

# Public Document Pack

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22 January 2021

## Planning and Rights of Way Committee

A virtual meeting of the Committee will be held at **10.30 am** on **Tuesday, 2 February 2021**.

**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 as 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, contact Democratic Services before the meeting.

### 2. **Minutes of last Meeting of Planning Committee** (Pages 3 - 10)

The Committee is asked to confirm the minutes of the last meeting of Planning Committee held on 8 September 2020 (cream paper).

### 3. **Minutes of the last meeting of Rights of Way Committee** (Pages 11 - 16)

The Committee is asked to agree the minutes of the last meeting of Rights of Way Committee held on 3 November 2020 (cream paper).

### 4. **Urgent Matters**

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

5. **Planning Application: Regulation 3** (Pages 17 - 78)

Report by Head of Planning Services.

To consider and determine the following application:

**WSCC/049/20 – Erection of Horsham Fire Station and Training Centre, including training buildings, ancillary building, car parking, landscaping, access and emergency access onto A24. Land at Highwood Village, East of A24, Horsham, RH12 1GF.**

6. **Date of Next Meeting**

The next meeting of the Committee will be held at 10.30 am on Tuesday, 2 March 2021.

**To all members of the Planning and Rights of Way Committee**

## **Planning Committee**

8 September 2020 – At a virtual meeting of the Planning Committee held at 10.30 am.

Present: Cllr High (Chairman)

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

Apologies were received from Cllr Barton

Also in attendance: Cllr Barnard

### **Part I**

#### **10. Declarations of Interest**

10.1 There were no declarations of interest made by members of the Committee.

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

11.1 The Committee noted that a correction to the second bullet point of minutes 6.2 was required and this should read:

- Clarification was sought about whether South Downs National 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 both SDNPA and Horsham District Council.

11.2 Resolved – that the minutes of the meeting held on 7 July 2020 be approved, subject to the correction to minute 6.2 as highlighted in paragraph 11.1 above, and that they be signed by the Chairman.

#### **12. Urgent Matters**

12.1 There were no urgent matters raised.

#### **13. Planning Application: Waste**

**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.**

13.1 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.

13.2 Mr Barry Davies, local resident, spoke in objection to the application. Dial Post is subject the noise of a grinding machine and residents have lost enjoyment of their homes and gardens due to sound of deep thumping and rumbling from the site, which can be heard even inside the house. The sound can be heard above the traffic noise from the A24 and screening does not work. The village is not an industrial zone and should not have put up with disturbance from commercial operations. The entrance to the site is a dangerous crossing on the A24 and introducing more HGVs is an accident waiting to happen. It is questioned why this site has been allowed to operate for the last 2 years without planning permission.

13.3 Mr David Green of West Grinstead Parish Council spoke in objection to the application. This application is retrospective, although with new elements. The site has been allowed to operate for 2 years without planning permission or an Environmental Permit. The site operator must have known that planning consent was needed and has flouted the law, with potentially dangerous materials being handled on the site without controls. What kind of message does this send to those who do abide by the law? Dial Post residents are concerned about noise, dust, hours of operations, numbers of vehicles accessing and using the A24 vehicles, including HGVs. The Committee report suggests that Environmental Health has no objections, however, they did raise noise as an issue in the first instance, although it is conceded they withdrew their objections in light of the applicant's comments. There has been a recurring issue with retrospective planning applications in Dial Post and a number of local business have grown massively over the years. There is considerable opposition to this application in Dial Post but residents have no faith that anyone will listen to their concerns.

13.4 A statement in objection to the application was read out on behalf of residents of Benton's Lane, Dial Post. The Noise Impact Assessment Report (NIAR) concludes the plant reduces noise by 1db; this is ridiculous. Measurements were taken were in locations where higher than average noise from the A24 eclipses noise from the site, which seems to be a manipulation of the recording strategy in favour of the client. Readings should be taken from within or to the west of Dial Post village: a number of specific locations were suggested. Low frequency noise carries to greater distances than road noise. An acoustic fence on top of the bund will not help. The Council should commission its own NIAR and dates for monitoring noise should not be pre-notified to anyone. Screening machinery should be enclosed within a roofed, sound absorbent structure. It is questioned who will monitor or control the hauliers leaving the site and what action will be taken. Consent should be temporary and subject to annual or bi-annual review to ensure conditions are complied with.

13.5 Mr Lionel Barnard, local councillor for Henfied spoke on the application. Dial Post is cut in two by the A24 and noise is quite considerable with 60,000 vehicles per day using this road. Some Hyatt and also Penfold Verall HGVs do turn right out of Grinders Lane when going north on the A24. The objections received about this planning application are from people who have a right of say on matters within their village. Cllr Barnard is member of A24 Action Group and it is noted that the Grinders Lane/A24 entry/exit is always raised as a concern. Many



vehicles do turn left, but it is turning right that is the trouble. Noise from this site is dreadful and it not felt that a bund will stop it. Residents already put up with a garden centre, solar farm, caravan park, showground and Penfold Verall site. The County Council should not be there to destroy the countryside.

13.6 In response to points made by speakers Planning Officers provided clarification on the following (points of clarification are noted only here where they were not addressed during the debate by Committee, see minute 13.7 below):

- The Noise Impact Assessment Report was considered by the Environmental Health Officer, who raised no objections subject to conditions that secure operational controls for noise. Their final stance is set out in the Committee report.
- Paragraph 9.1 of the Committee report recognises the retrospective nature of the planning allocation. However, the application must be treated on its merits; the fact that it is retrospective is not material to the application.
- Condition 17 'Waste Types' controls materials coming to the site. An Environmental Permit or exemption from the Environment Agency would also be required by the operator.

13.7 During the debate the Committee raised the points below and a response or clarification was provided by the Planning and Highway Officers, where applicable:

### **Road Safety**

**Points raised** – When entering the proposed site from the northbound carriageway of the A24 HGVs must right turn across the gap in the central reservation and over the southbound carriageway onto Grinders Lane. Could the section 106 routing agreement be amended to require HGVs to continue north to the Southwater roundabout and return on the southbound carriageway in order to enter Grinders Lane from a left hand turn? The suggestion was not supported by all.

**Response** – Such a proposal would have to be reasonable and proportionate. It would only be applicable to HGV movements for this site: approximately 12 movements per day (6 HGVs entering and 6 leaving the site). It would not be consistent with the section 106 routing agreement for HGVs exiting the nearby Penfold Verall site, which has no such requirement. Also, that site has approximately 44 movements per day. It would require HGVs to drive a considerable distance north to the Southwater roundabout and back south again. It may also encourage HGV drivers to use other gaps between Dial Post and Southwater to turn south back on the A24, which may be unsafe.

**Point raised** – Is there an issue with vehicles queuing on the northbound carriageway of the A24 in order to turn right across the gap into Grinders Lane, causing safety concerns?

**Response** – County Highways are not aware of any issues or reports of problems with vehicles queuing on the northbound carriageway in order to cross the gap and turn into Grinders Lane across the southbound carriageway of the A24.

**Point raised** – What road traffic accidents have occurred in the area?

**Response** – In the last 5 years there have been five accidents (one fatality, three serious and one slight), with the main issue being vehicles turning right from the side roads onto the A24 (rather than crossing the A24 into side roads). Driver error was the main cause of these accidents.

**Point raised** – The proposed section 106 routeing agreement that HGVs existing from the site must turn left onto the southbound carriageway of the A27 is sensible, because for HGVs to drive across the southbound carriageway in order to use the gap to turn north is dangerous.

**Response** – The proposed Section 106 routeing agreement is considered reasonable for the purposes of highway safety. It is consistent with the agreement in place for the Penfold Verall site, and the distance to Ashington roundabout, to allow for turning on the northern carriageway of the A24, is circa 2 miles to the south and so considered reasonable.

**Point raised** – How will the section 106 routeing agreement be monitored and enforced?

**Response** – The section 106 routeing agreement would be legally enforceable. Officers cannot be present to monitor the location all the time and so rely on reports from residents. All reports are investigated, discussed with the site operator and action taken, where appropriate.

**Point raised** – Is it possible to erect a sign at the slipway to the A24 at Grinders Lane requiring traffic to turn left only?

**Response** – The proposed section 106 routeing agreement would only be applicable to HGVs leaving this site. There is a similar agreement for the nearby Penfold Verall site. There is no legal requirement for any other traffic to turn left onto the A24 from Grinders Lane. A left-turn only requirement would have impacts on residents, other road users and local businesses. The installation of such a sign cannot be considered as part of the planning process as it would not be proportionate to the impact of the planning application but may be something that can be considered when reviewing road network schemes at a later date.

## **Drainage**

**Points raised** – There are already concerns about flooding on this section of the A24 and on the western end of the site. The attenuation pond is within application boundary, but it is noted that land to south and east isn't; however, it is within the applicant's control. The drainage systems at the site are vulnerable to loose debris and spoil, particularly from the spraying to dampen down dust; this includes the drainage channels within the site and near the site entrance, and at the west where they are close to uncontained stockpiles. Following installation of the drainage scheme, a verification report is required only 1 month after, and this should be provided annually. By doing so it would provide reassurance that maintenance will be ongoing.

**Response** –Condition 1 'Approved Plans', requires the development to be carried out in accordance with the submitted Drainage Strategy report, which includes maintenance provisions and is considered acceptable to the Council's flooding and drainage officers. The required verification report under Condition 5 must be prepared by a qualified engineer and considered by the Council and if the proposed drainage system does not operate suitably a scheme of rectification must be submitted to and approved by the Council.

## **Dust suppression system**

**Points raised** – It is proposed that the dust suppression system will re-use water from site operations, backed up by mains water, but because West Sussex is a water stressed area, reassurance is sought that this system is reliable and sustainable.

**Response** – It is proposed to harvest rainwater and supplement the system with mains water supply.

## **Landscaping - Scheme of planting**

**Point raised** – It is suggested that the proposed planting scheme should be extended to include planting on the top of the eastern bund. Whilst there are no concerns about visual receptors, this would be a net gain in terms of biodiversity, as per paragraph 170(d) of the NPPF, and it would aid in dust suppression.

**Response** – The proposed additional bunds and fencing and the existing bund are considered to provide sufficient screening. It is felt that the proposed scheme of planting for the northern, western and southern bunds is sufficient in terms of a net gain in biodiversity, and because the existing bund to east is 5 metres high and there no concerns with visual receptors, additional planting would not be required in order to make the proposal acceptable in planning terms.

## **Noise**

**Point raised** – Concern was raised regarding noise that residents of Dial Post are experiencing from the site with one speaker noting that grinding and thumping can be heard when inside his house.

**Response** – Condition 15 'No Crushing Operations' states that no crushing would be permitted on site. Conditions 10 'Site Layout and Permitted plant' specifies the machinery that can be used. Regarding condition 11 'Hours of Operation' the applicant originally sought half day operations on Saturday but following discussions with Environmental Health it was agreed that operations would be permitted only for weekdays with an additional hour in the morning to allow vehicles to arrive. Condition 13 specifies that a 'Noise Management Plan' must be submitted to and approved by the Council. Regarding the origins of noise, officer investigations have found it difficult to establish where noise is coming from or to be able to attribute it to the site. Noted that the Penfold Verall site handles a 75,000 tonne throughput per year and this does have a crushing facility. And recently there have been noisy demolition and construction works at garden centre.

### **Condition 13 – Noise Management Plan**

**Point raised** – Clarification was sought on the phrase "but not limited to..." in the second sentence of Condition 13 'Noise Management Plan'.

**Response** – This condition requires the operator to comply with the requirements laid in respect of the (to be agreed) noise management plan, but it does not limit the plan to only these measures; as necessary, it may include other measures to mitigate noise impacts.

### **Area of Search**

**Points raised** – No map was included in reference to the Area of Search, paragraph 9.14 of the Committee report. The Area of Search in the Waste Local Plan is described as along the coast and in the north-west of the country, but this description does not seem to apply.

**Response** – The site is within the Area of Search, which is described as outlined above. The Area of Search does also contain a spine through the centre of the county.

### **Access shared with the Showground**

**Points raised** – Under 'Representations' in paragraph 8.2, bullet point 4 of the committee report it is stated that the site is a "shared drive also used by the Sussex Showground, which seasonally produces considerable traffic", but the matter of the amount of traffic is not clarified within the report.

**Response** – The land known as the Sussex Showground has permitted development rights resulting from agricultural use, that allows for 28 days per year for events. However, it is understood that the Showground is now no longer used for events.

### **Reversing Alarms**

**Point raised** – Condition 14 mentions the use of white noise/broadband alarms. What is this?

**Response** – A white noise/broadband reversing alarm has crow-like tone rather than emitting a bleeping noise. The noise from bleeping alarms carries over distance but the noise from white noise/broadband alarms does not carry as far.

13.8 An amendment proposed by Cllr Montyn to require HGVs to continue north to the Southwater roundabout and return on the southbound carriageway in order to enter Grinders Lane from a left hand turn was withdrawn in light of officer comments because it was agreed that it would not be reasonable or proportionate.

13.9 The following amendment to Condition 5 was proposed by Cllr S. Oakley and seconded by Cllr Barrett-Miles:

#### **5 – Surface Water Drainage**

Add the words ***and a verification report prepared by a qualified engineer to be submitted annually thereafter*** at the end of the condition.

The Committee voted on the proposed amendment, which was approved unanimously.

13.10 The following amendment to Condition 6 was proposed by Cllr S. Oakley and seconded by Cllr Burrett:

#### **6 – Landscaping Scheme**

Add the word ***eastern***, after the word, *northern* in the second sentence. And in addition, add the wording ***and to ensure a biodiversity net gain*** to the end of the 'Reason'.

The Committee voted on the amendment and rejected by the majority and the proposed amendment was lost.

13.11 The substantive recommendation, amended by the new condition as approved by the Committee and noted in minute 13.9 above, was proposed by Cllr Atkins and seconded by Cllr Quinn and was put to the Committee and approved unanimously.

