Proposed Site Layout Plan**).

- 4.2 The proposed facility would process up to 25,000 tonnes per annum (tpa) of inert construction, excavation and demolition waste (CDEW), which would be sorted and screened to produce recycled materials (e.g. soils, aggregates, fill material) for export/sale or further processing.
- 4.3 Waste material would be imported into the site by the applicant's vehicles and unloaded onto a concrete pad. Thereafter, materials would be loaded into screening plant where it would be sorted and graded into separate stockpiles of soil, hardcore and stone. Any imported materials unsuitable for construction uses would be stored in containers to the south of the site for onward export to specialist recycling facilities (e.g. timber and metals). In addition to screening plant, the facility would also result in the use of various other plant including 360° excavators, tipper and a loading shovel. The applicant advises the site would require three staff members.
- 4.4 The proposals include grassed bunds of some 3m in height that largely enclose the site and tie into the large existing bund to the east. These have been created from inert materials/soils processed on site (some 3,500m<sup>3</sup> of material). Additional planting is also proposed in two main areas of the bunds (see Appendices 6 & 7 –Proposed Site Sections & Landscaping Plan).
- 4.5 Bunds to the west and north of the site would have a 1m acoustic fence erected on top to assist with noise attenuation. Alongside the inner edge of bunds, adjacent to the proposed stockpile area, a 2m high concrete retaining wall would also be erected. At the site's entrance (approximately 100m up the access from its junction with Grinders Lane), the proposals include 2.4m metal fencing and gates.
- 4.6 The entire site would be hard surfaced with a mixture of concrete, compacted material and the existing asphalt driveway to its junction with Grinders Lane retained. A significantly updated surface water drainage scheme is also proposed that would include pollution prevention control measures, filter drains, attenuation, and a balancing pond to the north (outside of the bunded area).
- 4.7 To the south-east, the site would contain a prefabricated office/welfare building and also a maintenance cabin, alongside which would be a parking area for the applicant's HGVs (grab/tipper lorries) and staff vans/cars.
- 4.8 The proposed main hours of operation are 08:00 to 17:00 Monday to Friday, with vehicles entering the site from 07:00. The applicant also seeks hours to allow for occasional use of the site between 08:00 to 13:00 on Saturdays to service and maintain equipment.
- 4.9 The applicant advises that at the full proposed capacity, the development would result in an average of approximately 12 HGV movements per day (six in and six out).



## **5. Environmental Impact Assessment (EIA)**

- 5.1 The development falls within Part 11(b) of Schedule 2 to the EIA Regulations as it relates to an 'installation for the disposal of waste' and relates to a development area of more than 0.5 hectare. Accordingly, a Screening Opinion must be carried out to determine whether the development has the potential to result in 'significant environmental effects' which require an EIA'.
- 5.2 Following submission of application, the County Planning Authority issued a Screening Opinion dated 11 May 2020, confirming its view that the development would not be considered to have the potential for significant effects on the environment within the meaning of the EIA Regulations 2017, and that no EIA is required.

## **6. Policy**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the statutory 'development plan' unless material considerations indicate otherwise. For the purposes of this application, the statutory development plan is considered to comprise the West Sussex Waste Local Plan (2014) and the Horsham District Planning Framework (2015).
- 6.2 In terms of emerging development plan documents, both the Horsham District Local Plan 2019-2036, and the West Grinstead Neighbourhood Plan (2019-2031- Draft Plan) are at draft stages. As emerging plans that have not been subject to independent examination, they cannot be given any great weight.
- 6.3 The key policies in the development plan, which are material to the determination of the application, are summarised below. In addition, reference is made to relevant national planning policy guidance and other policies that guide the decision-making process and which are material to the determination of the application.

### ***West Sussex Waste Local Plan 2014***

- 6.4 The following policies are of relevance to this planning application:
  - Policy W1: Need for Waste Management Facilities;
  - Policy W3: Location of Built Waste Management Facilities;
  - Policy W4: Inert Waste Recycling
  - Policy W11: Character;
  - Policy W12: High Quality Developments;
  - Policy W14: Biodiversity and Geodiversity;
  - Policy W16: Air, Soil and Water;
  - Policy W15: Historic Environment;
  - Policy W17: Flooding;
  - Policy W18: Transport;
  - Policy W19: Public Health and Amenity;

- Policy W20: Restoration and Aftercare; and
- Policy W21: Cumulative Impact.

***Horsham District Planning Framework 2015***

6.5 The following policies are of relevance to this planning application:

- Policy 1: Sustainable Development;
- Policy 10: Rural Economic Development;
- Policy 24: Environmental Protection;
- Policy 25: Natural Environment and Landscape Character;
- Policy 26: Countryside Protection;
- Policy 31: Green Infrastructure and Biodiversity;
- Policy 32: The Quality of New Development;
- Policy 33: Development Principles;
- Policy 34: Cultural and Heritage Assets;
- Policy 38: Flooding;
- Policy 40: Sustainable Transport; and
- Policy 41: Parking.

***National Planning Policy Framework (2019)***

6.6 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF does not form part of the development plan but is a material consideration in determining planning applications.

6.7 The paragraphs of the NPPF of key relevance to this application are: 8 (roles of the planning system), 11 (presumption in favour of sustainable development), 47 (determining applications in accordance with the development plan), 80-84 (supporting economy), 102 (consideration of transport issues), 108-109 (unacceptable impact on the road safety or a severe impact on the road network), 117 (making effective use of land), 127-132 (achieving well-designed places in decision making), 163 (ensuring flood risk is not increased elsewhere), 170 (conserving and enhancing the natural environment), 175 (protection and enhancement of biodiversity and geodiversity), 178 (avoiding pollution and contamination), 180 (minimising impacts of noise, light and health), 183 (assuming pollution control regimes operate effectively) and 194 (Heritage Assets).

***National Planning Policy for Waste (October 2014)***

6.8 The NPPW sets out detailed waste planning policies to reflect the Waste Management Plan for England. The NPPW does not form part of the development plan but is a material consideration in determining planning applications. The NPPW seeks a sustainable and efficient approach to drive the management of waste up the waste hierarchy.

- 6.9 At paragraphs 3-5 the NPPW seeks waste planning authorities to meet the identified needs of their area for the management of waste streams, and identify suitable sites and areas for new or enhanced waste management facilities.
- 6.10 Paragraph 7 notes that in determining planning applications, waste planning authorities should, among other things; consider the likely impact on the environment and amenity against identified criteria; make sure facilities are well designed so they contribute positively to the character and quality of the area; and not control processes which are a matter for other pollution control authorities.

***National Planning Practice Guidance: Waste***

- 6.11 PPGs set out the Government's planning guidance to be read in conjunction with the NPPF. They do not form part of the development plan but are a material consideration in determining planning applications.
- 6.12 Paragraph 8 promotes the movement of waste up the hierarchy. Paragraph 46 relates to the use of unallocated sites. Applicants should be able to demonstrate that the envisaged facility will not undermine the waste planning strategy through prejudicing movement of waste up the Waste Hierarchy. Paragraphs 50 & 51 sets out the relationship between planning and other regulatory regimes.

***EU Council Directive 2008/98/EC***

- 6.13 By virtue of the Waste (England and Wales) Regulations 2011 when determining any application for planning permission that relates to waste management (article 18) the planning authority is required to take into account EU Council Directive 2008/98/EC which sets out the objectives of the protection of human health and the environment (article 13) and self-sufficiency and proximity (first paragraph of article 16(1), article 16(2) and (3)). Case law has confirmed that these articles are objectives at which to aim. As objectives they must be kept in mind whilst assessing the application and provided this is done, any decision in which the furtherance of the objectives are not achieved, may stand.

**7. Consultations**

- 7.1 **Horsham District Council (HDC Planning):** Advice. Note that any development within the rural area must be essential to its countryside location, which can allow for waste proposals. Any development must also be of a scale appropriate to its countryside character and location, which does not lead to a significant level of increase in the overall level of activities, whether individually or cumulatively. The key characteristics and features of the landscape character area are expected to be maintained. Highlight the need to consider the comments of the HDC EHO, Landscape Officer, Parish Council and local residents.
- 7.2 **Horsham District Council (Environmental Health Officer EHO):** Advice. The site lies adjacent to the A24 and therefore experiences high levels of ambient noise during the day. As such the contribution from the limited scale of site activities is not expected to be significant, subject to conditions.

- 7.3 In response to further information provided by the applicant, notes that the provision of acoustic fencing is beneficial, but the principal mechanism for controlling noise will be through hours of operation and limiting plant, machinery and equipment operated at the site.
- 7.4 The currently submitted noise management and dust management plans lack detail and clear lines of responsibility. Conditions are recommended to secure; no importation of hazardous waste, only plant and vehicles as set out in planning statement to be used; no crushing; no burning; a detailed dust management plan (to include wheel wash); broadband reversing alarms, and; hours of operations Monday – Friday 08:00-17:00.
- 7.5 **Horsham District Council (Landscape Officer):** Advice. The site sits between the busy A24 a large earth bund and has therefore lacks original landscape features. Furthermore, there are other urban influences in the area and therefore the proposals are not considered to cause unacceptable harm to the character of the area. Public rights of way cross the area but the users experience is already affected by the road and other detractors and therefore the proposals would not result in unacceptable visual harm. The appearance of the office and cabins in green will be sufficient to mitigate any landscape harm. Additional acoustic fencing, in principle, raises no concerns. Proposed retaining walls will be screened by bunds. Given the countryside location, mixed native hedging and appropriate landscaping must be sought.
- 7.6 **Horsham District Council (Heritage Officer):** Disappointed with lack of reference to potential impacts to heritage assets. However, agree less than substantial harm to heritage assets caused, which should be outweighed by benefits.
- 7.7 **West Grinstead Parish Council:** Objection. This is a retrospective application for an major industrial activity on a greenfield site that has been occurring unlawfully for at least two years. Existing operations involve long working hours and weekends, and cause noise, light, dust, and odour problems. Obstructions have been caused to PROW and signs removed. The development results in HGV movements in a congested area and onto the A24. The A24 junction (in particular the crossing of the carriageway through the central reservation) is dangerous and has resulted in serious/fatal accidents which will be exacerbated by this development (in combination with the expansion for the neighbouring Garden Centre). WSCC is a net importer of waste and there is no need for construction, demolition and excavation waste recycling capacity. If approved, recommend a S106 agreement to direct traffic south onto the A24.
- 7.8 **Environment Agency:** No objection. Note the proposals may require an Environmental Permit.
- 7.9 **Historic England:** Do not consider the proposals meet the relevant criteria that require formal comments to be made.
- 7.10 **WSCC Highways:** No objection. The access is sufficient to allow HGV's to access the site. No concerns would be raised with the parking and servicing arrangements. In light of the limited volume of vehicular movements generated, satisfied the proposals would not have a 'severe' impact on the adjoining highway network, and that there is no transport grounds to resist

the proposal. Recommend conditions to secure a Construction Management Plan (CMP) and details of wheel washing. Also require a Routing Agreement to ensure all HGVs exiting the site turn South onto the A24.

- 7.11 **WSSC PRoW:** No objection. The applicant recognises the driveway carries public footpath 1860 and had agreed to exercise a speed limit of 10mph for vehicular movements.
- 7.12 **WSSC Drainage & Flood Risk:** No objection subject to a condition to secure verification of drainage installation and operation in accordance with the submitted drainage strategy.
- 7.13 **WSSC Archaeology & Built Heritage:** No objection subject to conditions to secure archaeological investigation during any new groundwork. New noise and visual impacts upon the settings of the adjacent Grade II Listed Thistleworth Farm and nearby Woodmans Stud are expected to involve less than substantial harm to or loss of significance of these designated heritage assets.
- 7.14 **WSSC Ecology:** No objection subject to conditions to secure a native species landscaping and planting scheme.
- 7.15 **WSSC Arboriculture:** No objection subject to conditions to secure landscaping and subsequent maintenance. Trees on western and southern boundaries may suffer from long term adverse impact, since bunds have been created within or very near the root protection areas. Bunds on the western boundary should provide space for maintenance access and roots of trees. Soft landscaping should be secured by condition, including new planting on the southern bund to help compensate any impacts should the condition of existing trees deteriorate, and a long term maintenance scheme.
- 7.16 **Councillor Lionel Barnard:** No response received.