13.12 Resolved – That planning permission be granted subject to:  
(a) the conditions and informatives set out in Appendix 1, as amended by the Committee; 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.

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

14.1 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.

**15. Report of Delegated Action**

15.1 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 7 July 2020.

**16. Date of Next Meeting**

16.1 The following scheduled meeting of Planning Committee will be on Monday, 19 October at 10.30 a.m. at County Hall, Chichester.

16.2 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 12.24 pm

Chairman

## **Rights of Way Committee**

3 November 2020 – At a virtual meeting of the Rights of Way Committee held at 2.15 pm.

Present: Cllr Whittington (Chairman)

Cllr Bradbury, Cllr Acraman, Cllr Boram, Cllr S Oakley and Cllr Patel

Apologies were received from Cllr Barton and Cllr Baldwin

Substitute: Cllr Patel

Absent: Cllr Buckland and Cllr Sudan

### **Part I**

#### **20. Declarations of Interest**

20.1 In accordance with the County Council's code of the conduct, there were no declarations of interest made by Committee members.

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

21.1 The Committee was asked to confirm the minutes of the meeting held on 22 October 2019 and in doing so, in accordance with the Council's leaflet 'Rights of Way Committee – Public Participation' the Committee was also asked to consider a written request to amend the minutes of the meeting of the Committee of 22 October 2019.

21.2 In relation to minute 15.2 of the 22 October 2019 meeting, the Committee agreed that the minute should be corrected in accordance with the proposed amendments, as follows:

- Mr Manning referred to a letter sent to the council – date of the letter adjusted from 13 March to 15 March;
- inserted the word 'cyclists' to read, 'The Current Route (D to Y to Z) is regularly used by families, cyclists and many children'; and
- to replace the word 'hole' with 'tee' to read, 'In relation to Section E and F, part of the route runs directly in front of the 16<sup>th</sup> tee'.

21.3 Resolved – that the amended minutes of the meeting held on 22 October 2019 be approved and signed by the Chairman as a correct record.

#### **22. Urgent Matters**

22.1 There were no urgent matters.

#### **23. Outstanding Applications and Delegated Decisions**

23.1 In receiving the report on Outstanding Applications and Delegated Decisions concern was expressed that outstanding applications could be

forgotten under the new governance arrangements of the Rights of Way and Planning Committee. The Chairman advised that most of these decisions had been delegated to officers where orders had been dealt with quickly and confirmed. Becky Moutrey, Senior Solicitor advised that any delays were mostly those where orders were with the Planning Inspectorate.

23.2 The Committee noted the report by the Director of Highways, Transport and Planning and the Director of Law and Assurance outlining applications awaiting consideration and delegated decisions (copy attached to the signed minutes).

#### **24. Previous Decisions Progress Report**

24.1 The Committee received and noted a report by the Director of Highways, Transport and Planning and the Director of Law and Assurance setting out the progress on previous delegated decisions and decisions made by the Committee (copy attached to the signed minutes).

#### **25. Definitive Map Modification Order**

##### **Definitive Map Modification Order No 1.19 – The addition of a Footpath from footpath 2704-1 and bridleway 2714 crossing Mouse Lane past Charlton Court Farm to footpath 2713 in the Parish of Steyning CP to the definitive map for Chanctonbury**

25.1 The Committee considered a report by the Director of Law and Assurance concerning a Definitive Map Modification Order (DMMO) No 1.19 – The addition of a Footpath from footpath 2704-1 and bridleway 2714 crossing Mouse Lane past Charlton Court Farm to footpath 2713 in the Parish of Steyning CP to the definitive map for Chanctonbury.

25.2 This application had been received on 27 February 2019 and was made by Steyning Parish Council to add a new footpath in the parish of Steyning CP. The Chairman informed the Committee that he had made a site visit in respect of this order and introduced Charlotte Nash, Legal Assistant to present the report.

25.3 In presenting the report, Charlotte Nash, Legal Assistant, updated that the public way user evidence was from ten users, rather than eleven, attesting to frequent use of the claimed route "as of right" during the relevant period because one of the eleven users was found to also be an occupier. Members were informed that the establishment of a permissive path in 2009 was the act which brought use by the public into question and therefore the relevant 20 year period, taken back retrospectively from this date, was 1989 to 2009. It was further explained that letters found in the County Council's path/parish files and from the landowner indicate use of the claimed route may have been withdrawn from the public in the 1990's but it was not clear as to whether the interruption was to use on foot or on horseback. In addition, while the letters indicate the route was used by the public, it was unclear if use was "as of right" and tolerated by the landowner or with permission. The user evidence from ten users attested to frequent use of the claimed route "as of right" during the relevant period. It was stated that while there was some evidence of an



intention not to dedicate on the part of the landowner, it was not considered that this would defeat the claim, given there was no firm evidence that the landowner communicated an intention not to dedicate the claimed route or that use was interrupted by the landowner.

25.4 The Committee was further informed that where an applicant for a DMMO produces credible evidence of actual enjoyment of a way as a public right of way over a full period of 20 years, but there is a conflict of apparently credible evidence from the landowner in relation to one or other issues arising under Section 31 of the 1980 Act, then the allegation that the right of way has been reasonably alleged to subsist is used. It was concluded that the reasonable user would have believed they were using the claimed route "as of right" during the relevant period. Therefore, it could be reasonably alleged that the claimed route subsists and meets the relevant statutory tests set out in Section 31 Highways Act 1980 on the lower test of a reasonable allegation. It was noted that the application was made under Section 53 (3) (c)(i) Wildlife and Countryside Act 1980 (WCA), being the discovery by the County Council of evidence which shows that a right of way which is not shown in the Definitive Map and Statement subsists or is reasonably alleged to subsist over land.

25.5 Mr Richard Goring, landowner, spoke in objection to the application. The landowner, tenant farmer and adjoining landowners contest the evidence, arguing that the claimed route had only been used with permission and prior to a permissive path being established in 2009 and that public use of the route was not permitted. In general, the landowners were supportive of access and have encouraged public use over large areas of the estate. There are already a number of permissive paths and open areas that members of the public are able to freely use on an informal basis. Mr Goring objected to informal routes on the land being gifted under Rights of Way, although he was happy to grant permission for users to use the estate, but felt a demand by Steyning Parish Council was not necessary. A plea was put forward that Steyning Parish Council approach the landowner directly in these type of matters because it is preferable that informal discussions take place so that friendly agreement, with trust between the estate and the public, could be reached. One area of concern was the amount of money the estate had to spend on making accessible, public routes safe to use, e.g. the cost of felling dead Ash Trees, the closure of public rights of way for maintenance, and the need to encourage cattle grazing to encourage chalk grassland as a rare habitat which requires the management of public access. A permanent right of way would prevent flexibility of use. There are also concerns that other areas of the estate where the public had been permitted use may now become permanent. In view of this, if the application was agreed there would be a need to reassess 6.3km of permissive paths around Steyning which are heavily used and decide if closure would be necessary due to safety concerns and other issues.

25.6 Mrs Gill Muncey, an interested party, spoke in support of the application, as a former Steyning Parish Councillor and resident in the area for some thirty years. Mrs Muncey advised that she has used this path for thirty years and has not seen any signage to deter public use nor has she ever been interrupted in use. There were many public users using the path by Charlton Court Farm due to the fact that footpath 2713 does not

connect with any other route. Charlton Court Farm pathway provides a circular route which connects to many other bridleways. Item 7 of the report detailing other evidence, including letters from residents dated 1990, 1991 and 1994, demonstrated that the footpath was used as of right from 1989 to 2009.

25.7 A statement was read out on behalf of Mrs Chris Young, Vice Chair of Steyning Parish Council (Steyning Parish Council being the applicant). Mrs Young has lived in Mouse Lane since 1985 and has walked extensively in the Countryside several times a week, frequently using the Charlton Court Farm footpath. Mrs Young has often met other walkers using the footpath which connects walkers to the South Downs and during this time had never been challenged in her use of the path. Open green spaces are needed for health and this pathway provides circular walks linking to existing public rights of way on either side.

25.8 During the debate the Committee made the points as noted below. Clarification was provided by Officers, where applicable:

- The Committee accepted the evidence that the path had been used during the period 1989 to 2009 as of right with no evidence that signage had been in place to prevent use. It was acknowledged that there was evidence of signage from 2009 onwards but this was outside of the relevant time period.
- The Committee, whilst understanding Mr Goring's objection, were minded to accept the Officer's legal advice because it seemed impossible to not agree that public use 'as of right' had been demonstrated. The Committee could not find any genuine reason to refuse the application and Officer advice was that the Committee were constrained to the legal tests that had been applied in their decision making.

25.9 In respect of DMMO 1.19 the recommendation was put to the Committee and approved by a majority.

25.10 Resolved – that a definitive map modification order to add a footpath from footpath 2704-1 and Bridleway 2714 crossing Mouse Lane past Charlton Court Farm to footpath 2713 in the Parish of Steyning CP for the Definitive Map for Chanctonbury be made.

## **26. Public Rights Of Way Annual Progress Report 2019**

26.1 The Committee received the Public Rights of Way Annual Progress Report 2019 from Nick Scott, Principal Rights of Way Officer, that contained an annual progress report for the Public Rights of Way (PROW) team setting out the achievements on the network and customer service data during the 2019 calendar year. In receiving the report, the committee made a number of observations as follows, with clarification being provided by the Principal Rights of Way Officer, as required:

- A typographical error was amended at paragraph 4.1 of the report to replace the word 'surface' with 'service'.
- Concern was expressed with respect to Network Rail on the routine maintenance required for the replacement of pedestrian crossing

points across railway lines. It was agreed that the Chairman and the Principal Rights of Way Officer would discuss this matter further outside of the meeting so that relevant information could be accessed and progress sought.

- Information was requested on how the PROW team had coped through the pandemic, with the following information provided by the Officer:
  - work had been challenging and there was a period of three months where inspections had not taken place on rights of way networks. However, inspections had resumed with support from volunteers. The inspections remained slightly behind schedule;
  - works identified in the Capital Programme were still underway including work on surface improvement and bridge replacements;
  - No volunteer ranger tasks had taken place during the pandemic due to the government guidance about meeting in larger groups.
- The Committee were pleased with the increased use of the public rights of way network due to the pandemic, noting that there was an element of education required for new users.
- The Committee asked if improvements on the public rights of way network had been made through new developments/Section 106 monies. The Officer pointed out the Section 257 diversions listed in the Outstanding Applications and Delegated Decisions papers (copy attached to the signed minutes) as these were related to development and led by the District and Borough Councils. Section 106 monies are being used at the new development in Aldingbourne and further works on the footpath from Hunston Bridge to A27.
- Trees were noted as the responsibility of the landowner, if a tree fell on unregistered land then the County Council would undertake clearance.
- It was agreed that the Principal Rights of Way Officer would provide details for 2019/20 and 2020/21 financial years on any completed/in progress schemes linked with S106, Operation Watershed and how the PROW Team feed into the CIL process to Committee Members following the meeting.

26.2 Resolved – that the Public Rights of Way Annual Progress report 2019 be noted.

## **27. Secretary of State Decision**

### **Recent Decision by the Secretary of State's Inspector- West Sussex County Council (Chichester- No.2 (Climping Parish and Town of Littlehampton: Upgrade of public footpath 174 to a restricted byway)) Definitive Map Modification Order 2020**

27.1 The Committee received and noted a report by the Director of Law and Assurance setting out the outcomes of the recent decision made by the Secretary of State (copy attached to the signed minutes).

27.2 Resolved – That the report be noted.

**28. Date of Next Meeting**

28.1 As rights of way matters would, in future, be considered at a meeting of Planning and Rights of Way Committee this was the last meeting of the Rights of Way Committee. The Chairman was thanked for his diligent service to the Rights of Way Committee.

28.2 The meeting of the Planning and Rights of Way Committee was confirmed as taking place on Tuesday, 1 December 2020 starting at 10.30 a.m.

The meeting ended at 4.00 pm

Chairman

**Unrestricted**

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**Planning Committee****2 February 2021****Erection of Horsham Fire Station and Training Centre, including training buildings, ancillary building, car parking, landscaping, access and emergency access onto A24****Land at Highwood Village, East of A24, Horsham, RH12 1GF****Application No: WSCC/049/20****Report by Head of Planning Services****Local Member: Mrs Morwen Milson****Electoral Division: Horsham Riverside****District: Horsham**

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**Summary**

Planning permission is sought to construct a combined facility for a Fire Station and Training Centre to be operated by West Sussex Fire and Rescue Service. The majority of the site had previously been identified as development land for a new fire station within the outline planning permission (Ref. DC/09/2138) approved by Horsham District Council (HDC) in August 2010. Part of the application site includes land designated for employment purposes.

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.

No objections have been raised by statutory consultees, other than by Horsham Denne Neighbourhood Council due to concerns about design and road safety.

Fourteen third-party representations have been received, the majority of which object to the proposal. Matters raised include: noise; traffic; highway and pedestrian safety; overlooking; loss of views; visual impact; light pollution; loss of light; air pollution; that the outline permission for the site was for a fire station and not a training facility; the impact on trees; the impact on the landscape; location; and the impact on property values.

**Consideration of Key Issues**

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

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

- impact on residential amenity; and
- impact on the local environment.

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

It is considered that a demonstrable need is evident for both a new Fire Station and Training Facility within the district as it would serve to meet both an educational need relating to employment training activities as per Policy 3 of the Horsham District Planning Framework (HDPF) (November 2015), and the provision of new services where they meet the need of local communities as per Policy 43 of the HDPF.

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

The principle of a fire station on the application site has been established through HDC's Land West of Horsham Masterplan (LWOHM) Supplementary Document (SPD) (October 2008) and outline planning permission (Ref. DC/09/2138). Although the Masterplan and the outline planning permission identify the south west part of the site as being for employment/commercial use, which would be lost, it is considered that such loss would have a negligible impact on employment land supply within the District and that the loss is outweighed by the need for, and benefits, of the scheme.