## 8. Representations

- 8.1 The application was advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). This involved the erection of four site notices on land located at and around the application site, an advertisement in the local newspaper and the issue of seven neighbour notification letters. In response, twenty eight representations were received, all objecting to the proposals.
- 8.2 The main reasons for objection can be summarised as follows:
  - Impact upon amenity and health arising from noise, dust, lighting, odour, burning, and increased HGV movements;
  - Insufficient Noise Assessment;
  - Impact on highway capacity and safety, in particular at the A24 junction;
  - The only access to the site is a shared drive also used by the Sussex Showground, which seasonally produces considerable traffic.
  - Applicant operates without the necessary consents which is cause for concern as any controls will not be adhered to;

- Obstruction of Public Footpaths and impact on their use/safety and enjoyment;
- Potential for waste to pollute the land and watercourses (both that imported/processed and contained in bunds) and no environmental impact assessment;
- Risk of expansion;
- Potential to cause flooding;
- Cumulative impact with nearby waste recycling facility;
- Loss of agricultural land;
- Disturbance of habitat, nature and wildlife in the locality;
- Unacceptable impact upon the countryside and its rural character, contrary to national, local and waste planning policy;
- Visual impacts;
- No need for construction demolition and excavation waste (CDEW) recycling capacity in West Sussex;
- Loss of greenfield land;
- Not an allocated waste site, sufficient alternatives sites available; and
- Doesn't accord with the Waste Local Plan;

## **9. Consideration of Key Issues**

- 9.1 Although waste management operations are currently taking place on the site, hence retrospective planning permission being sought to regularise them, this fact is not material to the determination of the current application. Therefore, the application must be treated on its merits as a proposed waste management facility on a greenfield site.
- 9.2 Accordingly, the main planning considerations relevant to this planning application are the:
- need for the development;
  - location of the development;
  - landscape, character and visual impact;
  - impact on local amenity; and
  - impact on the highway capacity and road safety.

### ***Need for the Development***

- 9.3 The site is not allocated for waste management uses in the West Sussex Waste Local Plan (2014) (the WLP). Policy W1 of the WLP deals with the need for waste management facilities on unallocated sites. In relation to inert recycling facilities, policy W1(c) states that 'Proposals on unallocated sites for the recycling of inert waste will be permitted where it can be demonstrated that there is a market need, consistent with the principle of net self-sufficiency'.

- 9.4 The applicant has an established client base with a steady and increasing throughput of waste being processed at the site. This is verified by the existing (albeit unlawful) operations which have taken place on site since circa spring 2018.
- 9.5 The applicant suggests that the majority of waste materials processed by the site arises from domestic and small commercial developments, for which they have witnessed a market need, and for which they state nearby facilities do not specifically provide for. The applicant advises that waste collections mainly come from Horsham, Worthing, Burgess Hill, Haywards Heath and Brighton, but due to its geographical location, the site is well-located to serve many residents and small business within short travel distances.
- 9.6 The site is located centrally within the County, alongside the A24 (part of the Strategic Lorry Route Network), with good access to major towns to both the north and south which are obvious sources of construction, demolition and excavation waste (CDEW). Further, the most recent West Sussex Joint Minerals Local Plan and Waste Local Plan Annual Monitoring Report (2018/2019)(the 'AMR') identifies continued and increasing arisings of CDEW within West Sussex, a reduction in capacity of permitted CDEW sites, and thus a continued need for facilities of this kind to manage this waste to achieve net self-sufficiency.
- 9.7 The applicant has identified a market need for a 25,000tpa capacity facility consistent with an increasing capacity demand reported in the most recent AMR. As a result, the development would meet an identified need and is consistent with the principle of net self-sufficiency. Further, the development would promote the movement of waste up the waste hierarchy in accordance with National Planning Policy for Waste and WLP.
- 9.8 Policy W1 of the WLP supports inert waste recycling facilities on unallocated sites where there is a demonstrated market need, consistent with the principle of net self-sufficiency. The most recent Annual Monitoring Report for the WLP indicates there is a continued and increasing demand for inert construction, excavation and demolition waste recycling in the County, which this development could help to address. The development would promote the movement of waste up the waste hierarchy.

### ***Location of the Development***

- 9.9 The application site is not allocated in the WLP to meet identified shortfalls in waste transfer, recycling and recovery capacity. Accordingly, the proposal must be assessed against Policy W4 (Inert Waste Recycling), which requires that such facilities be located in accordance with Policy W3.
- 9.10 Policy W3 sets out considerations for locating waste development on unallocated sites, as follows:
  - "(a) *Proposals for built waste management facilities, on unallocated sites, to enable the transfer, recycling, and recovery of waste will be permitted provided that:*
    - (i) *it can be demonstrated that they cannot be delivered on permitted sites for built waste management facilities or on the sites allocated for that purpose in Policy W10; and*

- (ii) *they are located in the Areas of Search along the coast and in the north and east of the County as identified on the Key Diagram; or*
  - (iii) *outside the Areas of Search identified on the Key Diagram, they are only small-scale facilities to serve a local need.*
- (b) *Proposals that accord with part (a) must:*
  - (i) *be located within built-up areas, or on suitable previously-developed land outside built-up areas; or*
  - (ii) *be located on a site in agricultural use where it involves the treatment of waste for reuse within that unit; or*
  - (iii) *only be located on a greenfield site, if it can be demonstrated that no suitable alternative sites are available; and*
  - (iv) *where transportation by rail or water is not practicable or viable, be well-related to the Lorry Route Network; large-scale facilities must have good access to the Strategic Lorry Route.*
- (c) *Proposals for new facilities within the boundaries of existing waste management sites to enable the transfer, recycling, and recovery of waste, will be permitted unless:*
  - (i) *the current use is temporary and the site is unsuitable for continued waste use; or*
  - (ii) *continued use of the site for waste management purposes would be unacceptable in terms of its impact on local communities and/or the environment."*

9.11 With regard to W3(a)(i), the applicant operates an established groundworks business and suggests that there is a lack of suitable existing permitted waste management sites in the area where construction and demolition waste arisings can be processed. In particular, the applicant identifies a lack of sites that serve small scale construction sites/residential scale developments, which make up the applicant's customer base.

9.12 It is noted that a similar (authorised) inert construction waste transfer and recycling site is also located in close proximity (the Penfold Verrall Ltd site to the south), and that there are similar facilities that operate in the applicant's wide catchment area. The type of waste generated by the applicant's business could, in theory, be managed at these sites. However, it is accepted that such sites would unlikely be commercially available to the applicant, whose business has an established client base, and which itself both generates construction and demolition waste and utilises the recycled products. Further, the applicant claims that the Penfold Verrall Ltd site serves a different customer base (large scale sites and contracts) and that discussions have identified no conflict of interest. It is further noted that processed materials (e.g. secondary aggregates/soils) produced at the site could also serve the applicant's groundworks business, for which there is an obvious commercial benefit.

9.13 The applicant has provided limited consideration of the availability of allocated sites (W10). Nonetheless, as identified in the latest AMR, Goddards Green, near Burgess Hill, is the only WLP allocated site where development



proposals have yet to be proposed or come forward. The lack of suitable allocated sites is, therefore, acknowledged.

- 9.14 With regard to W3(a)(ii), owing to its central location in the County adjacent to the Lorry Route Network and proximate to major towns where waste is generated, the site is within the 'Area of Search' identified as being suitable 'in principle' for facilities outside of built up areas. Taking this into account, and noting it is unlikely the proposed development could be delivered on an existing waste site or a site allocated in Policy W10, the proposed development is considered consistent with Policy W3(a).
- 9.15 Proposals that accord with W3(a) must then meet the criteria set out in W3(b). In this case the W3(b)(iii) is applicable, as the proposals relate to a greenfield site. As a result, the applicant is required to demonstrate that no suitable alternative sites are available.
- 9.16 The applicant claims that over a period of two years he has been unable to identify a suitable site to serve their existing customer base, and which would be compatible with planning constraints (e.g. access/landscape/amenity). Whilst carrying out groundworks on adjacent land, the applicant identified the application site as a suitable site and implemented the facility, which is now the subject of this retrospective planning application.
- 9.17 The applicant has provided an assessment of alternative sites investigated, which includes evidence of registration with various estate agents over a period of several years, and correspondence with landowners, all of which has failed to identify a suitable site to accommodate the applicant's waste recycling operations.
- 9.18 Taking into account the above, the limited availability of suitable sites to accommodate a waste facility of this kind, and noting the need to manage waste/provide recycled construction materials generated by their business in the locality, it is considered unlikely the development could be delivered on an existing permitted built waste management site.
- 9.19 Finally, Policy W3(b)(iv) requires that sites are well-related to the Strategic Lorry Route Network. This is supplemented by Policy W18(c)(i) which also requires it be demonstrated that "materials are capable of being transported using the Lorry Route Network with minimal use of local roads, unless special justification can be shown". The site is located off Grinders Lane, immediately adjacent to its junction with the A24. Accordingly, the site is well-located in relation to the Strategic Lorry Route Network, with access to major towns to both the north and south.
- 9.20 Overall, although the development is located on a greenfield site, it is within the 'Area of Search' and well-located to the Strategic Lorry Route Network, a key constraint to development of this nature. The facility could unlikely be delivered on an existing permitted waste site or a site allocated in Policy W10, and no suitable alternative sites have been identified. Taking this into account, and noting the continued and increasing demand for construction and demolition recycling capacity, the development is considered to accord with the criteria set out in Policy W3 for the location of waste management facilities on unallocated sites

- 9.21 It would also, therefore, be in accordance with Policy W4 relating to proposals for inert waste recycling which requires that such facilities are located in accordance with Policy W3.
- 9.22 Policies W3 and W4 of the Waste Local Plan sets out criteria for locating waste facilities on unallocated sites. With reference to these criteria, the proposed development would be within the 'Area of Search,' as identified in the WLP, and could not likely be delivered on an existing waste site or a site allocated in Policy W10. Although the development is located on a greenfield site, it has been sufficiently demonstrated that no suitable deliverable alternatives are available. The site is well-located to the Strategic Lorry Route Network. The proposed development, therefore, accords with Policies W3 and W4 of the WLP.

***Landscape, Character and Visual Impact***

- 9.23 Although the application site exhibits some rural characteristics, it sits between the A24 (a well-trafficked major road) and a large earth bund. As a result, it has been largely stripped of its original landscape features and forms part of a well-contained narrow 'wedge' of land alongside the A24. Further, urban influences in the immediate vicinity (including a large garden centre complex, the A24, similar waste facilities etc.) already significantly diminish the rural character and tranquillity of the locality.
- 9.24 Given the open-air nature of the proposed activities and required hard standing, structures, stockpiles of materials, and associated plant/paraphernalia, there would inevitably be some impact on any remaining rural character of the site. However, taking into account its self-contained nature (accentuated by the proposed additional bunds/planting to further enclose operations), and presence of existing urban influences, in particular the proximity to the A24, it is not considered the development would significantly increase the overall level of activity in the locality, or result in a harmful effect on its character, distinctiveness or tranquillity.
- 9.25 In terms of visual impacts, existing mature boundary trees/vegetation, combined with the pre-existing bund, provide a good degree of enclosure that generally screens the site from wider views. Additional bunds and fencing, for which permission is now sought (including a further 'return' bund to the north of the site), would provide substantive additional screening of the site, and further assist in mitigating visual impacts from agricultural land and public footpaths. In order to ensure that any stockpile would not give rise to unacceptable visual impacts, conditions are proposed to limit their height. The proposed site offices and fencing/gates are finished in a dark green colour, appropriate to the setting, and reducing their visual impact.
- 9.26 It is proposed that bunds would be complemented by the provision of further landscaping on top (see **Appendix 7 –Proposed Landscaping Plan**) further reducing visual impacts. However, it is considered that a more comprehensive native planting scheme should be sought by condition to ensure any visual impact of the site is further softened, biodiversity opportunities are maximised, and to compensate for potential impacts on the condition of existing trees close to bunds.

- 9.27 The application site forms a well-contained narrow strip of agricultural land sandwiched between the A24 and a large bund, generally separated from neighbouring land/properties. The proposed activities and physical development would inevitably give rise to some impact on the limited remaining rural character of the site and have some visual impact on the locality. However, taking into account the proximity to other urban influences, in particular the A24, and mitigation of visual impacts provided by the proposed bunds and landscaping, it is not considered the proposed development would result in an unacceptable impact on the landscape, character or visual qualities of the locality.
- 9.28 Therefore, the development accords with Policies W11 and W12 of the West Sussex Waste Local Plan (2014), Policies 25 and 26 of the Horsham District Planning Framework (2015), and paragraphs 127 and 170 of the National Planning Policy Framework (2019).
- 9.29 The proposed development would introduce an urbanising waste development within a countryside area. However, taking into account the scale and nature of operations proposed, the contained nature of the site, and proximity to the A24 and other urban influences, it is not considered the proposed development would result in an unacceptable impact on the landscape, character or visual qualities of the locality.

### ***Local Amenity***

- 9.30 The proposed development has the potential to give rise to noise, light and dust impacts associated with the sorting and grading of construction and demolition waste in the open. These activities would require the use of a screener, heavy plant such as an excavator and loading shovel, and the delivery of waste/export of materials in HGVs. The applicant proposes normal hours of operation of 08:00 to 17:00 Monday to Friday, and 08:00 to 13:00 Saturday to service and maintain equipment. No operations are proposed on Sundays or Bank Holidays.
- 9.31 The nearest residential properties to the operational area of the application site are Thistleworth Farm (some 90m to the east), and Hurst Cottage (some 90m to the west beyond the A24). However, it should also be noted that Thistleworth Barn (some 55m to the east) has planning permission for conversion to residential use. Further beyond are a small number of residential properties opposite the A24 and the village of Dial Post some 300m to the north. To the south is a large garden centre complex and commercial premises, alongside which, are a small number of residential properties, a caravan park, and an established inert construction waste transfer and recycling site (see **Appendix 8 – Receptors Plan**).
- 9.32 In terms of noise, although the site is located in a rural area, the proximity to the A24 and other urban influences is such that ambient noise levels are high during the day, in particular as a result of road traffic. This is also apparent at the public rights of way in the immediate vicinity of the site.
- 9.33 A Noise Management Plan has been submitted by the applicant that sets out the measures proposed to control noise at the site. This includes the site being laid out to minimise reversing and typical operational controls, such as use of screening plant when wind conditions are optimal (where possible),

minimising drop heights, controlling vehicle speeds, and responding to noise complaints. In addition to noise management and bunds, a 1m high acoustic fence is also proposed on top of the western and northern bunds.

- 9.34 A Noise Assessment has been provided by the applicant that has measured back noise levels and considered operational noise arising from the use of plant on the site. This concludes that the proposed development would result in a low impact at the nearest residential receptors, indicating that noise complaints are unlikely.
- 9.35 Third parties in the locality consider that noise from the site is unacceptable, often takes place outside the applicants stated operational hours and gives rise to disruption. Questions are also raised as to the adequacy of the submitted Noise Assessment.
- 9.36 The Horsham District Council, Environmental Health Officer (EHO) has reviewed the submitted assessment and is aware of its weaknesses as highlighted by third parties. However, noting the context of the site's location and high ambient noise levels, he concludes that the impact of noise from site activities is not expected to be significant, provided that the activities are controlled in terms of; the plant to be used; no crushing operations; use of broadband reversing alarms; and hours of operation Monday-Friday 08:00- 17:00hrs. The EHO also notes the provision of an acoustic fence is beneficial, albeit the principal mechanisms for controlling noise will be hours of work and limiting plant operated at the site.
- 9.37 Noting the open nature of the activities, which include the use of heavy plant/vehicles, screening of materials, and taking into account the relative close proximity of the nearby sensitive receptors (both residential and footpath users), the proposed development may be audible in certain circumstances from some locations. However, given the high ambient noise levels during the day in the locality, subject to noise attenuation provided by bunds and acoustic fencing, and the imposition of operational noise controls as recommended by the EHO, it is not considered that the proposed development would be likely to result in any unacceptable noise impact upon sensitive receptors.
- 9.38 In terms of dust and air quality impacts, a Dust Mitigation Scheme has been submitted by the applicant, which sets out the measures proposed to control dust from the site. This includes the provision of hard surfacing, a sprinkler system, road sweeping, as well as daily monitoring of site conditions.
- 9.39 The EHO has reviewed the submitted Dust Mitigation Scheme and considers that although it includes elements of good practice, it lacks key information on monitoring and lines of responsibility. Accordingly, he recommends conditions to secure; a detailed Dust Management Plan; no burning of waste; and a wheel wash to minimise fugitive emissions from vehicles leaving the site.
- 9.40 In terms of lighting, the applicant suggests that some task lighting may be required in winter months. Although no detail of lighting has been provided, it is apparent on site that some lighting has been placed on top of bunds. A condition is proposed to secure details of lighting, for it to be directed appropriately to avoid spillage outside of the site, and controls of its use only

within operational hours. Subject to this condition, given the proposed hours of operation and proximity to the A24, it is not considered that the proposals would result in any unacceptable lighting impacts.

- 9.41 Overall, the proposed development would not cause unacceptable harm to the amenities of occupiers of nearby property/land, or the amenity value of a public right of way. Therefore, the proposed development accords with policies W19 of the WLP, Policy 33 of the Horsham District Planning Framework (2015) and paragraph 170 of the National Planning Policy Framework.
- 9.42 The proposed development has the potential to give rise to noise, light and dust impacts associated with the sorting and grading of up to 25,000tpa of construction, demolition and excavation waste, and the delivery of waste/export of materials in HGVs. The proximity to the A24 and other urban influences is such that existing ambient noise levels are high during the day, in particular as a result of road traffic. The development proposals include both physical and operational measures to mitigate impacts upon amenity, including bunds, acoustic fencing, dust suppression, and controls over operational practices. Subject to conditions to secure such measures, restriction of operational practices and hours of working, it is not considered that the proposed development would give rise to unacceptable impacts upon local amenity.

#### ***Impact on Highway Capacity and Road Safety***

- 9.43 Access to the site is via an existing asphalt road from Grinders Lane, located immediately to the east of the A24 (part of the Strategic Lorry Route Network). It includes a 9.8m wide kerbed bellmouth that would be maintained in its current form.
- 9.44 This is a private road also serving agricultural land to the north in the applicant's ownership, albeit is shared with a public footpath. Within the site, the development would provide hard surfaced parking alongside the southern boundary for both HGVs and for staff vehicles.
- 9.45 The proposed development would generate an average of approximately 12 HGV movements per day (six HGVs entering/leaving the site). However, it should be noted that this is an average number, and HGV movements could, in reality, be greater than 12 per day suggested, as they are likely to be influenced by the availability of waste arisings in the locality and buyer demand. Conversely, they could be lower than 12 per day on other, less busy, days.
- 9.46 The applicant advises that all HGVs exiting the site currently only turn southbound onto the A24 to avoid right turns across the A24 carriageway. HGVs wishing to turn north are directed south to the Ashington grade separated junction (circa 2 miles south) where they can access the northbound carriageway of the A24. The applicant states they would be willing to enter into a S106 legal agreement to formalise this arrangement.
- 9.47 Third party representations and West Grinstead Parish Council object to the proposals, highlighting HGV movements and access to/from the site (in particular those requiring use of the A24 central reservation), as cause for

safety concerns. They consider that the proposed development, in combination with other development in the immediate locality would exacerbate an existing highway safety problem.

- 9.48 The Highway Authority raises no objection to the proposals. They note that the access is of sufficient width and includes sufficient splays, and have no concerns about parking and servicing arrangements. They conclude that the proposal would result in a small number of vehicular trips, which are not anticipated to result in any capacity concerns. They further conclude that subject to S106 legal agreement to ensure HGVs departing the site only turn south on to the A24 (in the same manner as controls imposed on the Penfold Verall site), that the proposal would not give rise to a severe impact on the operation of the highway network.
- 9.49 In addition to controls over routing, the Highway Authority request conditions to secure; a Construction Management Plan (for any further construction related activities resulting from the formalisation/upgrade of the site); and a wheel washing facility to ensure that mud and earth is not carried onto the public highway.
- 9.50 As noted by the Highway Authority, the nearby Penfold Verral site also on Grinders Lane (an inert waste transfer site with a capacity of 75,000tpa and crushing facilities) is subject to a S106 legal agreement that requires all HGVs leaving the site to turn south onto the A24.
- 9.51 The access to the site from Grinders Lane is shared with a public footpath (PROW 1860). Following further discussion with the applicant, and in light of additional speed control signage erected on the access road, Public Rights of Way Officers raise no objection to the proposals. This is an established access that formerly served Thistleworth Farm and continues to serve the applicant's agricultural land to the north. Shared access arrangements with public footpaths are not uncommon, and speed control measures are in place to minimise the potential for conflict. As a result, the proposed development is not considered to give rise to any unacceptable impact upon public rights of way.
- 9.52 WLP Policy W18 requires that there is safe and adequate means of access to the highway network and that vehicle movements associated with the development will not have an unacceptable impact on highway safety or capacity.
- 9.53 In conclusion, the proposed development would result, on average in some 12 HGV movements per day (six HGVs entering/leaving the site), a modest volume of vehicular movements linked with the proposed throughput of waste, on a site well-located to the Strategic Lorry Route Network (A24). Although the highway safety concerns of third parties and the Parish Council regarding crossing of the A24 carriageway by HGVs are understood, the Highway Authority has reviewed the proposed access arrangements and Transport Statement (which includes details of accident data) and do not raise any highway safety or capacity concerns. Subject to appropriate conditions, there are no transport grounds to resist the proposal. The proposed development therefore accords with Policy W18 of the West Sussex Waste Local Plan (2014) and Policy 40 of the Horsham District Planning

Framework (2015) and paragraphs 108 and 109 of the National Planning Policy Framework (2019).

- 9.54 The proposed development would result in a modest volume of vehicular movements, and the site is well located to the Strategic Lorry Route Network. Subject to conditions to secure a wheel wash and Construction Management Plan, and a routing agreement to secure all exiting HGVs turn south onto the A24, the proposed development would not result in any unacceptable impact upon highway capacity or road safety. The proposed access is suitable to accommodate the type and volume of HGV movements likely to result from the proposed development.

***Other material considerations***

- 9.55 The application site is relatively close to Listed Buildings, the setting of which could be impacted by the proposed development. Of particular relevance is the Grade II Listed Thistleworth Farmhouse located to the east of the site. Taking into account the separation provided from the application site by the large A24 bund and ambient noise levels in the locality, their setting would remain generally agricultural, and would not be unacceptably affected.
- 9.56 Although there are no previous records of archaeological sites or finds, or of historic buildings, within the red line boundary of the application site, the County Archaeologist has highlighted the potential for buried archaeological features. Subject to conditions to secure an appropriate scheme of investigation during any further excavations, no objection is raised to the proposed development.
- 9.57 Subject to conditions, the proposed development would not therefore result in any unacceptable harm on heritage features or buried archaeology.
- 9.58 The submitted information includes a Drainage Strategy Report that considers potential flood risk and provides an outline drainage scheme for the management of surface water. In summary, this includes a linear drainage system, balancing pond to the north of the site, and underground cellular storage. The system also includes the capture and treatment of all run-off from hardstanding via an oil and silt/debris separator, and the retention of rainwater for re-use on site (e.g. sprinklers) (see **Appendix 9 –Proposed Drainage Plan**). Any outfall into the neighbouring ditch would be at greenfield rates and/or subject to flow control.
- 9.59 The site is in an area with a limited probability of flooding. The WSCC Flooding and Drainage Engineer raises no objection to the proposals, noting that the scheme's drainage strategy is compliant with both local and national policy guidance. It is of further note that site drainage would also be addressed under the terms of the Environmental Permitting regime (controlled by the Environment Agency). In light of the above, the proposed development would not result in any unacceptable flooding or drainage impacts.

**10. Overall Conclusion and Recommendation**

- 10.1 Retrospective planning permission is sought for a construction, demolition and excavation waste recycling facility at Thistleworth Farm, Dial Post, Horsham. The facility would process up to 25,000 tonnes per year of inert

construction demolition and excavation waste (CDEW), which would be collected from building sites and taken to the site for sorting and grading to produce recycled soils and aggregates for export/sale.

- 10.2 The proposed development would meet an identified market need consistent with increasing arisings of CDEW. The proposal is therefore consistent with the principle of net self-sufficiency. The development would promote the movement of waste up the waste hierarchy in accordance with both local and national policy, a benefit which must be considered in the planning balance.
- 10.3 The site is located within an 'Area of Search' identified in the WLP, and is well-located to the Strategic Lorry Route Network, a key constraint to development of this nature. Although located on a 'greenfield' site, it could not likely be delivered on an existing waste site, or a site allocated in the WLP, and it has been sufficiently demonstrated that no suitable deliverable alternatives are available. As a result, the proposed development accords with the relevant locational criteria as set out in the WLP.
- 10.4 Given the generally well-contained nature of the site, its location adjacent to the A24 and other urban influences, and the limited throughput of material proposed, the development would not result in a significant increase in the level of activity in the countryside. The contained nature of the site coupled with mitigation of visual impacts principally provided by the proposed bunds and landscaping, are such that the proposed development would not result in an unacceptable impact on the landscape, character or visual qualities of the locality.
- 10.5 Noting the high ambient noise levels that result from the proximity to the A24, and proposed physical and operational measures to mitigate impacts upon amenity, subject to appropriate conditions, the proposed development would not be likely to give rise to an unacceptable impact on the amenities of occupiers of nearby property/land or users of public footpaths.
- 10.6 The proposal would result in modest volume of HGV movements on a site well-located to the Strategic Lorry Route Network (A24) and with a suitable access to accommodate the type and volume of vehicles proposed. The Highway Authority do not raise any highway capacity or road safety concerns subject to appropriate conditions and a routing agreement requiring all exiting HGVs turn south onto the A24.
- 10.7 Overall, the proposed development would meet an identified need, contribute towards managing CDEW arising within the County, and promote the movement of waste up the hierarchy. These are benefits that weigh favourably for the proposal. Although located on a 'greenfield' site, suitable deliverable alternative sites are not considered likely to be available. It is well-located to the Lorry Route Network and its contained nature is such that the development would not give rise to unacceptable impacts upon the landscape, character, visual qualities, or amenities of the locality. Accordingly, the proposed development accords with the development plan and all other material considerations.
- 10.8 In considering the application, the County Council has, through consultation with the appropriate statutory bodies and having regard to the Development Plan and all other material considerations, considered the objectives of



protection of human health and the environment and self-sufficiency and proximity as required by Article 18 of the Waste (England and Wales) Regulations 2011.