### ***Impact on Landscape and Visual Amenity***

The proposed facility can be considered to meet the design principles outlined within the HDPF with regard to its visual impact upon the surrounding landscape and visual receptors.

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

Overall, the development would not result in an unacceptable impact on highway safety or in the residual cumulative impacts on the road network being unacceptable. The development can therefore be considered to be in accord with paragraph 109 of the NPPF and to be acceptable in terms of its impact on the highway network.

### ***Impact on Residential Amenity***

While the site would emit both noise and particulates to air, the levels of emissions are within the bounds of acceptability in relation to their respective environmental emissions criteria, subject to the implementation of the mitigation measures detailed within the application and secured via condition.

### ***Impact on the Local Environment***

Subject to the recommended conditions to secure a detailed landscaping scheme, the proposed development would not result have an unacceptable impact upon the ecology of the application site or the surrounding area.

### **Overall Conclusion**

The proposal is for the development of a Fire Station and Training Facility on land to the west of the Highwood Estate; the principle of which is established by the HDC's Land West of Horsham Masterplan SPD and outline planning permission (Ref.

DC/09/2138). Both the need for the development and the location accord with planning policy.

The new buildings have been designed to tie in with the architectural characteristics of the adjacent Highwood Estate. Although the largest building on the site, the Live-Fire Training Facility (LFTF), would appear visually distinctive when viewed from the A24 to the west, it is intended to be consistent with and reinforce the existing local character of the area. Further, additional landscaping around the site, namely to the northern and eastern boundaries, would help assimilate the site into the surrounding residential environment.

The applicant has demonstrated that the proposed use of the site would not result in an unacceptable level of harm to the amenity of the surrounding residential properties by way of noise or other emissions, and that the proposed facility would not result in an intensification use on the local road network beyond that originally envisioned when outline planning permission was approved.

The proposal has the potential to give rise to some adverse impacts upon the amenity of neighbouring residents during training exercises and call-outs, and in particular those adjacent and close to the site. However, these impacts would be largely mitigated through the controlling of hours of use of the site for mandatory training exercises and landscaping.

Given the identified need for the facility, the suitability of the site in relation to the road network, and the acceptability of the site in principle, it is considered, on balance and subject to conditions, that the development is acceptable.

## **Recommendation**

That planning permission be granted subject to the conditions and informatives set out in Appendix 1.

### **1. Introduction**

- 1.1 Planning permission is sought to construct a combined facility for a Fire Station and Training Centre to be operated by West Sussex Fire and Rescue Service. The majority of the site had previously been identified as development land for a new fire station within the outline planning permission (Ref. DC/09/2138) approved by Horsham District Council in August 2010, although the south west part of the site includes land designated for employment/commercial purposes.

### **2 Site and Description**

- 2.1 The application site comprises 1.7 hectares (ha) of greenfield land located between the Highwood Mill Estate and the A24 (see **Appendix 2 – Site Location Plan and Application Site**). The site, which is located in the Horsham Denne Neighbourhood Council area, is accessed from the north via a gated entrance. The public link road leading to this entrance currently provides vehicular and pedestrian access to the residents of the Highwood Mill Extra Care retirement housing complex adjoining north east boundary of

the site.

- 2.2 Although forming part of the development consented under outline planning permission Ref. DC/09/2138, and it has as such been envisaged that it would be developed, the site currently provides a buffer between the residential properties at Highwood Mill at the south end of The Boulevard and the A24 to the west (see **Appendix 3 – Existing Site Plan**). The land is currently undeveloped but was being prepared for development, with an ecological exclusion zone having been established. A Southern Gas line runs through the southern end of the site.
- 2.3 The site is surrounded by residential properties to the north and east, and properties are currently being developed on the land to the south. The A24 runs north to south immediately beyond the slip road that abuts the western boundary; beyond the A24 is the High Wood which is an area Ancient Woodland at Broadbridge Farm. A BMX track occupies the land to the south of the application site as well as areas of mature trees and shrubs (both existing and secured via previous planning permissions), and two ponds, located to the east and south of the site.
- 2.4 The topography of the site is generally flat in the centre but slopes down to the north-eastern boundary with the adjacent Highwood Mill Extra Care housing complex, to the east towards an area of mature trees and to the south and south east towards the BMX track. The site is set below the elevation of the slip road from the Highwood Mill roundabout to the north-west, which descends to the site level 120m south of the roundabout.
- 2.5 The closest neighbouring properties to the site include the Highwood Mill Extra Care housing complex, located approximately 15m from the north-eastern boundary, and the residential dwellings on River Walk, located 50m from the eastern boundary. There is a further residential area 80m to the north of the site across the northern access to The Boulevard.
- 2.6 The wider area includes Broadbridge Heath Football Club and playing fields, 300m to the north-west of the application site and Horsham Water Treatment Works, 500m to the southwest. The River Arun runs east to west, 50m to the south of the site.
- 2.7 A Public Right of Way (PROW) (1633) runs along the northern side of the access road that serves the Highwood Estate from the A24 roundabout. Another PROW (1634) is located 170m opposite the site, beyond the A24 to the west.
- 2.8 The site is located within an Archaeological Area of Interest. Surveys were carried out in 2013 as part of the main programme of environmental mitigation works for the adjacent Highwood residential development.
- 2.9 Flood zones 2 and 3 are located to the south of the site along the banks of the river Arun although the site does not lie within these zones.
- 2.10 The site is not within an area subject to any ecological, landscape or other constraints, nor in a Groundwater Source Protection Zone.



### 3 Relevant Planning History

- 3.1 Outline planning permission (Ref. DC/09/2138) for 1,044 dwellings, alongside the provision of employment floorspace, a fire station, community centre and expanded school facilities, was approved by HDC in August 2010. As part of the approved development, the site as per the subject of this application was designated for use as a fire station and transferred to the County Council via a S106 agreement.
- 3.2 Non-material and minor material amendments to the outline permission have subsequently been approved under a number of separate planning consents. The fire station allocation has not changed as a result of these amendments.
- 3.3 An application (Ref. DC/12/2022) to include infrastructure related to the application site was approved by HDC in August 2013. This application included the provision of the access ramp from the A24, the piazza junction, the commercial access road, the north-south spine road, as well as landscaping works including levelling groundworks, a surface water detention basin and the BMX track to the south of the site.
- 3.4 Conditions were discharged in May 2015 and March 2017, by the approval of Application Refs. DISC/15/0157 and DISC/17/0029 respectively.

### 4 The Proposal

- 4.1 The applicant is seeking planning permission to construct a 24-hour Fire Station and Training Centre with associated infrastructure. The site will be accessed via a northern entrance on to the link road to the Boulevard serving the Highwood Mill Estate, with a further access proposed on the western boundary, directly onto the south-bound A24 slip road, that will provide an entrance and exit for fire appliances (only).
- 4.2 The applicant has identified the following features within the physical aspects of the proposal (see **Appendix 2 – Site Location Plan and Application Site**):
- A two-storey Fire Station in the centre of the site, consisting of appliance bays, office space, training rooms, bedrooms and community space;
  - A four-storey, Live-Fire Training Facility (LFTF) located towards the southern end of the site. This will utilise a system in which the smoke will emit as a colourless, odourless haze;
  - A single-storey building for housing breathing apparatus;
  - A four-storey Cold Smoke Training Tower (CSTT) within the centre of the eastern part of the site that would use a water-based system;
  - A single storey, four-bay garage for training appliances, located at the north eastern corner of the site;
  - Car parking, plus electric vehicle charging capability;
  - An above ground water tank for the sprinkler system and potential underground LPG storage;
  - Primary vehicular access from the north of the site;
  - A sub-station and gas meter;

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- A refuse and cycle store adjacent to the garages;
  - 2 no. external shelters;
  - A wood store;
  - 2 no. pump rooms;
  - A diesel Fuelling point;
  - An emergency generator;
  - A hydrant tank; and
  - A new vehicular access for emergency exit, fire appliances (including aerial ladder platform (ALP) vehicles) onto and from (left-in left-out) the A24 southbound slip-road.
- 4.3 The main building, comprising the Fire Station, appliance bay and Training Centre, would be located centrally within the site with its primary elevation facing the A24 to the west. This would be a two storey building (with roof access) of 11.2m in height, 82m in length, and 24.2m wide (see **Appendix 4(a) – Elevation Plans – Main Building**). The roof would accommodate solar panels above the appliance bay and training area, and louvred paneling containing the infrastructure required for the operation of the building. Vents and electrical equipment would be sited on top of the northern section of the building.
- 4.4 The external appearance of the building has been designed to accommodate the various functions of the Fire Station and Training Facility and would be finished in dark grey Eurobond paneling and a buff brick. It would incorporate glazing on its western and northern elevations, where the main and operational fire station entrances would be located, and includes additional external finishes to complement the building materials similar to those used in the adjacent Highwood Mill development to the north and east.
- 4.5 The ground floor would provide sleeping quarters for seven fire fighters on watch, as well as shower, dining and gym facilities. The northern section of the building would be accessible to members of the public, and provide a community facility/meeting room, a multi-faith room and a welfare facilities.
- 4.6 The first floor would host sleeping quarters for use by up to twelve trainees and associated training facilities. Two separate staircases and a lift would provide access between the floors.
- 4.7 The four-storey Live-Fire Training Facility (LFTF) located to the south of the main building would be 16m high (see **Appendix 4(b) – Elevation Plans - LFTF**) and would be used for the training of fire fighters by exposing them to controlled scenarios that simulate real-world fire incidents.
- 4.8 The structure utilizes external balconies to a facilitate access for trainees; these would be enclosed by gold mesh Polyester Powder Coated (PPC) aluminum panels. These panels would obscure views of the trainees from surrounding public locations (including the A24) and would be arranged in such a way as to diversify the architectural appearance to the structure, particularly in relation to views from the A24. The paneled façade would be 12m high and 22m wide along the western elevation and 18m wide along the

northern and southern elevations. The eastern elevation would not incorporate the gold panels and would instead utilize a dark grey expanded metal mesh.

- 4.9 The structure would have 'zero-emissions' with all smoke generated being treated internally, with cleaned air being released via two stacks on the top of the structure.
- 4.10 The Breathing Apparatus Facility (see **Appendix 4(c) – Elevation Plans – BA Facility**) would be a single storey building that would be located immediately to the east of the LFTF. This building would be 4.6m in height and be finished in a blue/grey brick. Access doors are proposed on all four elevations.
- 4.11 Another four-storey training tower is proposed on the east side of the site, within the drill yard (see **Appendix 4(d) – Elevation Plans - CSTT**). This tower would be used for cold-smoke training exercises and will measure 13.2m in height and approximately 10m in width and length. It would be finished in buff brick and its form would loosely mimic that of a residential property. A lattice line handling tower would be located adjacent to the western elevation of the tower to match the height of the building.
- 4.12 A four-bay garage for training appliances is proposed in the north-east corner of the site with bays that would face onto the drill yard to the south (see **Appendix 4(e) – Elevation Plans - Garages**). It would stand 7.35m in height with a length of 20.4m and a width of 15.6m. It would be finished in buff brick and topped with dark grey Eurobond paneling. The roof would be accessible via an internal hatch and will accommodate solar panels.
- 4.13 A transparent 3m high sheltered car canopy is proposed to the east of the garages with a bike store and reuse/recycling store located immediately to their west.
- 4.14 Other ancillary structures (see **Appendix 4 (f) – Elevation Plans – Ancillary Structures**) would largely be contained in the southern part of the site and to the south of the LFTF, and would include the gas meter, underground gas booster compound, and a wood store building. In addition, a hydrant and wet riser tank and a fire sprinkler tank, as well as fuel storage and an emergency generator would be located to the east of the breathing apparatus facility, while two 'bus' shelters for outside briefing exercises would be located to the north of the LFTF.
- 4.15 The sub-station and electric meter would be located on the southern side of the access at the northern entrance to the site.

#### *Access*

- 4.16 Staff, visitor and emergency vehicle access would be provided via the existing access road for the Highwood Mill Retirement Village, which would be adopted by West Sussex County Council and double yellow lines drawn along the road to prevent parking on this route.
- 4.17 The proposal includes the extension of the existing access road past the Highwood Mill (see **Appendix 5 – Highway Site Plan**), where a new single

carriageway 6.5m wide road with a 2m wide footway will extend into and provide vehicular, pedestrian and cycle access to the site.

- 4.18 A 21.5m wide access is proposed on the western site boundary to link the site directly to the slip road that serves the southbound A24. This egress would be for use as an emergency exit and for fire service vehicles only and fire service vehicles would also use this as an entrance to the site from the A24 slip, on a left-in left-out basis.
- 4.19 Wig-wags (safety lights that flash when a Fire Appliance needs to access/leave the site) and high friction surfacing and advanced warning signs are proposed on both the south bound A24 slip road and the link road between the Highwood Mill estate and the roundabout.

#### *Car Parking*

- 4.20 A total of 54 car parking spaces are proposed across the site. 28 car parking spaces would be located along the western façade of the main building, three of which would include electric vehicle charging points. A further 27 car parking spaces would be provided to the north of the main entrance and garages, four of which would be disabled bays and three would be allocated for electric vehicle charging.
- 4.21 The parking areas would comprise block paving and would be accessible via asphalt around the northern and western entrances to the site.
- 4.22 Two motorcycle spaces are also proposed, and the bike store to the west of the four-bay garage would also provide cycle storage.