- 10.9 Therefore, it is **recommended** that planning permission be granted subject to:
- (a) the conditions and informatives set out in Appendix 1; and
  - (b) the applicant entering into a legal agreement under section 106 of the Town and Country Planning Act 1990 requiring all exiting HGVs from the site to turn south onto the A24.

## **Factors taken into account**

### **11. Consultation**

- 11.1 See Sections 7 and 8.

### **12. Resource Implications and Value for Money**

- 12.1 Not applicable.

### **13. Equality and Human Rights Assessment**

- 13.1 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.
- 13.2 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the County Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.
- 13.3 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

- 13.4 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision-making process as a whole, which includes the right of review by the High Court, complied with Article 6.

#### **14. Risk Management Implications**

- 14.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the determination of planning applications must be made in accordance with the policies of the development plan unless material considerations indicate otherwise. If this is not done, any decision could be susceptible to an application for Judicial Review.

#### **15. Crime and Disorder Reduction Assessment**

- 15.1 There are no implications.

#### **16. Social Value and Sustainability Assessment**

- 16.1 Not applicable.

#### **Michael Elkington**

Head of Planning Services

**Contact Officer:** James Neave, Acting County Planning Team Manager, 0330 22 25571

#### **Appendices**

- Appendix 1 – Conditions
- Appendix 2 – Site Location
- Appendix 3 – Application Site
- Appendix 4 – Site Photos
- Appendix 5 – Proposed Site Layout Plan
- Appendix 6 – Proposed Site Sections
- Appendix 7 – Proposed Landscaping Plan
- Appendix 8 – Receptors Plan
- Appendix 9 – Proposed Drainage Plan

#### **Background papers**

See Section 6.

## **Conditions and Informatives**

### **General Conditions**

#### **Approved Plans**

1. The proposed development shall not take place other than in accordance with the following approved plans/information:

- Location Plan (Drawing No. 19-02-31);
- Site Layout Plan ((Drawing No. 19-02-33);
- Proposed Surfacing Details Plan (Drawing No. 19-02-34);
- Site Sections Plan (Drawing No. 19-02-35);
- Access Gates, Sections, Site Cabins Plan (Drawing No. 19-02-36);
- Existing Access and Visibility Splays Plan (Drawing No. 190720-002);
- Drainage Strategy Report (2020/D1867/DS1.2 dated 07/08/2020);
- Conceptual Drainage Strategy (Drawing No. D187-300 Rev B);

and other supporting information, save as varied by the conditions hereafter.

Reason: To secure a satisfactory development.

### **Conditions Controlling Construction**

#### **Construction Hours**

2. No further works associated with the construction of the development hereby permitted, including the delivery of materials, shall take place outside the hours of 8.00 am and 17.00 pm on Mondays to Fridays inclusive; and not at any time on Saturdays, Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity.

#### **Construction Management Plan**

3. No further works for the construction of the development hereby permitted shall take place, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction;
- the method of access and routing of vehicles during construction;
- the parking of vehicles by site operatives and visitors;
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development; and

- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders).

Reason: In the interests of highway safety.

### **Archaeological Written Scheme of Investigation**

4. No new excavations shall be carried out (including stripping of soils/existing surfacing or site clearance) within the site until a Written Scheme of Investigation for a programme of archaeological work has been submitted to and approved in writing by the County Planning Authority. The scheme should include provision for field survey, recording, analysis, reporting, publishing and archiving of the results. Once approved the scheme of archaeological work shall be implemented in full in accordance with a timetable to be agreed within the scheme.

Reason: In order to enable the recording of heritage assets of archaeological interest.

## **Conditions Controlling the Development & Operations**

### **Surface Water Drainage**

5. Within 2 months of the date of this decision, the approved drainage scheme (Drainage Strategy Report 2020/D1867/DS1.2 dated 07/08/2020 and Conceptual Drainage Strategy Drawing No. D187-300 Rev B) shall be implemented in full, and thereafter maintained in full throughout the approved operation. Within 1 month following its implementation, as-built drawings of the implemented scheme, together with a verification report that confirms that the scheme operates in accordance with the approved scheme (prepared by a qualified engineer), shall be submitted to the County Planning Authority. If the verification report indicates that the drainage system is not operating suitably, within 1 month a scheme of rectification shall be submitted to and approved in writing by the County Planning Authority, and thereafter implemented in full in accordance with a timetable to be set out in the rectification scheme.

Reason: To ensure that the proposed development is satisfactorily drained and ensure that impacts through flooding and pollution are not caused.

### **Landscaping Scheme**

6. Within 2 months of the date of this decision, a landscaping scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall provide for planting on northern, western and southern bunds and include the details of the number, size, spacing and species of shrubs and trees to be planted around the site, and a programme of maintenance. In addition all existing trees and hedgerows shall be indicated, including details of those to be retained. All planting and seeding comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following approval of the landscaping scheme. Any trees or plants which within a period of five years from planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting

season with others or similar size and species, unless the County Planning Authority gives written consent for any variation.

Reason: To mitigate, as far as practicable, the visual impact of the development on the surrounding countryside and to ensure biodiversity net gain.

### **Fencing/Gates/Walls**

7. Within 2 months of the date of this decision, details of all new fencing, gates and retaining walls to be erected around the application site (including acoustic fencing) shall be submitted to and approved in writing by the County Planning Authority. The approved details shall thereafter be implemented in full within 1 month of being approved and the fencing maintained for the duration of the operations hereby approved.

Reason: To minimise the visual intrusion of the development into the surrounding countryside, and in the interests of residential amenity.

### **Dust Suppression Scheme**

8. Within 2 months of the date of this decision, a Dust Suppression Scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall incorporate assessment and mitigation as set out in the Guidance on the Assessment of Dust from Demolition and Construction 2014 published by the Institute of Air Quality Management, details of monitoring, measures to ensure dust from HGVs is minimised, lines of responsibility, and a process for review in the event dust complaints are received by the operator or the County Planning Authority. Once approved, the Dust Suppression Scheme shall be implemented and adhered to in full throughout the operation of the development hereby approved.

Reason: In the interests of the amenity of local residents and the environment of the locality.

### **Wheel Cleaning Scheme**

9. Within 2 months of the date of this decision, details of a vehicle wheel-cleaning facility shall be submitted to and approved in writing by the County Planning Authority. The approved vehicle wheel cleaning facility shall be installed within 1 month of being approved and maintained in working order for the duration of the operations hereby approved.

Reason: To prevent mud or debris from entering the public highway, in the interests of highway safety.

### **Site Layout and Permitted Plant**

10. The site, approved structures, and ancillary containers shall be laid out and operated in accordance with the approved Site Layout Plan (Drawing No. 19-02-33). Unless otherwise agreed in advance and in writing with the County Planning Authority, only the following plant and machinery (the specifications of which shall be submitted to and approved in writing by the County Planning Authority within 2 months of the date of this decision) shall be operated on the site:
  - 1x Combined Screening Plant;

- 2x 360° excavators; and
- 1x Loader

Reason: To control the nature of operations and type of plant such as to minimise the impact of the development on the amenity of residents and the environment.

### **Hours of Operation**

11. No operations associated with the development hereby permitted, including the loading and unloading of vehicles, shall take place outside the hours of 8.00 am and 17.00 pm on Mondays to Fridays inclusive; and not at any time on Saturdays, Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity.

### **Vehicle Arrival and Departure Hours**

12. No HGVs associated with the use hereby permitted shall enter or leave the site outside the hours of 07:00 and 17:00 Mondays to Fridays inclusive, and none shall enter or leave the site on any Saturday, Sunday, Bank or Public Holidays.

Reason: In the interests of residential amenity.

### **Noise Management Plan**

13. Within 2 months of the date of this decision, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the County Planning Authority. The NMP shall set out measures to monitor and minimise noise and vibration arising from operations and include, but not be limited to, details of plant and hard surface maintenance, measures to minimise drop heights, details of monitoring, lines of responsibility, and process for logging and addressing complaints. Once approved, the NMP shall be implemented immediately and adhered to in full throughout the life of the development.

Reason: To protect the amenities of the locality and residents from the effects of noise.

### **Reversing Alarms**

14. All vehicles, plant and machinery used on site required to emit reversing warning noise, shall use white noise/broadband alarms rather than single tone 'bleeping' alarms.

Reason: To protect the amenities of the locality and residents from the effects of noise.

### **No Crushing Operations**

15. No crushing operations or crushing plant/equipment shall take place or be used on site at any time.

Reason: In the interests of residential amenity.

### **Quantities of Waste and Record Keeping**

16. No more than 25,000 tonnes of waste shall be managed at the site in any 12 month period. The operator will, within seven days of a request by the County Planning Authority, provide written records detailing the tonnages of waste processed at the site and the number of HGV vehicle movements to and from the site for any specified preceding period.

Reason: To control the scale/nature of the development and minimise the impact of the development on the amenity of residents and the environment.

### **Waste Types**

17. Only construction demolition and excavation waste shall be processed at the site. No putrescible, odorous or hazardous waste shall be imported or processed on site at any time.

Reason: To avoid pollution through contamination of the soil, water and/or air and minimise the impact of the development on the amenity of residents and the environment.

### **No Burning**

18. No burning of materials shall take place on the site at any time.

Reason: In the interests of air quality and residential amenity.

### **Stockpile Heights**

19. No stockpile of waste or materials shall exceed 4m in height.

Reason: To control the scale/nature of the development and minimise the impact of the development on the amenity of residents and the environment.

### **Vehicular Operations and Controls**

20. No vehicles, plant, machinery or equipment shall be parked, maintained or repaired on the site other than those which are directly required for the handling, sorting, transport, and storage, of waste material at the site.

Reason: To control the scale/nature of the development and minimise the impact of the development on the amenity of residents and the environment.

### **Lighting**

21. No external lighting or floodlighting shall be installed on site until their details have been submitted to the County Planning Authority for written approval. Any lighting shall be designed and shielded at all times to minimise light spillage beyond the site boundary, and with the exception of intruder activated security lighting, shall only be used during permitted hours of work as set out by condition 11. Thereafter, only lighting in full accordance with the approved details shall be installed on site.

Reason: To avoid light pollution in the interests of residential amenity and the environment of the locality.

### **Informatives**

- A. In accordance with paragraph 38 of the National Planning Policy Framework, the County Planning Authority has approached the determination of this application in a positive and creative way, and has worked proactively with the applicant by:
- providing pre-application advice;
  - seeking amendments early on in the application process to see if a sustainable solution can be agreed;
  - discussing issues of concern as early as possible, including those raised by consultees and third parties;
  - giving them the opportunity to provide further information/changes to overcome material impacts; and
  - working with consultees.

As a result, the County Planning Authority has been able to recommend the grant of planning permission for an acceptable proposal, in accordance with the Development Plan and presumption in favour of sustainable development.