#### *Landscaping*

- 4.23 The site sits approximately 2m lower than the A24 and slopes down to the east. The slope increases in steepness toward the south-eastern boundary, toward the existing trees and balancing pond (see **Appendix 6 - Landscaping Plan**).
- 4.24 The hardstanding within the site comprises mainly asphalt and block paving. The drill yard would comprise concrete paving and 2.8m x 5.1m and 1.5m deep car-trench to the east (used for the securing of vehicles during training exercises) and would be separated from the access points around the site by bi-fold weldmesh gates to the north and west to create an internal courtyard area. A small, grassed area, with ornamental trees is proposed adjacent to the eastern elevation of the main building within the courtyard.
- 4.25 The site would be enclosed by fencing around its northern, eastern and southern boundaries. This fence would be a 3m tall acoustic fence with metal posts along the eastern boundary of the drill yard, while all other fences would be 2m tall close-board timber fencing. A post and rail fence would be installed to the east of the drill-yard along the eastern boundary of the site, that would extend up toward the northern access point. Timber post and rail fencing would also be used along the north-western boundary adjacent to the A24 slip road.
- 4.26 Two trees (Category U) are to be removed from the site to accommodate the

drill yard area on the eastern side of the site.

- 4.27 Additional trees are proposed to be planted between the drill yard, car parking areas and the boundaries with the neighbouring properties to the north and east. Additional trees are also proposed along the western and southern boundaries.
- 4.28 Additional soft landscaping is proposed around the site. This would include: a hedgerow along the south-western boundary between the LTF and the A24 slip road; native shrub planting between the fence and boundaries to the north-east and south-east; and ornamental planting along the north-western boundary. Planting is also proposed within the site along the western elevation of the main building and the northern elevation of the garages.
- 4.29 The northern elevation of the garages would include a 'green wall' into its design through the introduction of climbing plants to the façade.
- 4.30 1:3 bunds are proposed along the north-eastern and eastern boundaries. Bunding along the north-eastern boundary would be set between the fence line and the internal hardstanding, while the bund to the east would slope down toward the eastern site boundary. The proposed bunds would be constructed from excavated top-soil from within the site.

#### *Ecology*

- 4.31 The proposed landscaping is intended to compensate for the loss of grassland and scrub habitats as a result of the development. It includes the provision of a Great Crested Newt Pond to the north-east of the drill yard and a dry pond outside of the site boundary to the east. Bird boxes would also be introduced to the woodland area to the east of the site.

#### *Hours of Operation*

- 4.32 The principal use of the site will be as a fire station with staff providing an emergency service 24 hours each day, 365 days per year. There would always be at least seven people on-site at the fire station.
- 4.33 The Training Facility would be used throughout the year between the hours of 09:00 to 19:00, although the application states that training activities may occur between 18:00 and 21:30 for up to a maximum of three times per fortnight, comprising one retained watch training session per week and one training session for whole time recruits per fortnight. It is advised that training may, on rare occasions, extend up to 22:30pm.

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

- 5.1 The development falls within Part 10(b) of Schedule 2 to The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) as an "urban development project including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas" with a development area of greater than 1 hectare.
- 5.2 The County Council issued an EIA Screening Opinion for the development in

February 2020. Taking into account the criteria contained in Schedule 3 of the EIA Regulations, it was considered that the proposal would not have significant effects on the environment within the meaning of the regulations. The development, consequently, does not require an EIA.

## **6 Policy**

### ***Statutory Development Plan***

- 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 (as confirmed in paragraph 47 of the National Planning Policy Framework - NPPF). For the purposes of the application, the following documents form the statutory development plan: the Horsham District Planning Framework (2015) and the West Sussex Waste Local Plan (2014).
- 6.2 In determining the application, the Committee should be satisfied that the proposal minimises waste generation, maximises opportunities for re-using and recycling waste, and where necessary includes waste management facilities of an appropriate type and scale (Policy W23, Waste Local Plan).
- 6.3 HDC are currently preparing a new Local Plan. The (Regulation 18) consultation for the Draft Horsham Local Plan has been completed and the comments received are currently being considered with re-consultation (Regulation 19) due in the first quarter of 2021. At this stage, little weight can be given to Draft Local Plan in determining the application.
- 6.4 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 emerging policy and guidance, national planning policy and supplementary planning documents which guides the decision-making process and is material to the determination of the application.

### ***Horsham District Planning Framework (2015)***

- 6.5 Policy 1: Sustainable Development: When considering proposals, the Council will take a positive approach which reflects the presumption in favour of sustainable development, as outlined in the NPPF. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 6.6 Policy 2: Strategic Development: To maintain the district's unique rural character whilst ensuring that the needs of the community are met through sustainable growth and suitable access to services and local employment, the summarised spatial strategy to 2031 is to:
- 1. Focus development in and around the key settlement of Horsham;*
  - 2. Recognise and develop Horsham's town's role as the primary town for the District;*
  - 3. Continuing to promote the sustainable development of settlements;*

4. *Protect the rural character and landscape of Horsham whilst meeting the needs of the community; and to,*
  5. *Identify existing sites of important employment use, and to safeguard their function through flexible policies and designation of Key Employment Areas, together with supporting the rural economy, to allow people the opportunity to work close to where they live.*
- 6.7 Policy 3: Development Hierarchy: Development will be permitted within towns and villages which have defined built-up area boundaries. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and functions of the settlement in accordance with the settlement hierarchy.
- 6.8 Policy 7: Economic Growth: Sets out the need for encouraging sustainable employment development in the Horsham District. Proposals should provide toward the expansion of higher education facilities related to research and development and employment training activity. Development should promote the district as an attractive place to stay and visit to increase the value of the tourism economy.
- 6.9 Policy 18: Retirement Housing and Specialist Care: Proposals for development which provide retirement housing and specialist care housing will be encouraged and supported where it is accessible by foot or public transport to local shops, services, community facilities and the wider public transport network. The Council will particularly encourage schemes that meet identified local needs for those on lower incomes and provide affordable accommodation for rent or shared ownership/equity.
- 6.10 Policy 24: Environmental Protection: The high quality of the district's environment will be protected through the planning process. Developments will be expected to minimise exposure to and the emission of pollutants including noise, odour, air and light pollution. Additionally, developments should maintain or improve the environmental quality of any watercourses, groundwater and drinking water supplies, and prevent contaminated run-off to surface water sewers.
- 6.11 Policy 25: The Natural Environment and Landscape Character: The Natural Environment and landscape character of the district, including the landscape, landform and development pattern, together with protected landscapes and habitats will be protected against inappropriate development. Development will be supported where it demonstrates the following:
1. *Protects, conserves and enhances the landscape and townscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintains settlement separation;*
  2. *Maintain and enhances the Green Infrastructure Network and addresses any identified deficiencies in the District;*
  3. *Maintains and enhances the existing network of geological sites and biodiversity, including safeguarding existing designated sites and species, and ensures no net loss of wider biodiversity and provides net gains in biodiversity where possible; and,*

*4. Conserve and where possible enhance the setting of the South Downs National Park.*

- 6.12 Policy 31: Green Infrastructure and Biodiversity: Development will be supported where it can demonstrate that it maintains or enhances the existing network of green infrastructure and enhances biodiversity. Development proposals will be required to contribute to the enhancement of existing biodiversity and should create and manage new habitats where appropriate. New development which retains and /or enhances significant features of nature conservation on development sites will be supported. Development which makes a positive contribution to biodiversity through the creation of green spaces, and linkages between habitats to create local and regional ecological networks will also be supported.
- 6.13 Policy 32: The Quality of New Development: High quality and inclusive design for all development in the district will be required based on a clear understanding of the local, physical, social, economic, environmental and policy context for the development. Development will be expected to:
- 1. Provide an attractive, functional, accessible, safe and adaptable environment;*
  - 2. Complement locally distinctive characters and heritage of the district;*
  - 3. Contribute a sense of place both in the buildings and spaces themselves and in the way they integrate with their surroundings and the historic landscape in which they sit;*
  - 4. Optimise the potential of the site to accommodate development and contribute to the support for suitable complementary facilities and uses; and help secure a framework of high quality open spaces which meets the identified needs of the community.*
- 6.14 Policy 33: Development Principles: Development shall be required to: make efficient use of land; be designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property; ensure the appearance of development is of a high standard; be locally distinctive in character and respect the surrounding area; use high standards of building materials, finishes and landscaping; retain existing important landscape and natural features, and; be designed to ensure buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy.
- 6.15 Policy 35: Climate Change: Development will be supported where it makes a clear contribution to mitigating and adapting to the impacts of climate change. Measures which should be used to mitigate the effects of climate change include:
- 1. Reduced energy use in construction;*
  - 2. Improved energy efficiency in new developments, including influencing the behaviour of occupants to reduce energy use;*
  - 3. The use of decentralised, renewable and low carbon energy supply systems;*
  - 4. The use of patterns of development which reduce the need to travel, encouraging walking and cycling and include good accessibility to public transport and other forms of sustainable transport;*



5. *Provision of appropriate flood storage capacity in new building development;*
  6. *Use of green infrastructure and dual use SuDS;*
  7. *Use of measures which promote the conservation of water and/or grey water recycling.*
- 6.16 Policy 36: Appropriate Energy Use: All development would be required to contribute to clean, efficient energy in Horsham based on the following hierarchy:
1. *Lean - Use less energy;*
  2. *Clean - Supply energy efficiently;*
  3. *Green - Use renewable energy sources*
- 6.17 Policy 37: Sustainable Construction: Proposals must seek to improve the sustainability of development. This should be appropriate to the type of development and location, and should include efforts to; maximise energy efficiently and integrate the use of decentralised, renewable and low carbon energy; limit water use; minimise vulnerability to flooding and heatwave events; encourage the use of natural light and ventilation; be designed to encourage walking, cycling, cycle storage and accessible to sustainable forms of transport; minimise C&D waste and utilise recycled, low impact materials; be flexible in its design, and; incorporate measures which enhance the biodiversity value of development.
- 6.18 Policy 38: Flooding: Development proposals will follow a sequential approach to flood risk management giving priority to development sites with the lowest risk of flooding and making required development safe without increasing flood risk elsewhere. Development should avoid the functional floodplain and require a site-specific Flood Risk Assessment where over 1ha in site area in flood zone 1 and all proposals in flood zone 2 and 3.
- 6.19 Policy 40: Sustainable Transport: Development will be supported where proposals provide for rebalancing of the transport system in favour of non-car modes and is appropriate and in scale to the existing transport system. Development will be supported if it:
1. *Is appropriate and in scale to the existing transport infrastructure, including public transport;*
  2. *Maintains and improves the existing transport system (road, rail, cycle);*
  3. *Is integrated with the wider network of routes, including public rights of way and cycle paths;*
  4. *Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions;*
  5. *Is located in areas where there are or will be a choice in the modes of transport available;*
  6. *Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians;*
  7. *Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport*

*network and all other modes of transport;*

8. *Develops innovative and adaptable approaches to public transport in the rural areas of the district;*
9. *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods;*
10. *Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.*

6.20 Policy 41: Parking: Adequate parking must be provided within developments to meet the needs of anticipated users.

6.21 Policy 43: Community Facilities, Leisure and Recreation: The provision of new community facilities or services will be supported, especially where they meet the identified needs of local communities.

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

6.22 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. It also helps to guide decision-makers as to what matters are material to the decision-making process.

6.23 Paragraph 8 sets out the three key roles of the planning system; economic, social and environmental. The supporting text highlights the importance of providing infrastructure to support growth.

6.24 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), 91-95 (promoting healthy and safe communities), 102 (consideration of transport issues), 108-111 (impact on the road safety or the road network), 117 (promoting effective use of land to meet the need for homes), 219 (protecting and enhancing our natural, built and historic environment) 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), and 180 (minimising impacts of noise).

### ***National Planning Practice Guidance (PPG)***

6.25 The PPG is a web-based resource that sets out Government's planning guidance to be read in conjunction with the NPPF. PPG does not form part of the development plan but is a material consideration in determining planning applications. PPG was first published on 6 March 2014 and contains guidance on a range of planning matters, which are independently updated as necessary. The most sections of PPG relevant to this application are: Air Quality, Noise, Travel plans, transport assessments and statements in decision-taking.

***Supplementary Planning Documents (SPD) - Land West of Horsham Masterplan (LWOHM) (2008)***

- 6.26 The LWOHM SPD was adopted in October 2008 and was developed at a time where this land which now included Highwood Village and Highwood Mill, was identified as a suitable site for a sustainable urban extension.
- 6.27 Whilst this document is pre-NPPF and predates the HDPF (it informed Policy CP7: Land West of Horsham) of the superseded 2007 Core Strategy), its findings are relevant for this application as it remains an adopted development plan document. As the Planning Practice Guidance elucidates, SPDs and their findings are a material consideration in decision making.
- 6.28 SPDs are intended to be used to further inform specific policies in the development plan or to provide further guidance for development on specific sites (NPPF Glossary, p.72). Despite Policy CP7 being superseded, because policies and guidance within the LWOHM cover the site and allocate uses within it, certain policy relating to the site will be a consideration to this development.
- 6.29 Statement 15 of LWOHM: West Sussex Fire and Rescue Services: A new fire station will be provided to the east of the A24 with direct access onto the new A24 junction and the strategic road network.

**7 Consultations**

- 7.1 **Horsham District Council - Planning:** Proposal is acceptable in principle following approval under outline permission (DC/09/2138, as amended by DC/11/2004). Applicant should demonstrate justification for loss of 2,800m<sup>2</sup> commercial employment floorspace prior to a decision being issued.
- 7.2 Layout of the site is appropriate for the functional needs of the fire station. Request clarification as to how road safety will be managed appropriately on both slip road and entrance to Highwood estate. Parking facilities are adequate; however, this should be checked against the WSCC Parking Calculator. Double yellow lines are welcomed along northern access road although it is suggested that residents of Highwood should be informed that parking along this road will not be allowed once the fire station is under construction or operational
- 7.3 No major objection to proposed materials and external design, however, notes that the dominant brick colour within Horsham comprises red/brown brick tones, and its use at the fire station would further compliment this. Raise concerns to gold finish around LFTF in relation to highway safety and seek assurance that the cladding will not result in significant glare. Option 1 of cladding design options is the preferred choice.
- 7.4 Acknowledges the opportunity for soft landscaping within the majority of the site is difficult to achieve as a result of required hard surfacing, and identifies the need for sufficient landscaping around boundaries to counteract this. Details of planning species, hard standing and boundaries will be required, and request condition to secure these details. Planting should be secured along southern site boundary if possible.

- 7.5 The main amenity concerns relate to noise generated from externally located plant, noise generated from the training activities particularly after 6pm, and the impacts of any external lighting. It is understood that sirens will only be sounded when necessary, and where possible, Fire Tenders will not operate sirens when exiting the site along the Highwood Mill access road (northbound) until they are further away from nearby residential units. Noise management of training facility must be managed appropriately given the proximity of site to neighboring residences.
- 7.6 **Horsham District Environmental Health (EHO) - Environmental Health/Air Quality:** Recommend conditions to appropriately control identified noise impacts, particularly of evening and night-time training activities and from fixed plant and that details of the acoustic fencing should also be secured.
- 7.7 Agree with conclusions of the Air Quality Assessment relating to emissions from the LFTF and CFTT. Damage Cost Calculation Assessment is required following adoption of Air Quality and Emissions Mitigation guidance for Sussex (2020) as the application constitutes a 'major' development. Applicants are required to submit a mitigation plan detailing proposed measures to mitigate and/or offset the impacts and providing itemised costing for each proposed measure, with the total estimated value of all the measures being equal to the total damage costs. Recommend the provision of publicly available electric vehicle charging points as the proposed development is very conveniently located for the commuters on the A24 (as well as Horsham and Broadbridge Heath residents).
- 7.8 **Horsham District Council - Landscaping:** Agrees with findings within submitted Landscape and Visual Assessment in that proposal will result in some harm to landscape character, but this will only be minor adverse. Largely agree with the findings of the report in that the scheme overall will result in a moderate adverse effect on the landscape character, but have reservations that the proposed mitigation measures are sufficient to reduce this to a minor adverse effect (mostly because this is relying in its great majority on new planting establishment to be successful, with a large amount along the embankment of the new slip road, being outside of the application site). Integration of the LFTF into surrounding landscape should be demonstrated via photomontage, including mitigative landscaping measures.
- 7.9 Agrees that soft landscape and landscaping management and maintenance plan should be conditioned, and further advises the expectations of securing native hedgerow planting along the full extent of the 2m close board fence and 3 metre acoustic fence along eastern/southern boundaries.
- 7.10 **Horsham Denne Neighbourhood Council:** Objection. Concerns relating to the design of the LFTF; requests that warning signs are installed east of the fire station entrance to alert vehicles leaving the Highwood estate to any movement of fire appliances, and requests that further consideration is given toward a traffic light system onto the roundabout immediately north-east of the application site.
- 7.11 **Environment Agency:** No objection subject to the inclusion of conditions requiring the submission of a contaminated land remediation strategy and the submission of a remediation strategy in the event that any contamination

not previously identified is found to be present at the site, during the construction phase.

- 7.12 **Health and Safety England:** No objection.
- 7.13 **Natural England:** No comments.
- 7.14 **Southern Gas Network:** Identifies the presence of a SGN high pressure gas pipeline in the vicinity of the development, however, it does not anticipate the safety or integrity of this asset being affected by the proposal. It sets out guidance to the applicant to ensure they comply with restrictions when operating around the pipeline, and requests that a SGN representative is contacted before any works commence.
- 7.15 **Southern Water:** Advises that a formal application should be submitted by the applicant to Southern Water for a connection to the public foul sewer. It recommends the inclusion of a condition reserving details of the surface and foul water drainage arrangements.
- 7.16 **WSCC Archaeology:** No further archaeological mitigation required as per pre-app advice.
- 7.17 **WSCC Ecology:** No objection
- 7.18 **WSCC Flooding and Drainage:** No objection following receipt of additional information regarding attenuation storage tank calculations. Requests condition for a verification report to be submitted prior to first occupation of the facility.
- 7.19 **WSCC Highways:** No objection. Recommend conditions relating to access, car parking spaces and the submission of a Construction Management Plan prior to the commencement of the development.
- 7.20 **WSCC Public Rights of Way:** No objection subject to any overhangs proposed adjacent to the northern PROW having at least 2.5m clearance and the ground condition being returned to pre-development standards if damaged or disrupted.
- 7.21 **WSCC Tree Officer:** No objection, subject to appropriately worded conditions to secure a detailed tree protection plan and detailed hard and soft landscaping schemes.

## 8 Representations

- 8.1 The application was publicised in accordance with The Town and Country Planning (General Development Procedure) (England) Order 2015. This involved four site notices erected at and around the application site, an advertisement in the local newspaper and the issue of 174 neighbour notification letters. In response, fourteen representations were received, ten of which object to the proposal, and four that provide comments rather than objection or support.
- 8.2 The main issues raised in objection relate to:
- Noise pollution from training/site activities over a 24-hour period,

including; vehicle cutting, fire appliance and station sirens/alarms (including reversing alarms), road use, construction disturbances and ambient noise generated from structures (namely the drill yard garage);

- Highways use including traffic generated from the site into the Highwood Mill estate and from appliances/vehicles leaving the site onto the A24 and construction activities;
- Highway safety for pedestrians at Highwood Mill and for road users, when using the southbound slip road onto the A24, from both construction, appliance and private vehicle usage;
- Overlooking from the cold smoke training tower onto residential properties to the north and east;
- Loss of westerly views from residences to the north and east of the site;
- Visual impact of the site when viewed from residential properties to the north and east, including views onto the Live Fire Training Tower from elevated residential apartments;
- Light pollution from the site;
- Loss of light into gardens from properties to the north and east of the site;
- Potential for release of harmful particulates to air from diesel and petrol engines and fumes, and dust and particulates from training activities (including live fire training exercises) exacerbated by the prevailing north-easterly winds;
- That the outline permission was for a fire station and not a training facility;
- Negative impact on trees, wildlife and the natural environment;
- Impact of the development on surrounding landscape and character of the area;
- The location of the proposed facility; and
- Negative impact on property values.

8.3 Comments were received regarding the use of the BMX track to the south of the site and included a request as to consider the integration of a new access and car parking facilities within this proposal. As these matters relate to a separate facility outside of the application site, the representative was informed that these requests would not be considered as part of the proposal, however they have been brought to the applicant's attention.

## 9 **Consideration of Key Issues**

9.1 The main material planning considerations in relation to the determination of the application are:

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

- impact on residential amenity; and,
- impact on the local environment.

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

- 9.2 The need for a new fire station in Horsham, is the key underlying issue. This has been identified for some years now, and in fact the key point is that the need has been accepted in development plan policy. As such it is not essential for the applicant to justify the proposal, but an understanding of the need argument assists the explanation for the proposal. On a general level Policy 7 and Policy 43 of the HDPF set out the overall policy requirements and considerations, whilst the LWOHM identifies and makes specific for a new fire station in Horsham and identifies the application site, effectively as land use allocation for the purpose.
- 9.3 Policy 7 of the HDPF sets out a requirement for proposals to meet the economic growth of the district through sustainable means. Points 5 and 8 of the policy are particularly relevant, referring to the retention of key employment areas and the expansion of higher educational facilities relating to employment training activity.
- 9.4 Policy 43 of the HDPF relates to the provision of new or improved community facilities or services, particularly where they meet the identified needs of local communities.
- 9.5 More specifically, in relation to the need for a new fire station in Horsham and the application site, Statement 15 of the LWOHM identifies that a new fire station will be provided to the east of the A24 with direct access onto the new A24 junction and the strategic road network.
- 9.6 In this instance the applicant has additionally submitted an assessment as to why there is a demonstrable need for the proposed development. This identifies that, among other reasons, the ageing facilities comprising the existing Fire Station on Hurst Road, in Horsham. This confirms that West Sussex Fire and Rescue Service (WSFRS) has identified that the current facilities on Hurst Road *'inhibit staff well-being, recruitment and retention' and 'have reached the end of their operational life'*. This is supported by Paragraph 5.71 of the LWOHM, which states that "A need to relocate the current fire station on Hurst Road, Horsham has been identified as the current fire station is in poor condition and in need of expansion to include specialist equipment and management training facilities".
- 9.7 Additionally, benefits of the joint station/training facility are further cited, stating that the WSFRS never had a dedicated training centre and has instead had to rely on commissioning training from commercial providers. The assessment states that the development of the fire station in conjunction with a new training facility would reduce the cost of training and reliance on third party venues, in turn promoting a sustainable approach to training.
- 9.8 The assessment also draws attention to the HM Inspectorate of Constabulary and Fire and Rescue Services report into the WSFRS, which has identified that the current buildings do not best support efficient or effective working practices. Other health related issues relating to the outdated design of

existing fire stations and the long-term occupational hazards of the fire fighter job profile are discussed, and it is suggested that the new facility and its segregated design would address these issues.

- 9.9 The inclusion of a training facility development would therefore not only provide an operational Fire Station built to modern standards but would also provide West Sussex fire fighters with its own educational facility for mandatory training, which is currently lacking. The provision of such a facility would benefit both existing and potential fire fighters in their ability to serve the public and would replace the outdated facility at Hurst Road, and in doing so would release land for potential redevelopment within the town centre.
- 9.10 The new facility would also provide facilities for a higher level of public engagement with the fire service, strengthening the opportunities to promote safety and awareness and links with and support from the local community.
- 9.11 *Demonstrable need is therefore evident for both a new Fire Station and Training Facility within the district and it would serve to meet an educational need relating to employment training activities as per Policy 7 of the HDPF, and the provision of new services where they meet the need of local communities as per Policy 43 of the HDPF.*

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

- 9.12 As set above Statement 15 of the LWOHM identifies the site for provision of a new fire station.
- 9.13 Following on from the adoption of the LWOHM, the application site was designated for use a fire station as part of the approved scheme under outline planning permission Ref. DC/09/2128. As set out above there was also an additional allocation of land of approximately 0.6ha to the south of the fire station site, for employment/commercial use, in relation which to which it was anticipated that that approximately 2,800m<sup>2</sup> employment floorspace would be provided.
- 9.14 Accordingly, the principle of a fire station on the application site has been established through the Masterplan and the outline permission. However, the current application site also includes the land identified employment/commercial use there is a need to consider the material impact of the loss of this commercial land.
- 9.15 The applicant has submitted a statement in relation to this point to justify the loss of this commercial floorspace. It should be noted that HDC do not have an overarching objection to the loss of this previously allocated employment/commercial land and that it does not form part of completed or committed employment land supply. Given the relatively small size of the allocated employment site, it is considered that it would have a negligible impact on the overall provision of commercial space in Horsham District, especially as new employment space will be coming forward through the review of the Local Plan, which is likely to compensate for its loss. Furthermore, it is considered that the need for, and benefits of the proposal which incorporates both a new fire station and the new training facility, outweigh the loss of the employment use.



### ***Landscape and Visual Amenity***

- 9.16 There is the potential for the new facility, in particular the LFTF, to have a significant visual impact and impact on the landscape. Exposure to public viewpoints along the A24 to the east and the Highwood estate are expected, and so consideration must be given to the design of the facility and its visual appearance in relation to these receptors.
- 9.17 As previously identified, the development is located within the defined built-up area of Horsham. As per Policy 33 of the HDPF, the proposed development should be of a high quality that both respects the local design characteristics of the area and avoids undue impact on the visual amenity of surrounding residents.
- 9.18 The buildings within the site have been arranged in such a way as to mitigate their visual impact within the surrounding landscape and would display external finishes to complement those shown around the recent Highwood development to the north and east of the site. The LFTF has been proposed with the southernmost part of the site, away from sensitive receptors to the north and east of the site.
- 9.19 However, concerns have been raised by both the Neighbourhood Council and local residents regarding the aesthetic design of the buildings within the site, namely in relation to the garages to be located on north-eastern part of the plot, the cold fire training tower within the drill yard, and the LFTF to the south of the site. Concerns regarding the scale and design of the cold fire training tower have also been raised by public representatives.
- 9.20 The applicant has proposed a planting scheme within the submitted Landscape Proposal (see **Appendix 6**) around the northern and eastern parts of the site to help mitigate views of the larger buildings within the site. This includes details of the proposed locations of proposed planting, boundary treatments and hard and soft landscaping. The northern elevation of the garages would also incorporate a green wall to further assimilate it when viewed from the north.
- 9.21 The tree officer has requested a condition be attached that requires the submission of a detailed landscaping scheme to help screen the development from the adjacent residential viewpoints, as well as from the south and west of the site. If secured, this would further reduce the visual impact of the larger parts of the proposal when viewed from residential areas outside of the site.
- 9.22 The applicant has also proposed fencing around the site. Bunded areas around the northern and eastern parts of the development would further reduce the visual impact of the built components of the site when viewed from these orientations.
- 9.23 However, given the scale of the buildings within the site (and particularly the LFTF), it is considered that there would still be views into the site from ground floor and elevated positions of some nearby residential properties (notably from high-level apartments), from local footpaths and from the A24. A Landscape and Visual Appraisal of the proposal was submitted with the application, which identifies these impacts.