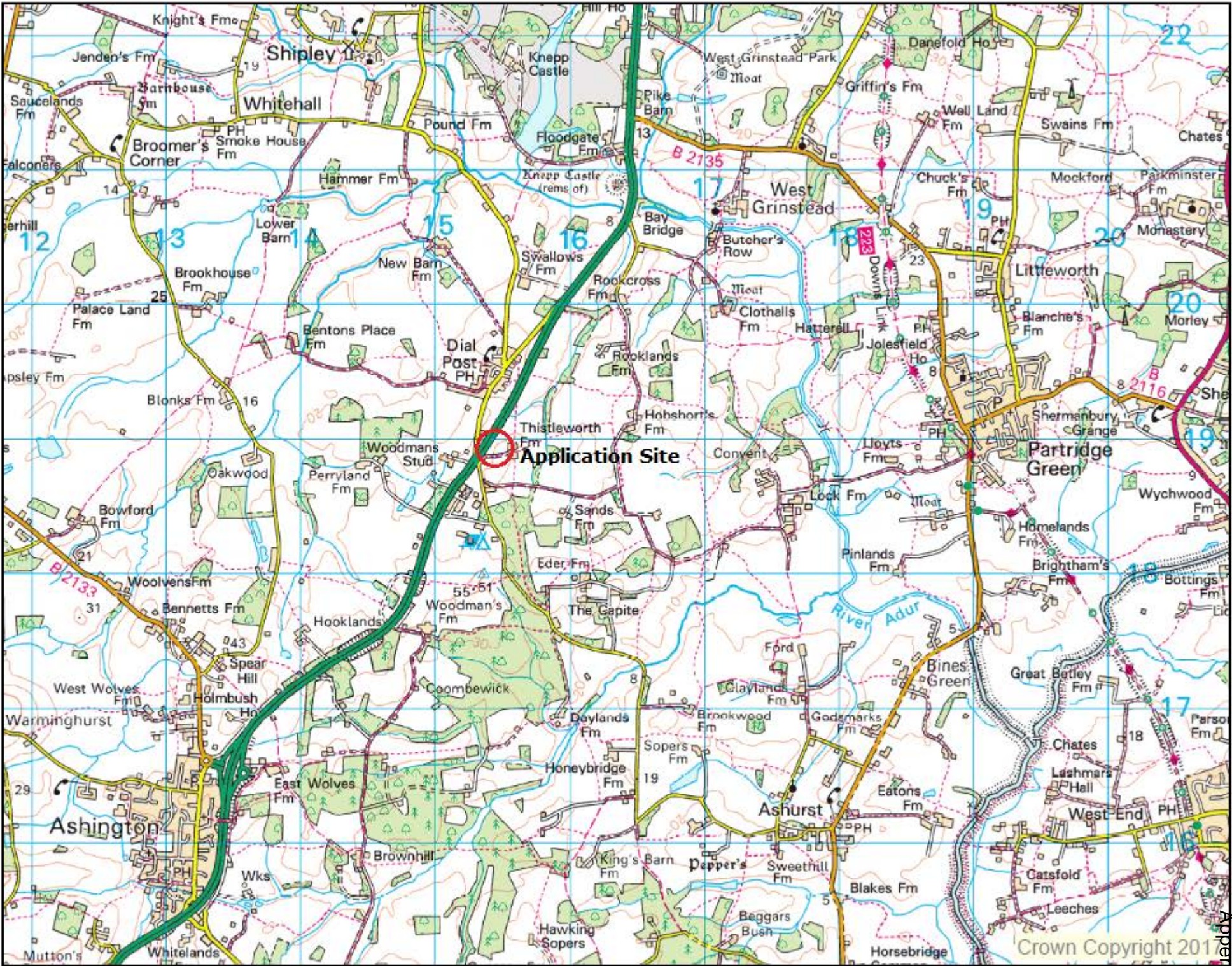
- B. The granting of any planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received. For further information please contact Horsham District Council Environmental Health Department. The developer should at all time employ best practical means to minimise noise and dust disturbance to nearby residents. All construction work practises should comply with BS 5228 'Code of practice for noise and vibration control on construction and open sites'.
- C. Please note that this development may require an Environmental Permit, or an exemption from an Environmental Permit from the Environment Agency. The applicant must ensure that the operations at the site are in accordance with Environmental Permitting Regulations.



Site Location



Legend



Date:  
Author:  
Scale 1:43,828

0 310 620 1,240 1,860 2,480  
Metres

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W E S

Map Notes

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Project:  
**THISTLEWORTH FARM  
GRINDERS LANE  
DIAL POST  
WEST SUSSEX RH13 8NR-  
PROPOSED SCREENING  
SITE**

Drawing Title:  
**LOCATION PLAN @ 1:1250**

Client:  
**A HYATT CONTRACTORS  
LTD**

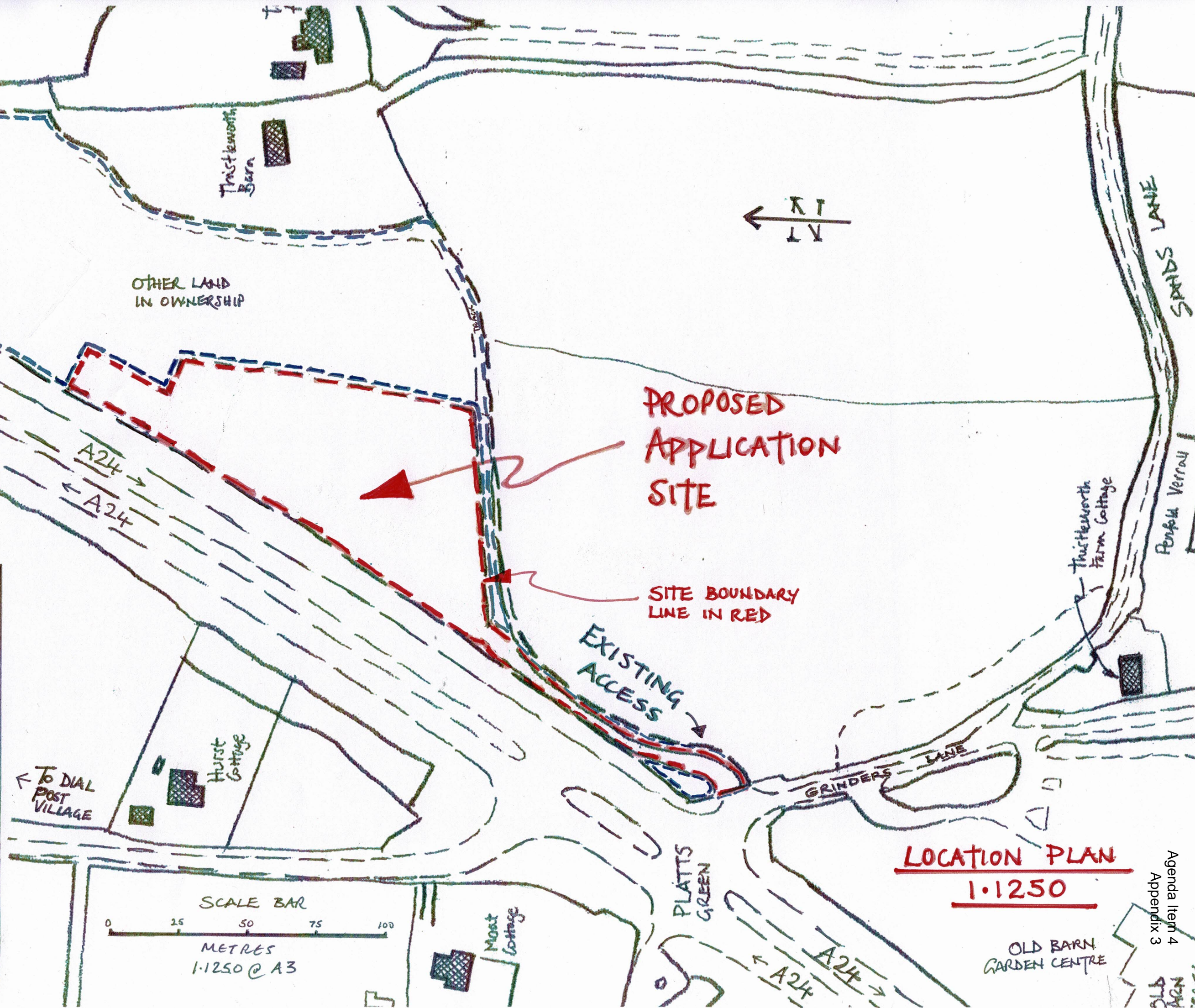
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Chartered Building Surveyors  
employing  
Chartered Architects & Surveyors  
Tel: 01403 740034  
Email: info@douglasjedwards.co.uk

 **RICS**

Scale     **1:1250 @ A3 size**

Date       **May 2020**

Drg. No.     **19-02-31**



**LOCATION PLAN  
1:1250**



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## Site Photos



Aerial Photo 2012











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Project:  
**THISTLEWORTH FARM**  
**GRINDERS LANE**  
**DIAL POST**  
**WEST SUSSEX RH13 8NR:**  
**PROPOSED SCREENING**  
**SITE**

Drawing Title:  
**SITE LAYOUT PLAN**

Client:  
**A HYATT CONTRACTORS**  
**LTD**

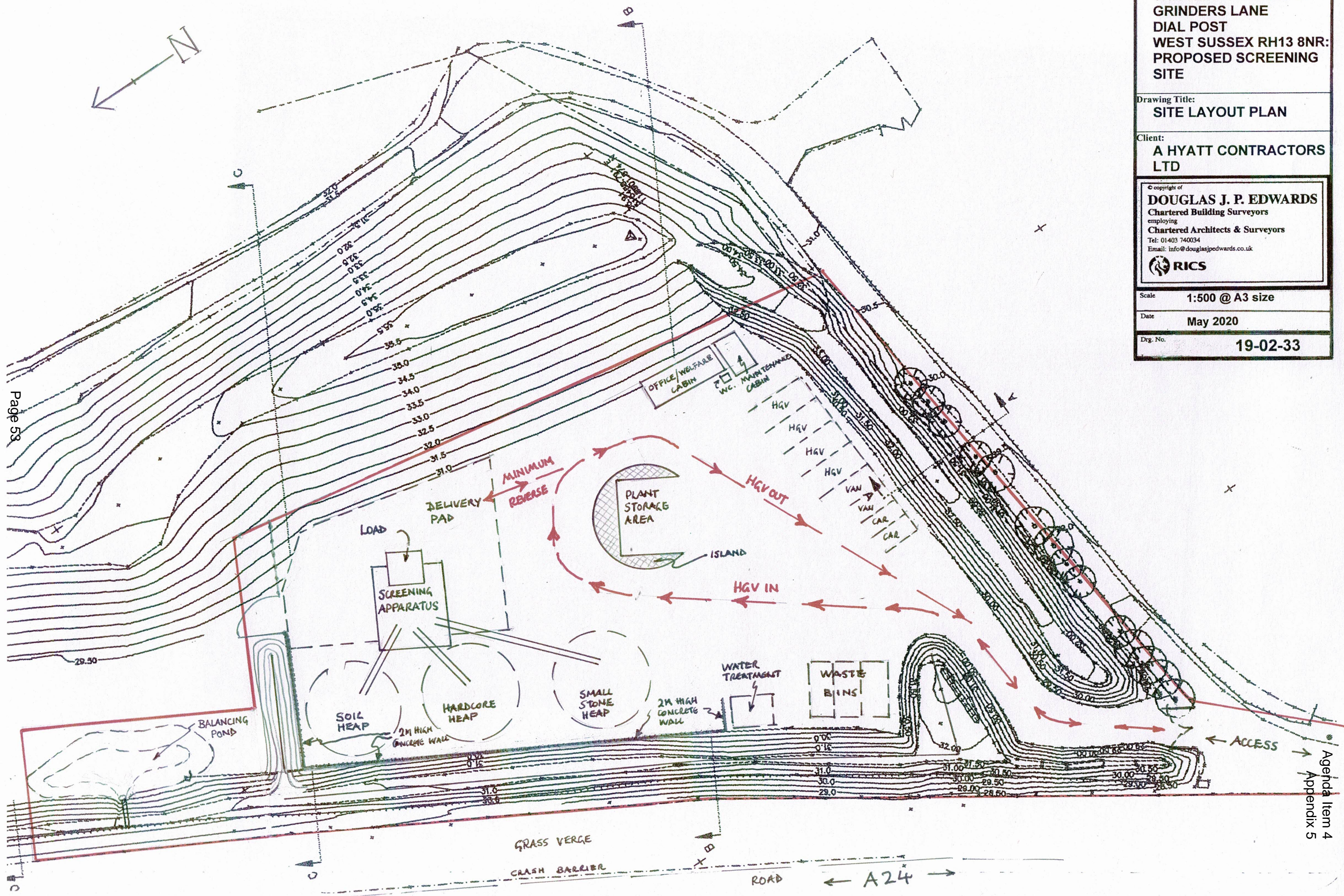
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Email: info@douglasjpedwards.co.uk



Scale: **1:500 @ A3 size**

Date: **May 2020**

Drg. No. **19-02-33**





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Project:  
**THISTLEWORTH FARM**  
**GRINDERS LANE**  
**DIAL POST**  
**WEST SUSSEX RH13 8NR-**  
**PROPOSED SCREENING**  
**SITE**

Drawing Title:  
**SITE SECTIONS**

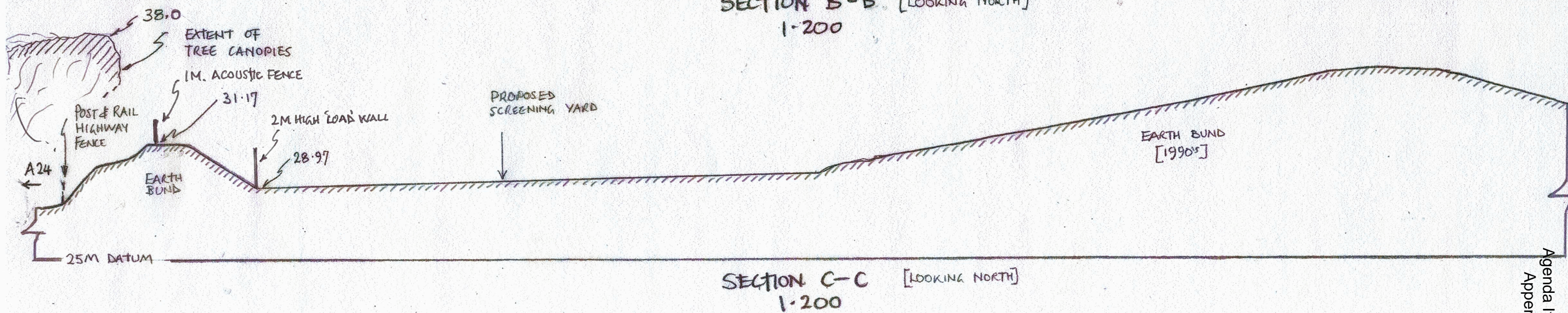
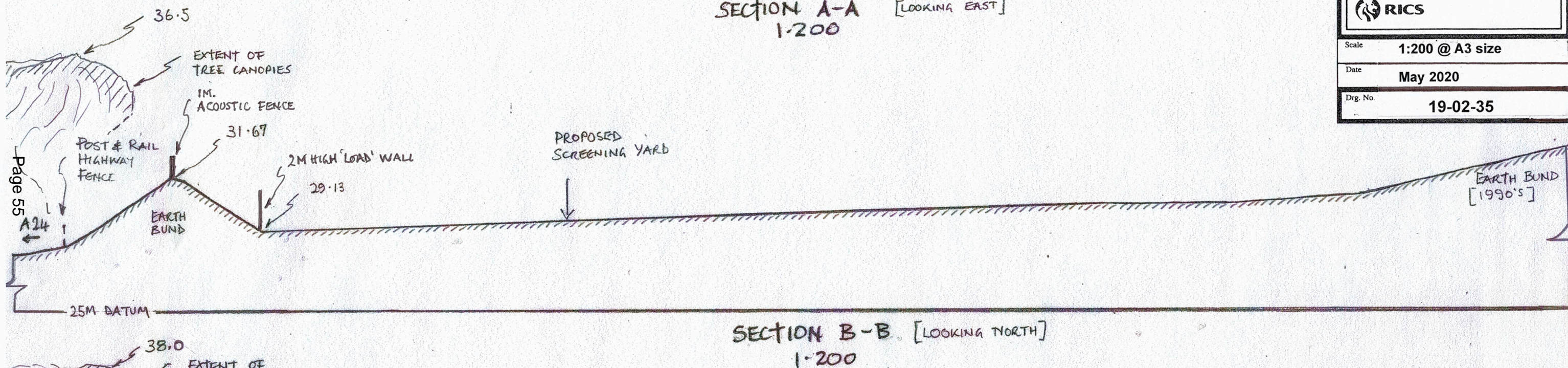
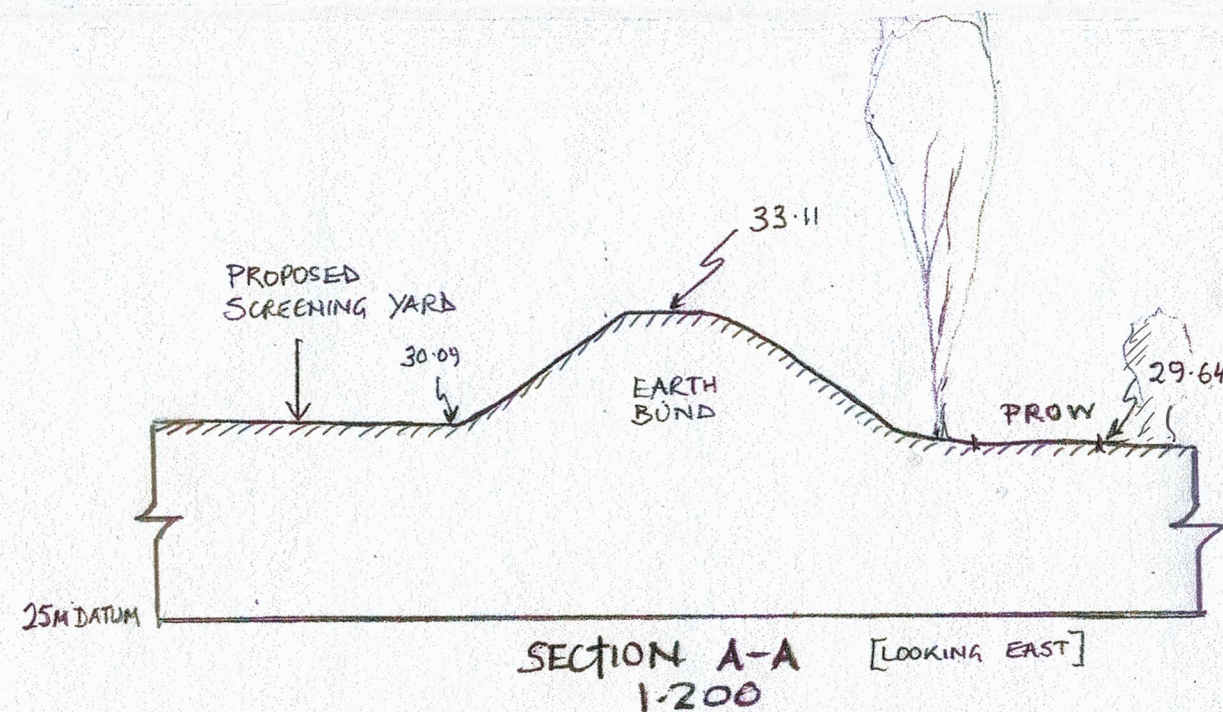
Client:  
**A HYATT CONTRACTORS LTD**

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**RICS**

Scale: **1:200 @ A3 size**

Date: **May 2020**

Drg. No. **19-02-35**





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Project:  
**THISTLEWORTH FARM**  
**GRINDERS LANE**  
**DIAL POST**  
**WEST SUSSEX RH13 8NR:**  
**PROPOSED SCREENING**  
**SITE**

Drawing Title:  
**SITE BOUNDARY AND**  
**LANDSCAPING PLAN**

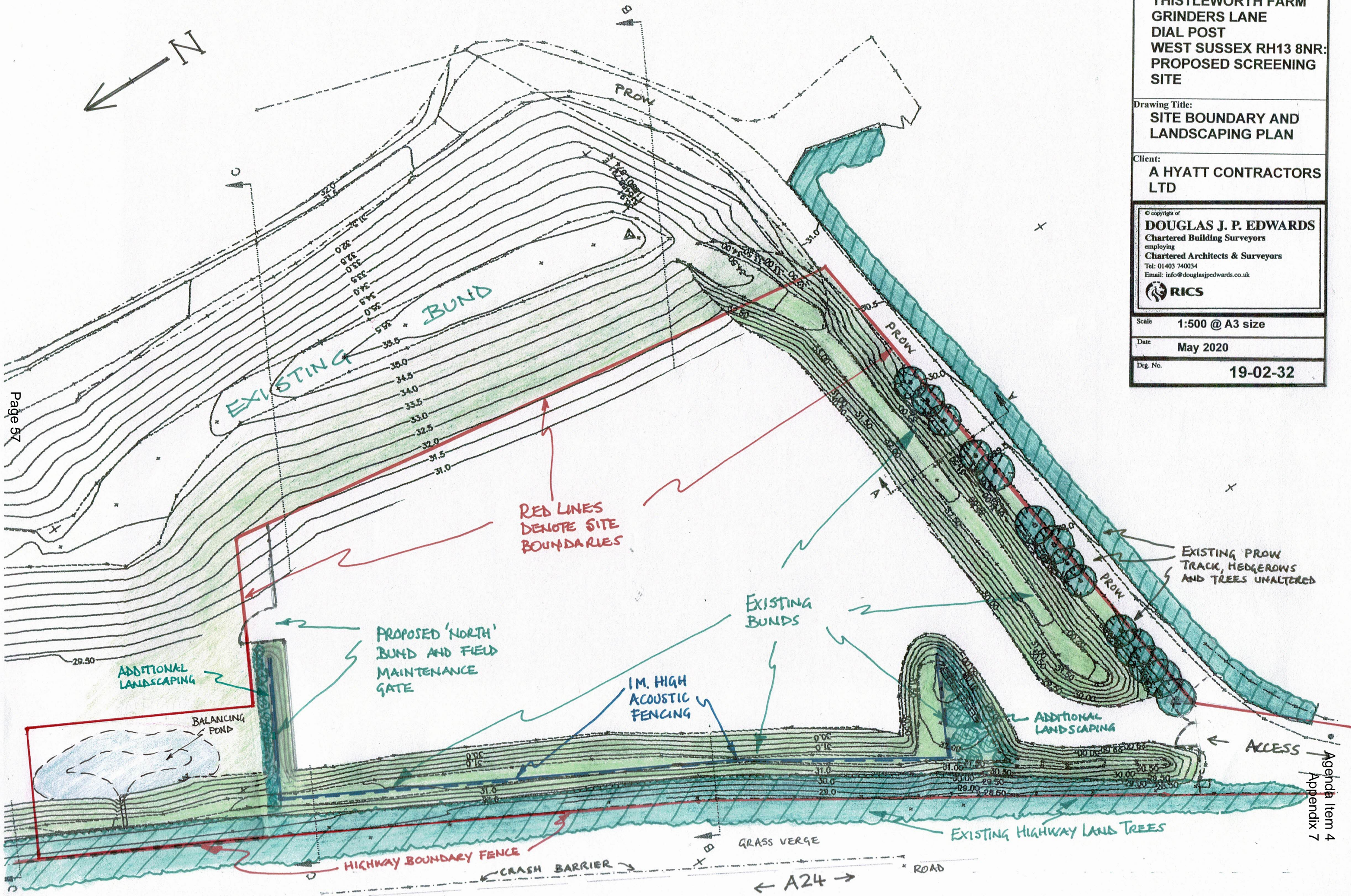
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**RICS**