- 9.24 Section 11.10 of the appraisal considers the impact of the proposal on the visual amenity of residential receptors. Although it is identified that these receptors would have a high sensitivity to the change in the landscape as a result of the development, it is also identified that private views cannot be attributed any weight in the determination of the application.
- 9.25 Regardless, it is considered that the visual impact upon these receptors would be reduced via the mitigative measures as proposed in the landscaping scheme. Views into the site would further be reduced over time once vegetation has matured.
- 9.26 It is also necessary to assess the visual impact of the proposed development from the view from the A24. This highway is regarded as a vital piece of infrastructure for commuting and travelling within the district and provides access to the towns of Horsham and Broadbridge Heath, as well as Southwater to the south.
- 9.27 Pre-application advice provided by the WSCC County Planning Officer identified the application site as a 'gateway' into Horsham and surrounding settlements. Therefore, it is importance that the design of the site, with an emphasis on the larger LFTF, is well thought out and visually distinctive, but also sensitive to its location and the safety of road users.
- 9.28 When approaching from the south, the LFTF would be the first part of the site visible to road users. It is anticipated that the majority of views of this structure will be screened by existing vegetation to the south of the site, and the applicant has proposed additional planting along the southern boundary to further mitigate its visual impact on views from the south.
- 9.29 As road users pass the site, the southern and western elevations of the LFTF would come into view. Given the required size for the LFTF and the gold finish of the external paneling, it will likely appear as the dominant architectural feature within the site, although the views of road users will be transient in nature.
- 9.30 In order to break up the visual mass of the structure, three different textures of gold paneling are proposed around the external balcony areas of the LFTF. It is thought that these panels, organised in a random layout, would add a texture and degree of visual interest to the building. The paneling would also assist in restricting views of the external walkways, which would be used by fire fighters wearing 'gold suits' as part of their training. Likewise, the paneling would restrict users of the facility overlooking onto the road or into neighbouring properties. The panels would therefore serve a dual purpose in both enhancing the design interest of the structure and increasing road safety.
- 9.31 When considering the built setting and context, it should be noted that the maximum height of the main building (two storey), cold fire training building (four storey) LLFT (four storey) would be less than and comparable to those of the Highwood Mill Retirement apartments to the north east of the application site; the closest of which stand five storeys tall. The two taller structures proposed are located in positions that remain functional for their intended use, whilst being situated away from the other surrounding development. The proposed buildings can there be considered to be of a

suitable scale for their location.

- 9.32 The proposed Fire Station and associated facilities have the potential for impact upon the surrounding landscape and the visual amenity of surrounding residents and visitors. However, given the setting of the facility adjacent to residential buildings of a comparable scale and that the mitigative measures proposed, will provide screening of the site, it is not considered it would have an unacceptable impact on the visual amenity of the surrounding area or the wider landscape.
- 9.33 Other features proposed would be small in scale, with limited impact beyond the site. A condition is proposed requiring that details of any lighting to be installed are submitted for approval by the County Council prior to commencement.
- 9.34 A PROW (1634) runs north-south 170m to the west of the site, beyond the A24. Given the distance, the separation provided by the A24 and the presence of structures of a similar scale at Highwood Mill, it is not anticipated that the proposed facility would appear unduly prominent or visually intrusive when viewed from this direction or when observed within the context of the wider landscape.
- 9.35 The PROW to the north of the site (1633) runs through the Highwood Estate. Given the context of its setting, it is not considered that the proposed facility would appear out of context when observed from within the surrounding built landscape as a result of its complementary material finishes and location within a plot with a comparatively reduced elevation.
- 9.36 The proposed facility can therefore be considered to meet the design principles outlined within the HDPF with regard to its visual impact upon the surrounding landscape and visual receptors.

### ***Highway Capacity and Road Safety***

- 9.37 Vehicle movements to and from the site would be via The Boulevard at Highwood Mill retirement village and the connection point onto the A24 south bound slip road. The potential for the proposal to be detrimental to traffic and safety has been referred to in a number of public representations.
- 9.38 Fire tenders and other vehicle movements would use the northern access into and out of the site, but only fire tenders (including those with aerial ladder platforms) would leave and enter the site from the A24 slip road access. It is envisaged that vehicles leaving the Fire Station in the event of an emergency could use either access, with northbound vehicles likely to use the northern access. The proposed layout accordingly includes the provision of wig-wags (warning traffic lights) and high friction road surfacing, on public highway adjacent to both accesses, to indicate the need for drivers stop for blue light vehicles, should the need arise.
- 9.39 Outline planning permission DC/09/2138 was approved with the layout of the development designed to incorporate a fire station, and as such adequate road width, alignment and sight lines to cater for the proposed use have been accommodated. At that time, up to 90 two-way vehicle movements during peak hours were anticipated to be generated by the Fire Station. However,

this did not include the use of the site as a training centre.

- 9.40 The Transport Assessment (TA) submitted with the application states that it is expected that a total of 56 people could be on-site at any one time. This could result in up to 56 trips to and from the site during peak periods if all staff and visitors were using single occupancy vehicles. It is anticipated that not all users of the site will drive, and those that do, may car share. The applicant has confirmed that all full-time recruits to the site will arrive via minibus.
- 9.41 The submitted TA identifies that this volume of traffic generation is significantly less than those anticipated within the peak-time two-way movements as suggested within TA at the outline stage, and that the potential capacity impact has already been previously accepted in principle in approving the outline planning permission.
- 9.42 Further, the WSCC Highways have raised no concerns regarding the proposed vehicle movements to and from the site. Although it is identified that vehicles may have difficulty exiting the Highwood Estate onto the interchange during peak times, appropriate mitigation is also proposed. This includes the provision for sustainable transport methods including cycling and walking. The applicant has also identified the proximity of the site to the future bus route that will operate through the Highwood Estate, 250m north of the application site.
- 9.43 The design of the facility also incorporates 54 parking spaces, 10% of which would be electric vehicle charging points.
- 9.44 Although the access onto the A24 southbound slip road is a departure from normal highways standards, it is considered by WSCC Highways to be acceptable in principle, subject to the inclusion of the provision of the wig-wags and high friction road surfacing. A condition is proposed to ensure their provision before the site becomes operational.
- 9.45 The road serving the northern access to the site would be adopted by WSCC Highways via a Section 38 agreement, and double yellow lines would be introduced along the southern kerb to prevent parking along this access.
- 9.46 Overall, the development would not result in an unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be unacceptable. The development can therefore be considered to be in accord with paragraph 109 of the NPPF and to be acceptable in terms of its impact on the highway network.

### ***Residential Amenity***

- 9.47 The application site is located adjacent to a residential area to the north and east, with further development currently taking place to the south. It therefore has the potential to impact on residential amenity, particularly in terms of air quality and noise, which, as detailed above, have been referred to in the third-party representations that have been received.
- 9.48 The north-eastern boundary of the application site is, at its closest, approximately 15m from the residential properties at the Highwood Mill, with

other properties to the east located 32m away. The prevailing wind is from the south-west, so the properties most likely to be affected by impacts on air quality and noise are those within the Highwood Mill retirement village to the north east and the detached properties to the east.

- 9.49 Concerns relating to the proposed lighting and loss of privacy as a result of the proposal have also been raised by third party representatives.

#### *Air Quality*

- 9.50 As detailed above there have been third-party representations expressing concern about the impact on air quality and in particular the potential for the release of harmful particulates to air from diesel and petrol engines and fumes, and dust and particulates from training activities.
- 9.51 An Air Quality Assessment (AQA) has been submitted with the application which concludes that no part of the facility, or the facility as a whole, would result in an unacceptable level of emissions into the atmosphere. Additional comments on the Air Quality Cost Assessment are anticipated from Horsham District Council's Environmental Health Officer (EHO) (in accordance with the adopted Air Quality and Emissions Mitigation Guidance for Sussex (2020)), but it is not anticipated that this will alter their recommendation.
- 9.52 The development gives rise to concerns about the impacts on air quality because, whilst the design of the Highwood Estate took into account the use of the site as a fire station, this did not include a training facility.
- 9.53 There are two main identified sources of emissions; those from vehicle movements and those from training apparatus.
- 9.54 Whilst the level and type of vehicle movements is not directly addressed within the submitted AQA, the anticipated volume and type of vehicles accessing the site as proposed would not result in a significant increase in vehicle emissions beyond that anticipated at the outline stage. Furthermore, the use of sustainable transport will be encouraged to reduce vehicle related emissions. Therefore, it is unlikely that vehicle movements would contribute to a significant impact on public health as result of emissions.
- 9.55 Turning to emissions from training apparatus, the primary consideration is whether this has the potential to release particulates into the atmosphere. This has been assessed as part of the AQA as submitted with the application.
- 9.56 The proposed training facilities are identified in the assessment as a health concern, primarily as a result of emissions from the LFFT and the CFTT. Public representations have also voiced concern regarding the particulates generated from training activities within the drill yard, including dust generation from training exercises and the cutting of cars.
- 9.57 The CFTT would use vaporised water to simulate smoke. Therefore, any airborne emissions from this structure would be water-based. As such, it would not result in any harmful pollutants being emitted into the atmosphere. The EHO agrees with this assessment.
- 9.58 The LFTF would simulate a live fire environment through the combustion of

Orientated Strand Board (OSB), ply-board sheets, wooden pallets, hay or straw. It is envisaged that this facility will be in operation no more than 109 training days per year, and could host 8 sessions per day; however, it is anticipated that four sessions per day would normally take place.

- 9.59 The smoke generated from the fuel would be treated via an internal thermal oxidiser and exhausted from the two chimneys at the top of the training facility. The treatment process involves the heating of the smoke with natural gas and air to temperatures in excess of 850 degrees Celsius. This process removes odour from the smoke and would 'burn off' all combustible gases and particles to generate waste nitrogen oxides.
- 9.60 Negative pressure systems would be used to retain any fugitive smoke within the building. The height of the chimney stacks would also assist in dispersing any emissions from the LFTF into the atmosphere.
- 9.61 The AQA accordingly concludes that the overall impact the facility will have on air quality would be negligible, and that the overall impact 'not significant'. The EHO also agrees that with this assessment.
- 9.62 With regard to particulate emissions from training exercise on the ground, the dust generated from footfall would not be a hazard to public health.
- 9.63 The third-party representations have raised concerns that particulates may be generated from vehicle cutting exercises. It is understood that contemporary methods of vehicle disassembly involve hydraulic tools as opposed to sawing methods, and so the projection of fine particulates at high speed is not anticipated. Regardless, all exercises would be contained within the site, which benefits from a 3m tall acoustic fence and planting along the eastern and northern site boundaries. These obstacles would help minimise dust and particulate released from the site, should any be generated.
- 9.64 Accordingly, the EHO has advised that the development is not likely to result in significant emission of pollutants or particulates into the local environment that would have a material impact upon the health of nearby receptors.
- 9.65 In response to the EHO's request for electrical vehicle charging points, it should be noted that the proposal includes parking space provision with six spaces including charging points. Ensuring provision of these can be secured by condition.

#### *Noise*

- 9.66 The applicant has submitted a Noise Assessment with the application. The report identifies the primary sources of sound from site as including that relating to training activities, from fire engines, their pumps, hydraulic rescue equipment and vocal noise generated from instructors and trainees and also that from fixed plant.
- 9.67 Public representations have raised concerns about the level of noise generated from these sources, as well as that generated passively from plant and buildings within the site. Additional concerns include noise generated from fire appliances and their sirens as they leave the site.

- 9.68 The proposal includes measures to mitigate noise emissions from the site including the use of an acoustic fence along the eastern and northern boundaries of the drill yard, and the introduction of planting and landscaped areas along the eastern and northern boundaries.
- 9.69 The Noise Assessment sets out the results on the noise monitoring undertaken to establish background noise levels at the adjacent Highwood Mill retirement village and the dwellings to the north and east of the application site. The survey recorded average levels of 52dBA during the daytime across each of these receptors. These levels increased by 4dBA during the weekend as a result of increased activity on the A24.
- 9.70 The report identifies that, with the introduction of the sound mitigation measures, the operation of the facility during a typical training day, including the passive noise generated from infrastructure within the site, would result in average noise levels up to 51dBA close to the retirement village and 50dBA close to the residential properties to the east and south east. West Sussex Fire and Rescue Service has advised that a typical training day includes the use of road traffic collision equipment, breathing apparatus, appliance training, drills and the use of the live fire building and cold fire training tower. Predominately, training will be undertaken within standard working hours, however, recruits and existing staff need training in all conditions, including after daylight hours. In addition, because significant the majority of front-line firefighters comprises retained staff, training has by necessity to be undertaken outside normal working hours.
- 9.71 It may appear to be unusual that noise levels would fall as a result of the development, even when training activities being underway, but this is attributed to the construction of the new Fire Station and Training Facility being located on land between the adjacent receptors and the A24. The development is therefore anticipated to result in a drop in background noise levels.
- 9.72 The report identifies that noise levels from training activities including the noise from fire engines, their pumps, hydraulic rescue equipment and vocal noise generated from instructors and trainees is not likely to exceed background noise levels at the nearest noise sensitive receptors, and that the acoustic fencing to be provided along the eastern and northern boundaries of the drill yard would be effective in safeguarding the residential amenity of the neighbouring properties when training is being undertaken. Details to secure these attenuation measures, specifically with regard to the acoustic fencing, have been recommended by the EHO, and are included in the list of recommended conditions.
- 9.73 It should be noted the noise from training activities in particular has been raised by objectors to the application and there is a concern about training activities extending into the evening and night-time. The EHO has similarly expressed concern about noise disturbance from evening and night-time training activities and that this may require some mitigation. This presents some difficulty in that West Sussex Fire and Rescue Service need to retain the ability to undertake training without interfering with operational activities in dealing with emergencies as and when these occur and the availability of firefighters, a significant proportion of whom, as detailed above, are retained

staff.

- 9.74 West Sussex Fire and Rescue Service has advised that noisier training operations (such as vehicle cutting etc.) will be restricted to daytime hours as far as possible and that in order to minimise the noise impact of the development on residential amenity and the local area after 6.00pm, a condition is proposed to limit the operations of external training exercises to 10.00pm. It has also confirmed that, the use of sirens on emergency vehicles will, as a general rule, not be used in close proximity to site.
- 9.75 It is the case that there is a balance to dealing with this issue, with, on the one hand a degree of flexibility required by West Sussex Fire and Rescue Service in order to fit in with the operational requirements of an emergency service, and on the other protection of the amenity of the occupiers of the neighbouring residential properties. This is quite a difficult balance to deal with through conditions, without either placing undue restrictions on West Sussex Fire and Rescue Service or allowing a level of activities that would cause undue disturbance to local residents. It is therefore proposed to include a condition allowing external training activities to continue up to 10.00pm but also requiring the submission of a noise management plan which must detail how noise from such activities will be managed so as not to cause undue disturbance to neighbours. West Sussex Fire and Rescue have advised that, as a general rule, training would cease by no later than 9.30pm but may occasionally over-run or extend beyond this. This plan must include details of how noise from training activities will be minimised and managed, how complaints will be handled and include provision for review. The expectation is that late night training would be kept to minimum, whilst not completely ruling out the need for training activities to occasionally extend into the late evening.
- 9.76 The Noise Assessment additionally identifies that there would be noise emissions from the mechanical and electrical plant to be included in the new buildings. This also has the potential to cause noise disturbance to neighbouring residential occupiers, although this can be controlled through effective noise mitigation by way of acoustic insulation or attenuation. Whilst it is anticipated that the plant would not give rise to an unacceptable level of noise, the assessment states that the plant specification for the LFTF is not yet known, and accordingly makes the assumption that sound power level (i.e. the level of noise emissions) would not exceed 70dB at source. The assessment recommends and assumes that plant will, if required, be fitted with an appropriate level of acoustic insulation. On the assumption that this is the case it confirms that the operational plant would not give rise to an unacceptable impact on the residential amenity with noise levels of the nearest noise sensitive receptors that would be no higher than or below background levels.
- 9.77 As set out above the HDC EHO has recommended a condition to secure an acoustic impact assessment prior to the operation of any internally and externally located plant on site to ensure the rating level of noise emitted from the proposed building services plant is 5 dBA less than background. However, such condition would not comply with the six tests required by the PPG on Use of Planning Conditions, as it would not be reasonable to impose a condition requiring a further assessment to demonstrate that installed plant



would not exceed to the noise limit set in the condition prior to its coming into use. Instead, a variation of such a condition would be acceptable requiring that the details of the plant and acoustic attenuation are submitted for approval, and that the cumulative noise emissions from the plant when operational alongside training activities do not exceed the noise limit set in the condition and that a verification report must be submitted to demonstrate that this is the case. The requested details should be submitted to demonstrate compliance with BS4142:2014 – Methods for rating and assessing industrial and commercial sound.

- 9.78 It should also be noted that to require noise emissions not to exceed a level of 5 dBA less than background could not be justified as this is effectively requiring noise levels to be lower than the existing noise levels. However, it would not be unreasonable to require mitigation to the extent that noise levels are reduced to a level no observed adverse effect (what is termed NOEAL), i.e. to background noise levels, and accordingly is proposed the limited is set out background. The EHO has confirmed that this is acceptable.
- 9.79 Although concerns have been raised about potential impacts during the construction period, they would be temporary and it is considered these can be addressed through the imposition of conditions restricting the hours of construction.
- 9.80 It is not considered that the increase in vehicle movements would result in a significant impact on either air quality or noise for residential properties, particularly as traffic would be routed south to avoid the main residential areas.
- 9.81 Therefore, it is concluded that while the site would emit both noise and particulates to air, all levels of emissions the site can with, the implementation of the conditions proposed, operate with without giving rise to any unacceptable impacts on residential amenity as a result of emissions to air and noise.

### ***Impact on local environment***

- 9.82 As the site area exceeds 1ha, a Flood Risk Assessment (FRA) has been submitted as part of the application. This assessment concludes that the proposal would not increase flood risk at the site or to neighbouring properties. Following the submission of additional information (attenuation tank volume calculations), the WSCC Drainage Officer has advised that the findings of the FRA are acceptable. A Drainage Verification Report will be required for submission and approval by the Local Planning Authority prior to the occupation of the facility.
- 9.83 Protected species have been recorded at the site; namely Great Crested Newts. Habitat surveys have since been undertaken and submitted as part of this application. The proposal includes the provision of two ponds within the north eastern and south eastern parts of the site; the latter of which was granted permission as part of the discharge of conditions for the wider ecology landscaping as per Condition 13 of DC/09/2138 (LPA ref: DISC/20/0038, approved March 2020). The provision of additional planting would also further mitigate any impact upon protected species.

- 9.84 The WSCC Ecology Officer has confirmed that the proposed development would not result in an unacceptable impact upon the ecology of the site and surrounding area.
- 9.85 The proposal includes the removal of two trees from the site in order to accommodate for the development. An arboricultural Assessment was submitted as part of the application, which categorises these trees a Category U (trees of low quality, with a useful remaining amenity value of less than ten years). The WSCC Tree Officer has raised no objection to the proposed works, subject to a suitably worded condition being attached to secure a detailed landscaping scheme prior to occupation. This should also satisfy comments raised by the HDC Landscape Officer in securing a management and maintenance plan and include provision of hedgerow planting along fencing where possible.
- 9.86 Given the sensitive nature of the site in relation to surrounding residential areas and the need for a development to demonstrate a net-gain in ecology, the a condition to secure the details of hard and soft landscaping, including planting and boundary treatment, prior to the occupation of the development is attached subject to approval.
- 9.87 Therefore, subject to the conditions proposed, the proposed development would not result in an unacceptable level of harm to the existing ecology at the site or surrounding area.

## 10 Overall Conclusion and Recommendation

- 10.1 The proposal is for the development Fire Station and Training Facility on land to the west of the Highwood Estate; the principle of which was established by the Masterplan and the outline planning permission (Ref. DC/09/2138). Both the need for the development and the location accord with planning policy.
- 10.2 The new buildings have been designed to tie in with the architectural characteristics of the adjacent Highwood Estate. Although the largest building on the site, the LFTF, would appear visually distinctive when viewed from the A24 to the west, it is intended to be consistent with and reinforce the existing local character of the area. Further, additional landscaping around the site, namely to the north and eastern boundaries, would help assimilate the site into the surrounding residential environment.
- 10.3 The applicant has demonstrated that the proposed use of the site would not result in an unacceptable level of harm to the amenities of surrounding residents by way of noise or other emissions, and that the proposed facility would not result in an intensification to the local road network beyond that originally envisioned within the outline approval.
- 10.4 The proposal has the potential to give rise to some negative impact upon the amenity of residents during training exercises and call-outs, in particular those in close proximity to the site. However, these impacts would largely be mitigated by way of securing a detailed and thorough landscaping scheme and through the controlling of hours of use of the site for mandatory training exercises.

- 10.5 Given the identified need for the facility, the suitability of the site in relation to the road network, and the acceptability of the site in principle, it is considered that, on balance and subject to conditions, the development is acceptable.
- 10.6 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.
- 10.7 It is **recommended**, therefore, that planning permission be granted subject to the conditions and informatives set out in Appendix 1.

## **Factors Taken Into Account**

### **11 Consultations**

- 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:** Edward Anderson, Assistant Planner, 0330 222 8879

**Appendices**

Appendix 1 – Conditions

Appendix 2 – Site Location Plan and Application Site

Appendix 3 – Existing Site

Appendix 4 – Elevation Plans

- a) Main Building
- b) LFTF (Live Fire Training Facility)
- c) BA (Breathing Apparatus) Facility
- d) CSTT (Cold Smoke Training Tower)
- e) Garages
- f) Ancillary Structures

Appendix 5 – Highway Site Layout

Appendix 6 – Landscaping Plan

**Background papers**

See Section 6.

## **Appendix 1: Conditions and Informatives**

### **GENERAL CONDITIONS**

#### **Commencement**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason: To comply with Section 91 of the Town and Country Planning Act 1990*

#### **Approved Plans**

2. The development shall not take place other than in accordance with the approved plans:
  - Air Quality Assessment (Received October 2020)
  - Arboricultural Impact Assessment and Method Statement (Received October 2020)
  - Ecological Mitigation Strategy (Received October 2020)
  - Ecological Survey: Great Crested Newts (Received January 2021)
  - Ecological Survey: Reptile Survey Report (Received January 2021)
  - Elevations Plan: Live Fire Training Facility (Ref. HBC-HNW-FT-ZZ-DR-A-2301. Rev. P9. Received December 2020)
  - Elevations Plan: Fire Station and Training Centre (Ref. HBC-HNW-FS-ZZ-DR-A-2310. Received October 2020)
  - Elevations Plan: Cold Fire Training Tower (Ref. HBC-HNW-TT-ZZ-DR-A-2200. Rev. P6. Received October 2020)
  - Elevations/Sections Plan: Garages (Ref. HBC-HNW-GS-ZZ-DR-A-2200. Rev. P7. Received October 2020)
  - Elevations/Plans: Site Buildings (Ref. HBC-HNW-XX-ZZ-DR-A-3275. Rev. P5. And Ref. HBC-HNW-XX-ZZ-DR-A-3276. Rev. P5. Received October 2020)
  - Energy Strategy (Received October 2020)
  - Existing Site Plan (Received October 2020)
  - External Lighting Report (Received October 2020)
  - Floor Plan: Fire Station and Training Centre (Ref. HBC-HNW-FS-ZZ-DR-A-2200. Received October 2020)
  - Floor Plans: Live Fire Training Facility (Ref. HBC-HNW-FT-ZZ-DR-A-2200. Rev. P8. Received December 2020)
  - Highways Technical Note (Received December 2020)
  - Landscape Proposal (Ref. HBC-TFC-XX-XX-DR-L-1001. Received January 2020)
  - Landscape and Visual Impact Assessment (Received October 2020)
  - Noise Assessment (Received October 2020)

- Proposed Ground Floor Plan (Ref. 18038-HNW-SH-ZZ-DR-A-2200. Received 25<sup>th</sup> of February 2019)
- Proposed Site Layout- Highways (Ref. 19-233/001. Rev. H. Received December 2020)
- Planning Statement (Received October 2020)
- Stage 1 Road Safety Audit (Received October 2020)
- Site Investigation and Risk Assessment Report (Received October 2020)
- Site Investigation Desk Study (Plans 1-5, received October 2020)
- Site Location Plan (Ref. HBC-HNW-ZZ-ZZ-DR-A-1110. Rev. P5. Received October 2020)
- Supporting Statement: Savills update and Amendment Letter (Received December 2020)
- Transport Assessment (1-6, Received October 2020)

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

*Reason: to secure a satisfactory development.*

### **Schedule of Approved Materials**

3. The proposed development shall be constructed in accordance with the external materials proposed within the approved Planning Statement and Elevation Plans.

*Reason: To ensure a satisfactory development*

### **Ecological Mitigation Strategy**

4. The approved Ecological Mitigation Strategy shall be implemented in full, in conjunction with, and in accordance with the timescale for implementation of the approved hard and soft landscaping scheme set out in Condition No. 10, i.e. with all planting carried out and completed by the end of the first planting season (November – March) following the commencement of the development. Habitat maintenance and management shall be conducted for a period of five years following the completion of the proposed development.

*Reason: To safeguard and enhance the amenity and character of the area, to provide ecological, environmental and biodiversity benefits and maximise the quality of open space within the development and to enhance its setting within the immediate locality.*

### **PRIOR TO THE COMMENCEMENT OF DEVELOPMENT**

#### **Construction and Environmental Management Plan (CEMP)**

5. The development hereby approved shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and

approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

1. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
2. A description of management responsibilities including complaint recording and management;
3. A description of the construction programme which identifies activities likely to cause high levels of noise or dust;
4. Site working hours and a named person for residents to contact;
5. Detailed Site logistics arrangements;
6. Details regarding parking, deliveries, and storage;
7. Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptors together with arrangements for ongoing continuous monitoring of construction noise impacts against suitable noise targets in accordance with BS5228 Code of Practice for Noise and Vibration control and provision of monitoring results to the Local Planning Authority;
8. Details of hours of work, site delivery hours and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
9. Communication procedures with the LBL and local community regarding key construction issues – newsletters, fliers etc.

The construction shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the related phase.

*Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).*

### **Construction Management Plan**

6. No development shall take place, including any works of demolition, 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,
  1. the anticipated number, frequency and types of vehicles used during construction,
  2. the method of access and routing of vehicles during construction,
  3. the parking of vehicles by site operatives and visitors,
  4. the loading and unloading of plant, materials and waste,
  5. the storage of plant and materials used in construction of the development,

6. the erection and maintenance of security hoarding,
7. 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),
8. details of public engagement both prior to and during construction works.

*Reason: In the interests of highway safety and the amenities of the area.*

### **Fencing Scheme**

7. Prior to the commencement of development, details of fencing around the application site, including acoustic fencing, shall be submitted in writing to the County Planning Authority for approval. The approved details shall thereafter be implemented in full 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 to provide noise mitigation to protect the living conditions of local residents.*

### **PRIOR TO OCCUPATION/USE OF SITE**

#### **Phasing of Development**

8. The development hereby approved shall not come into use until the alterations to the public highway, including the installation of the warning traffic lights, high friction road surfacing and road markings, as shown in principle on Proposed Site Layout- Access Plan, Ref. 19-233/001. Rev. H (Received December 2020), have been installed and are fully operational. They shall thereafter be maintained in a fully operational condition.

*Reason: To ensure alterations to the public highway are satisfactory before any use commences.*

#### **Surface Water Drainage Details**

9. No building is to be occupied until a Verification Report pertaining to the surface water drainage system, completed by a Chartered Engineer, has been submitted to the County Planning Authority which demonstrates the suitable operation of the drainage system such that flood risk is appropriately managed, as approved by the Lead Local Flood Authority. The Report shall contain information and evidence (including photographs) of earthworks; details and locations of inlets, outlets and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as built drawings; and topographical survey of 'as constructed' features

*Reason: To ensure that the development does not result in an increase in flooding off site.*

#### **Landscaping Scheme**

10. No part of the development hereby approved shall be occupied until a



detailed hard and soft landscaping scheme has been submitted to, and approved in advance in writing by, the County Planning Authority. Details shall include:

1. A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
2. Location, type and materials to be used for hard landscaping, including specifications, where applicable for:
  - a) Permeable paving
  - b) Tree pit design
  - c) Underground modular systems
  - d) Sustainable urban drainage integration
  - e) Use within tree Root Protection Areas (RPAs)
3. A schedule detailing sizes and numbers / densities of all proposed trees / plants / seeding and any soil amelioration/improvement;
4. Specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
5. Types and dimensions of all boundary treatments;
6. A written five-year maintenance programme.