Scale: **1:500 @ A3 size**

Date: **May 2020**

Drg. No. **19-02-32**



Agenda Item 4  
 Appendix 7





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## Receptors Plan



### Legend

-  Footpath  
 Bridleway

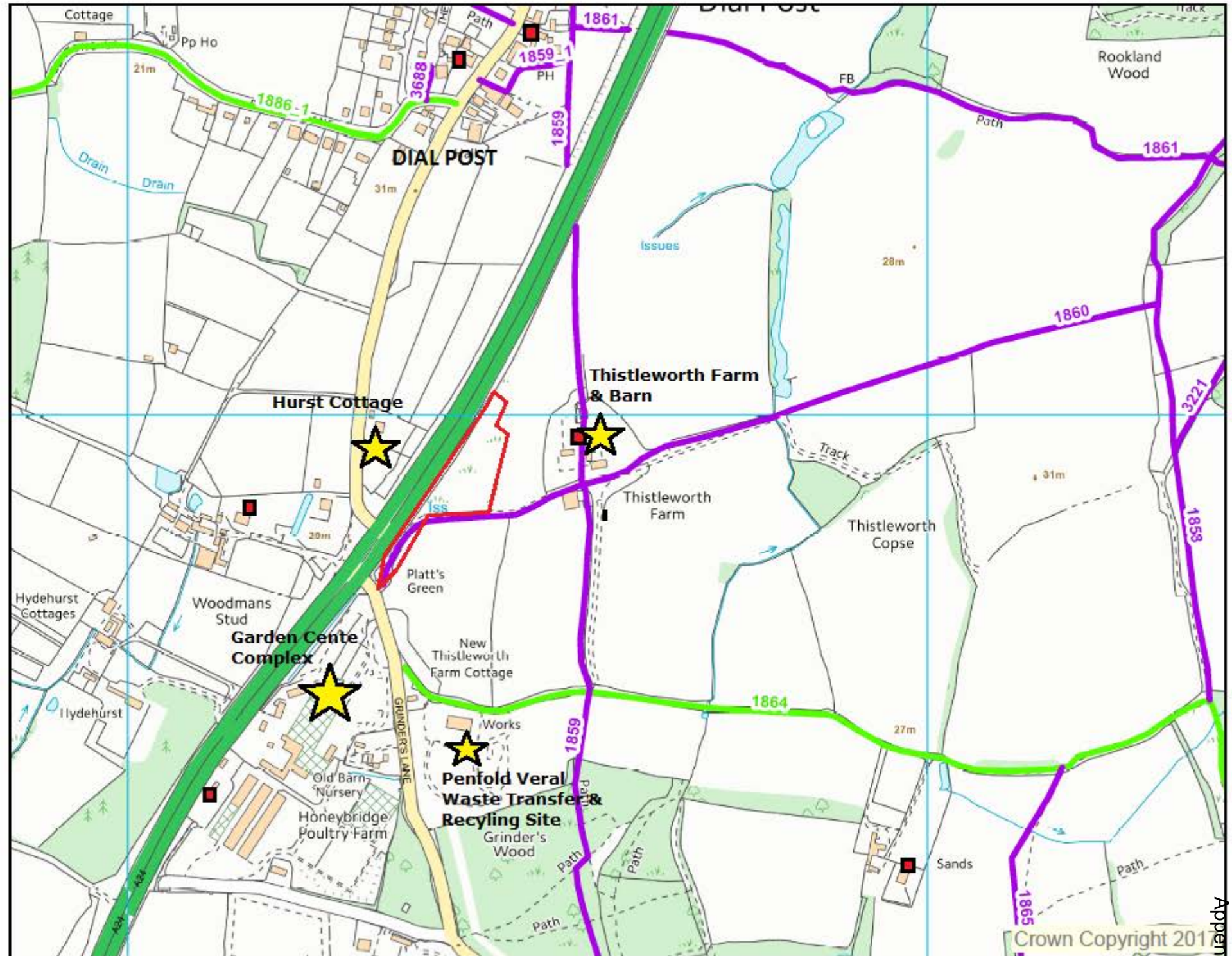


Application Site

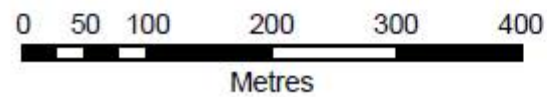
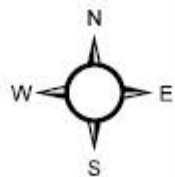


Listed Buildings

Page 59



Date:  
Author:  
Scale 1:7,305



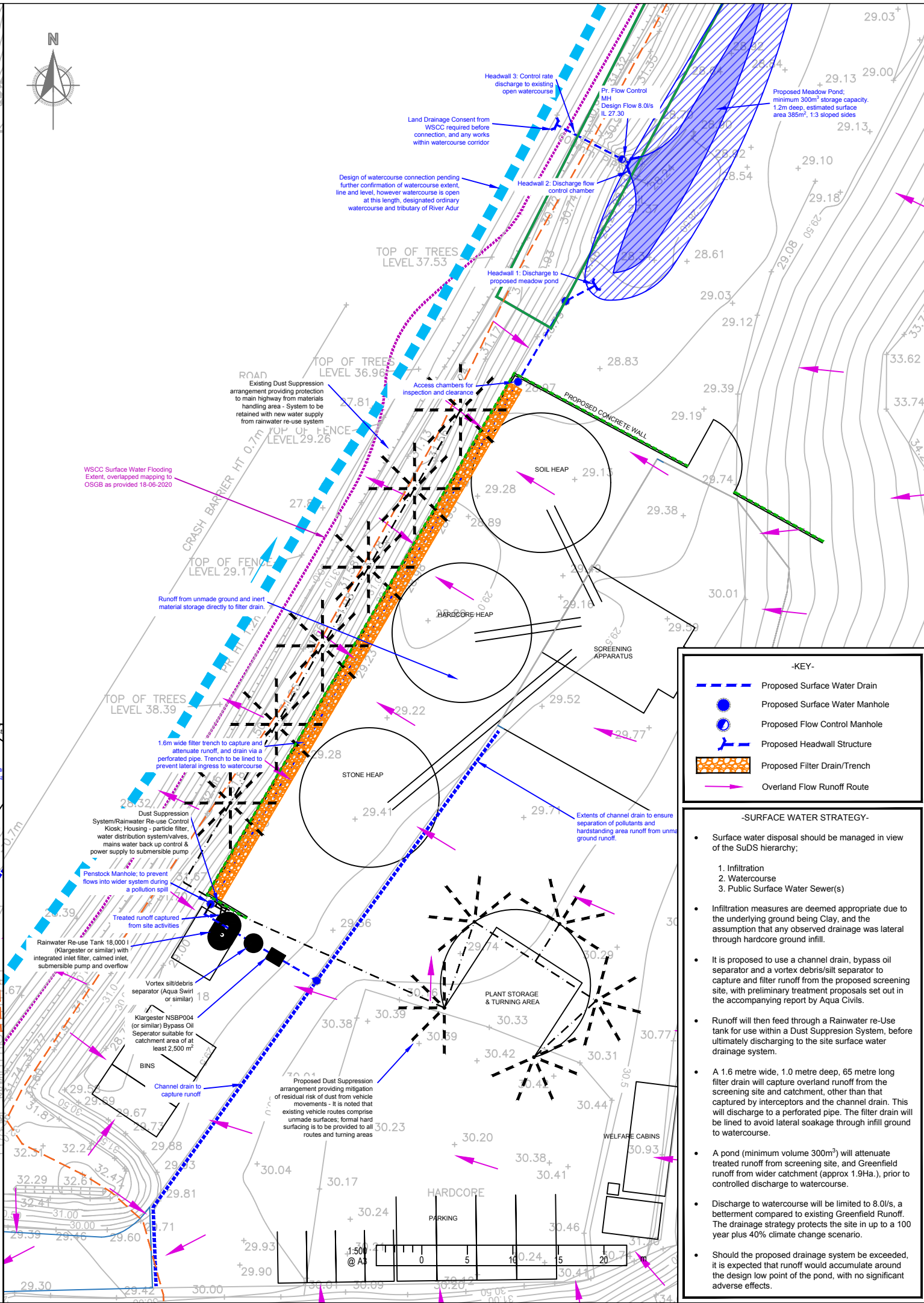
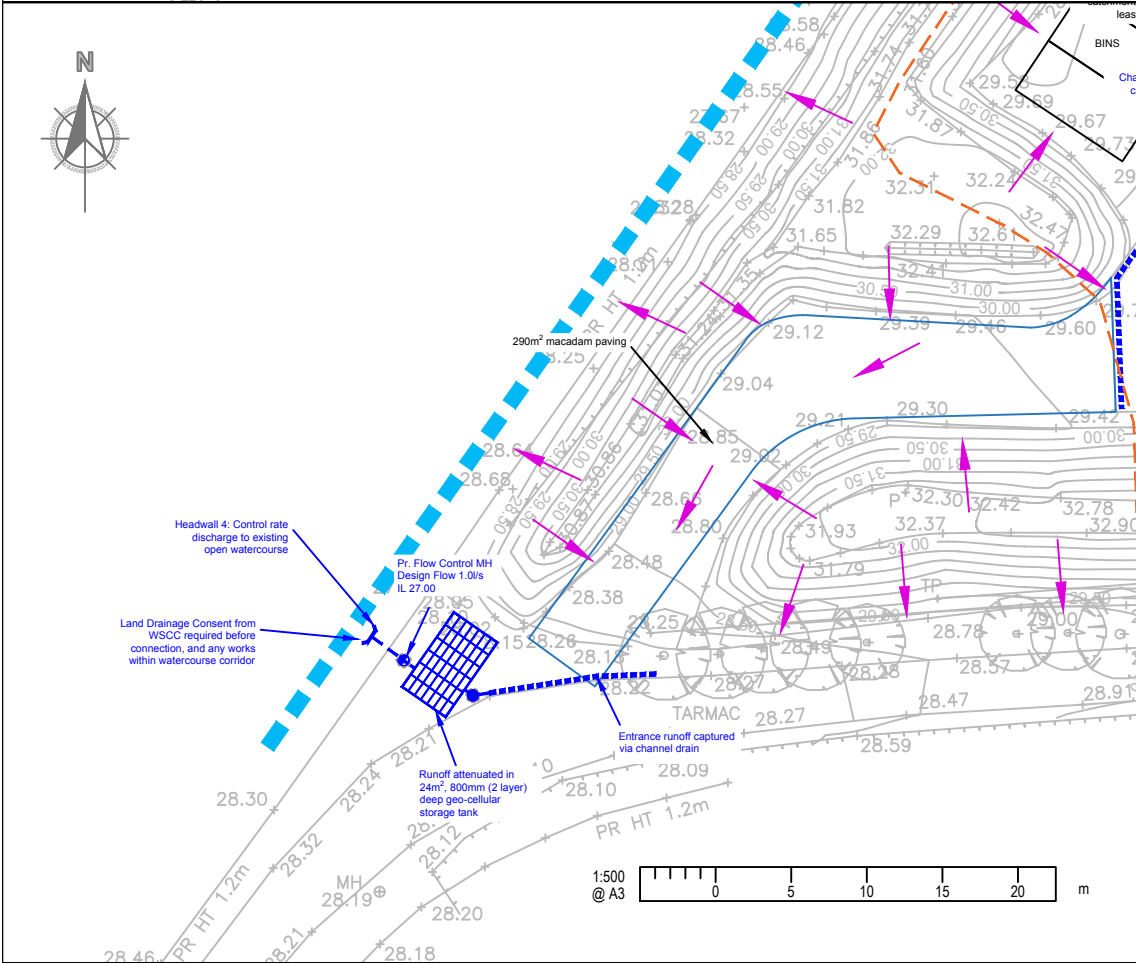
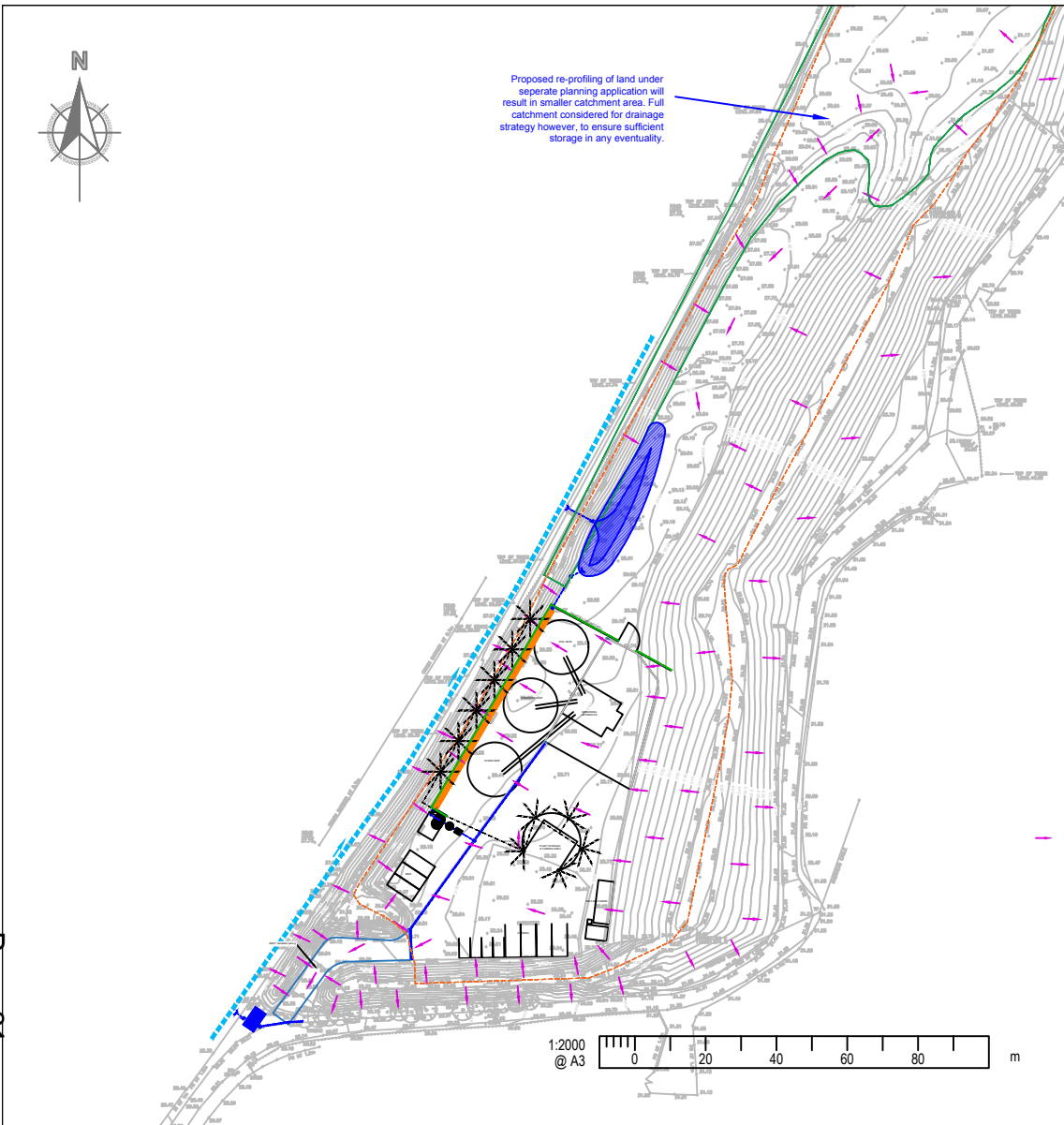
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Agenda Item 4  
Amendment 8

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NOTES

1. This drawing is to be read in conjunction with all other RGP drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

2. RGP accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.

3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.

4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

PLANNING

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B

Revised Drawing with Screening Treatment

07/08/2020

A

Revised Drawing

12/06/2020

Rev.

Amendments

Date

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www.brightplancivils.co.uk

Drawing Status

PLANNING

Client

Alfie Hyatt

Drawing Title

Conceptual Drainage Strategy

Project

Thistleworth Farm, Grinders Dial Post, RH13 8NR

Scale

VARIES

Date

Aug '20

Drawn By

DJL

Checked By

MJA

Drawing No.

D1867-300

Rev.

B

Agenda Item

Appendix 4

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# Update on Mineral, Waste and Regulation 3 Planning Applications

Planning Committee date 8 September 2020

Report by Strategic Planning, County Planning Manager

Report run on 27 August 2020

**Table 1 - Minerals and Waste Planning Applications**

Type	Reference (Case Officer)	Applicant	Proposal	Location	Member	Date Valid	Recommended determination date	Extension Deadline Date	Period post validation	Update comments
County Matter Waste	WSCC/053/19 (Chris Bartlett)	Landacre Trading Limited	Amendment of conditions 2, 3, 7 and 17 of planning permission WSCC/007/12/WE to allow extension of time for completion of restoration works by 18 months and variation of schemes	Hambrook Marlpit Marlpit Lane Hambrook Westbourne PO18 8UL	Mr Mike Magill	22/07/2019	11/11/2019	28/08/2020	400	To be issued
County Matter Waste	WSCC/066/19 (Edward Anderson)	Mr G Love	Replacement of existing below ground drainage to provide an improved foul and waste drainage system for existing dwellings at the property, comprising the installation of new pipes, a new bio-digester and field drain	Climping College The Mill Climping Street Climping BN17 5RN	Mrs Jacky A Pendleton	20/11/2019	19/02/2020	04/03/2020	279	Working with applicant on amended layout to re-consult once received.
County Matter Waste	WSCC/080/19 (Chris Bartlett)	H Ripley & Co Ltd	Variation of conditions 2, 8, 9 and 12 of planning permission WSCC/037/18/CR to alter approved plans and documents relating to noise control, waste deliveries and skip and waste storage and non-compliance with condition 4 relating to access and discharge of Condition 5 relating to cycle parking	International Park, Priestley Way, Northgate, Crawley RH10 9NT	Ms Karen Sudan	20/12/2019	10/04/2020	18/09/2020	249	Awaiting further information regarding noise controls
County Matter Waste	WSCC/001/20 (Chris Bartlett)	Britaniacrest Recycling Ltd	Variation of conditions 1,2,4,8,19 and 22 of planning permission WSCC/009/18/SR to allow two further years' extraction and restoration by 2028	Washington Sand Pit Hampers Lane Sullington West Sussex RH20 3EX	Mr Paul A Marshall	06/01/2020	27/04/2020	18/09/2020	232	Awaiting Sec106 Agreement

Type	Reference (Case Officer)	Applicant	Proposal	Location	Member	Date Valid	Recommended determination date	Extension Deadline Date	Period post validation	Update comments
County Matter Waste	WSCC/004/20 (James Neave)	Mr Pearce	Restoration of the former Standen Landfill site with a woodland and pasture landfill cap system	Evergreen Farm West Hoathly Road East Grinstead RH19 4NE	Mrs Jacquie E Russell	24/01/2020	15/05/2020	11/09/2020	214	Awaiting further information from applicant.
County Matter Waste	WSCC/009/20 (James Neave)	A Hyatt Contractors Ltd	Change of use from agricultural land to a construction/demolition/excavation waste recycling facility	Land at Thistleworth Farm Grinders Lane Dial Post Horsham RH13 8NR	Mr Lionel H Barnard	28/01/2020	19/05/2020	11/09/2020	210	This agenda
County Matter Waste	WSCC/019/20 (Chris Bartlett)	Sir Charles Burrell	Proposed construction of landscape enhancement features using imported inert material, together with the provision of public access and amenity; comprising revised landform and details to WSCC/029/18/SP	Knepp Castle West Grinstead Horsham RH13 8LJ	Mrs Amanda J Jupp	07/04/2020	28/07/2020	22/10/2020	140	Further information received. Out for consultation.
County Matter Waste	WSCC/034/20 (Tracey Flitcroft)	Mr Mark Weil	Improvement to previously-restored land through use of imported inert material	Ounces Barn Livery Halnaker Chichester PO18 0NP	Mr Jeremy C Hunt	23/06/2020	22/09/2020		63	Delegated report to be drafted.
County Matter Waste	WSCC/036/20 (Andrew Sierakowski)	Ford Energy from Waste, Grundon Waste Management, Viridor Waste Management	Demolition of existing buildings and structures and construction and operation of an energy recovery facility and a waste sorting and transfer facility for treatment of municipal, commercial and industrial wastes, including ancillary buildings, structures, parking, hardstanding and landscape works	Ford Circular Technology Park, Ford Road, Ford, Arundel BN18 0XL	Mrs Jacky A Pendleton	07/07/2020	27/10/2020		49	Consultation and third party comments being reviewed. Further information likely to be required.
County Matter Waste	WSCC/042/20 (James Neave)	Mr & Mrs Raggio	Erection of replacement dwelling, including acoustic bund along west boundary	Dan Tree Farm, London Road, Bolney, Haywards Heath, RH17 5QF	Mrs Joy A Dennis	27/07/2020	26/10/2020		29	Out for consultation
County Matter Mineral	WSCC/044/20 (Chris Bartlett)	Aggregate Industries UK Ltd	Amendment of Condition 1 of planning permission WSCC/039/17/SU to allow for the unloading, preparation and storage of mineral aggregates with concrete batching plant to continue until 27 September 2021	New Wharf Brighton Road Shoreham-By-Sea BN43 6RN	Mr Kevin Boram	17/08/2020	16/11/2020		9	Out for consultation
County Matter Mineral	WSCC/045/20 (Chris Bartlett)	Angus Energy Weald Basin No.3 Ltd	Remove drilling fluids and carry out an extended well test	Lower Stumble Exploration Site, off London Road, Balcombe, Haywards Heath RH17 6JH	Mr Bill Acraman	26/08/2020	25/11/2020		0	Out for consultation

## Table 2 – Regulation 3 Planning Applications

Type	Reference (Case Officer)	Applicant	Proposal	Location	Member	Date valid	Recommended determination date	Extension Deadline Date	Period post validation	Update comments
Reg 3	WSCC/035/20 (Tyra Money)	West Sussex County Council	Installation of welded mesh fence and associated pedestrian & vehicular access gates	Felpham Community College, Felpham Way, Felpham PO22 8EL	VACANT ELECTORAL DIVISION	15/07/2020	09/09/2020		41	Consultee responses being reviewed. Further information likely
Reg 3	WSCC/037/20 (Edward Anderson)	West Sussex County Council	Replacement of existing play equipment and installation of 212m2 of rubber mulch safety surface	Buckingham Park School, Buckingham Road, Shoreham-by-Sea, BN43 5UD	Ms Debbie M K Kennard	29/06/2020	24/08/2020		57	Report complete and checked, awaiting additional details by agent
Reg 3	WSCC/038/20 (Tyra Money)	West Sussex County Council	Installation of 6 number 8-meter-high flood lights to netball court area.	The Angmering School, Station Road, Angmering, BN16 4HH	Mrs Deborah L Urquhart	01/07/2020	26/08/2020		55	Report being reviewed
Reg 3	WSCC/039/20 (Tyra Money)	West Sussex County Council	Refurbishment of The Laurels day centre, internal reconfiguration and replacement of external doors & windows, external landscaping works including the erection of 2 no pagodas	The Laurels, Sheep Fold Avenue, Rustington, BN16 3SQ	Mr Daniel M Purchase	15/07/2020	09/09/2020		41	Consultee responses being reviewed. Further information likely
Reg 3	WSCC/040/20 (Edward Anderson)	West Sussex County Council	Refurbishment of The Rowans Day centre to include, internal reconfiguration, replacement of all external doors & windows, and small single storey extensions to be erected on south side	The Rowans Day Centre, Steeple View, Tarring, Worthing, BN13 1RP	Mr Bob J Smytherman	15/07/2020	09/09/2020		41	Consultee responses being reviewed. Further information likely and pre-commencement condition awaiting confirmation
Reg 3	WSCC/041/20 (Edward Anderson)	West Sussex County Council	Refurbishment of Glebelands day centre to include internal reconfiguration, replacement of external doors & windows to improve access & small greenhouse structure to be erected in east courtyard	Glebelands Day Care Centre, Middle Road, Shoreham-by-Sea BN43 6GA	Ms Debbie M K Kennard	15/07/2020	09/09/2020		41	Consultation response being reviewed
Reg 3	WSCC/043/20 (Tyra Money)	West Sussex County Council	Replacement of Curtain Walling and Tile Hanging to the Science Block	Steyning Grammar School Shooting Field Steyning BN44 3RX	Mr David H Barling	19/08/2020	14/10/2020		6	Out for consultation

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# Report of Delegated Action; Applications approved subject to conditions

Planning Committee date: 8 September 2020

Report by Strategic Planning, County Planning Manager

Decided between: Period Start Date: ' 25 June 2020', and Period End Date: 24 August 2020'

Report run on 27 August 2020

**Table 1 - Delegated Action**

Application Type	District	Application No	Proposal	Location
County Matter Waste	Chichester	WSCC/025/20	Amendment of conditions to allow extension of time for restoration of quarry with inert material to 31 December 2021; and reconfiguration of approved restoration scheme	Boxgrove Quarry Tinwood Lane Boxgrove Chichester PO18 0LH
	Mid Sussex	WSCC/020/19/AR	Infilling of a hollow to restore grazing land	Fulling Mill Farm, Selsfield Road, Ardingly, Haywards Heath, RH17 6TJ
	Mid Sussex	WSCC/021/19/AR	Infilling of a hollow to restore garden land	Fulling Mill Farmhouse, Selsfield Road, Ardingly, Haywards Heath, RH17 6TJ
Regulation 3	Arun	WSCC/030/20	Continued siting and use of a temporary classroom	Ferring Church Of England Primary School, Sea Lane, Ferring, BN12 5DU
	Chichester	WSCC/024/20	Proposed extension to main school hall	Thorney Island Community Primary School Emsworth Road West Thorney PO10 8DJ
	Chichester	WSCC/026/20	Installation of Portakabin building for a period of 52 weeks, to be used as additional classrooms	St Anthony's School Woodlands Lane Chichester PO19 5PA

Chichester	WSCC/028/20	2 single storey extensions to create enlarged classrooms	Fordwater School, Summersdale Road, Chichester, PO19 6PP
Chichester	WSCC/029/20	Continued siting and use of one double temporary classroom unit.	Fordwater School, Summersdale Road, Chichester, PO19 6PP
Chichester	WSCC/032/20	Continued siting and use of one double temporary classroom unit	North Mundham Primary School, School Lane, North Mundham, PO20 1LA
Horsham	WSCC/031/20	Continued siting and use of a temporary classroom unit	North Heath Community Primary School, Erica Way, Horsham, RH12 5XL
Worthing	WSCC/017/20	Elevational alterations to replace/enlarge windows and replace/insert doors, landscaping works (including alterations to existing playground boundary fencing/gates and erection of new fencing/gates), 2 No. pergola type extensions to building entrance points and 2 No. tensile type canopy structures to playground. 1 No. garden shed & 1 No. bicycle shelter.	Cissbury Lodge The Boulevard Castle Worthing BN13 1JX