The approved scheme shall be implemented in full with all planting carried out and completed by the end of the first planting season (November – March) following the commencement of the development. Any seeding which fails, plants which die, are removed or become seriously damaged or diseased within the first five years shall be replaced in the next planting season in accordance with the approved details.

*Reason: To safeguard and enhance the amenity and character of the area and maximise the quality of open space within the development and to enhance its setting within the immediate locality.*

### **Tree Protection**

11. There shall be no excavation or raising or lowering of levels within the prescribe Root Protection Area of retrained trees within and around the siteAll works within the Root Protection Area of any trees around the site must be conducted in accordance with BS5837:2012 (trees in relation to design, demolition and construction).

*Reason: To protect existing trees and shrubs in the interests of the visual amenity and landscape of the locality.*

### **Access**

12. The development hereby approved shall not come into use until such time as the vehicular accesses onto Highwood Mill and the A24 southbound slip road serving the development has been constructed in accordance with the details indicatively shown on the drawing titled Proposed Site Layout and numbered 19-233/001 Rev H.

*Reason: In the interests of road safety.*

### **Car Parking**

13. The development hereby approved shall not come into use until the car parking has been constructed in accordance with the approved site plan, including the provision of a minimum of three electric vehicle charging points. These spaces and the electric vehicle charging points shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

### **Building Services and Plant Noise**

14. Prior to the installation of any building services plant or other fixed plant, details of all fixed internally and externally located plant and any associated built in acoustic attenuation has been submitted to and approved in writing by the local planning authority.

The installed fixed plant shall include attenuation measures to ensure the cumulative rating level (as defined in BS4142:2014) of noise emitted from the proposed building services plant shall not exceed background noise levels at any of the nearest noise sensitive receptors (R1-R5 In Figure 11 and Table 8 of the Fire Station & Training Centre Noise Assessment – Report Reference PC-19-0267-RP5-Rev C).

Prior to first operational use of the site a verification report shall be submitted to demonstrate that the rating level of noise emitted from the proposed building services plant does not exceed background noise levels at any of the nearest noise sensitive receptors.

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

### **Noise Management Plan**

15. Prior to the coming into operation of the site, a noise management plan shall be submitted to and approved in writing by the Local Planning Authority.

The noise management plan shall detail measures to be taken to ensure that external training activities on the site do not give rise to any undue disturbance to any neighbouring residential properties and shall including detail of the training to be undertaken, the hours of training, the measures proposed to minimize noise, details of a complaints procedure and how this will be handled, and provision for review of the strategy and further mitigation in the event of changes to the training to be undertaken or complaints received.

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

### **Exterior Lighting**

16. Prior to occupation a lighting scheme must be submitted for the approval of the Local Planning Authority in accordance with the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light. The scheme must be designed by a suitably qualified person in accordance with the recommendations for environmental zone E2 in the ILP document "Guidance Notes for the Reduction of Obtrusive Light GN01:2020.

Before commencement of operation of the approved lighting scheme the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E2 in the ILP document "Guidance Notes for the Reduction of Obtrusive Light GN01:2020.

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

## **OPPEARIONAL CONDITIONS**

### **External Training Hours**

17. No external training shall take place after 22:00.

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

## **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 presumption in favour of sustainable development.

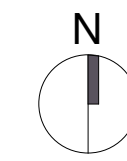
- b) The granting of any planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received. For further information please contact Arun District Council Environmental Health Department. The developer should at all time employ best practical means to minimise noise disturbance to nearby residents. All construction work practises should comply with B.S. 5228 1:2009 `Code of practice for noise and vibration control on construction and open sites'.

## Agenda Item 5

- c) With regard to condition 7, the applicant's attention is drawn to British Standards in relation to Trees:
- 1) BS3882:2015 Specification for topsoil;
  - 2) BS3936-1:1992 Nursery Stock – part 1: specification for trees and shrubs;
  - 3) BS3998:2010 Tree work – recommendations;
  - 4) BS4428:1989 Code of practice for general landscaping operations (excluding hard surfaces);
  - 5) BS4043:1989 recommendations for transplanting root-balled trees
  - 6) BS5837:2012 Trees in relation to demolition, design and construction – recommendations, and;
  - 7) BS7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
- D) Should the applicant require connection to the public sewer, an application to Southern Water is required. The applicant's attention is drawn to: [developerservices.southernwater.co.uk](http://developerservices.southernwater.co.uk). New Connections Services Charging Arrangements documents are available via the following link: [southernwater.co.uk/developing-building/connection-charging-arrangements](http://southernwater.co.uk/developing-building/connection-charging-arrangements).

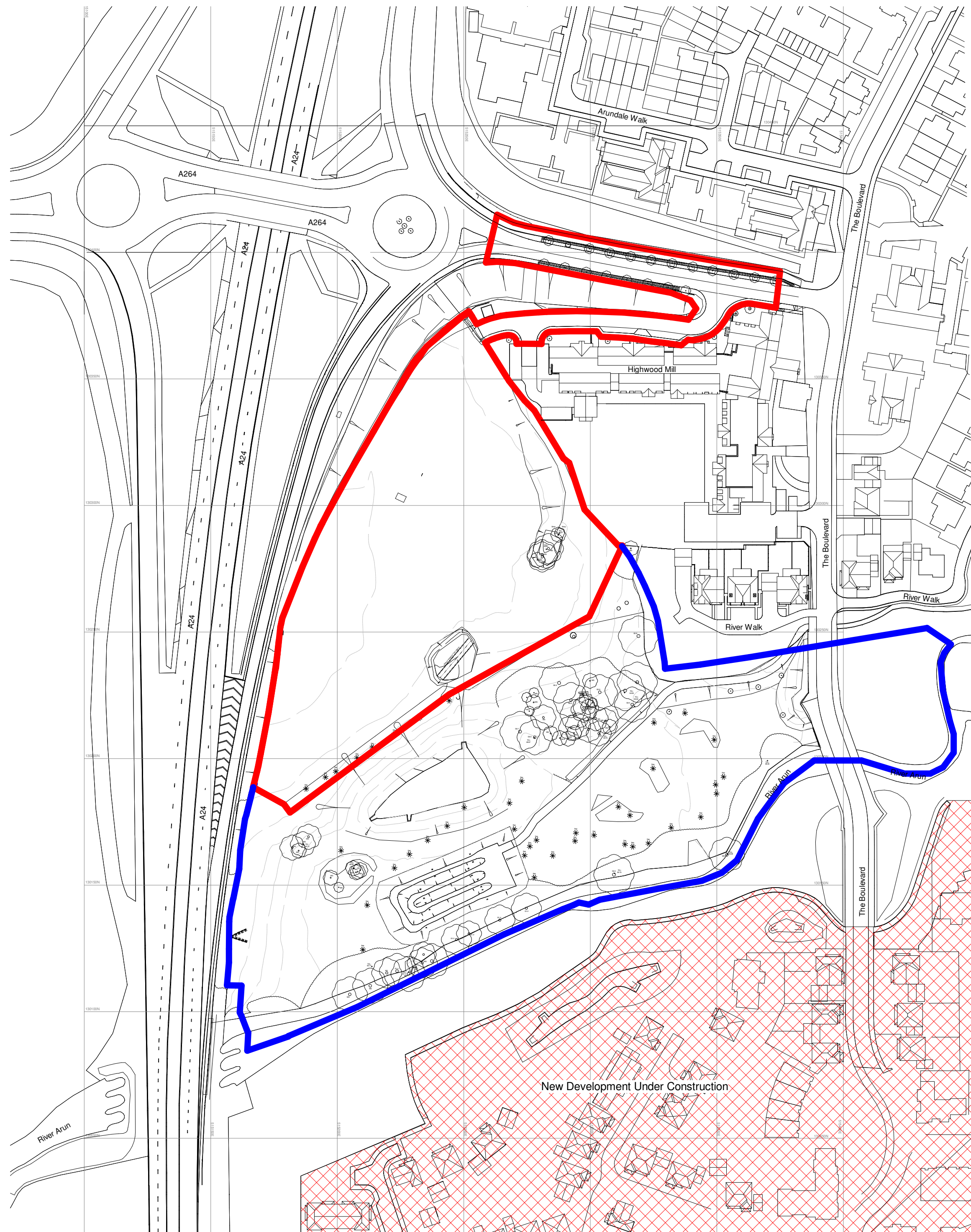


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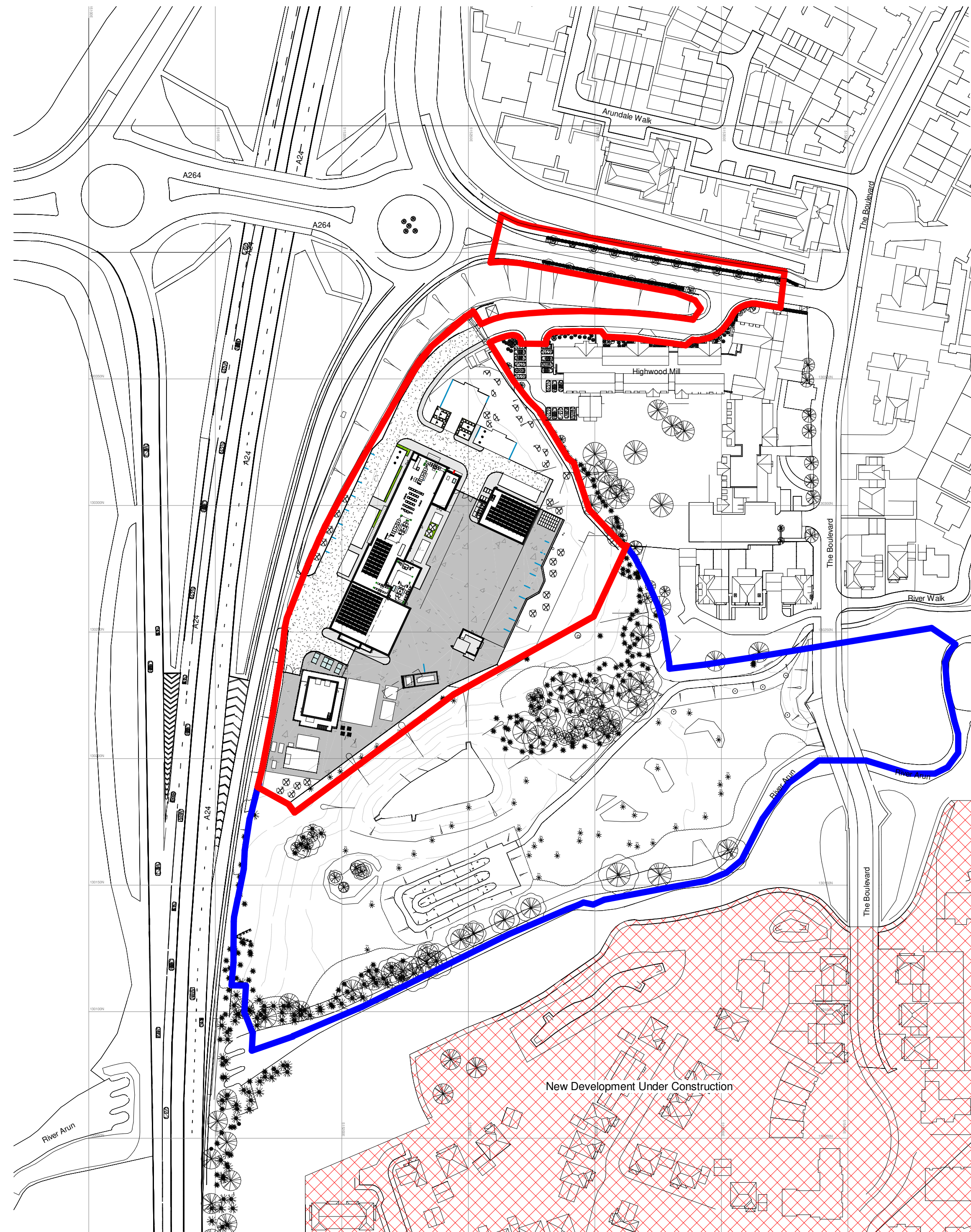


Rev	Amendments	By	Chkd	Date
P5	PLANNING	DH	MCZ	22/09/2020

Key:  
 Application Site Boundary  
 Land under ownership of West Sussex County Council

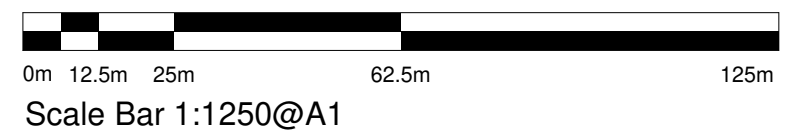


**Site Location Plan - Existing**  
 1 : 1250



**Site Location Plan - Proposed**  
 1 : 1250

**Note:**  
 Drawing is based on survey drawing by: Greenhatch  
 Ref: H0045\_T dated: 17.04.2018



Project  
 Willmott Dixon  
 Horsham Fire Station and Training Centre

Drawn by: TJ  
 Checked by: MB  
 HNW Project No.: 19038  
 Date Created: JAN 2020

Scale: A1 - As indicated

Drawing Title: Site Location Plan

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Drawing status: Planning  
 Revision: P5

Drawing Name: HBC-HNW-ZZ-ZZ-DR-A-1110

61 North Street, Chichester, West Sussex, PO19 1NB







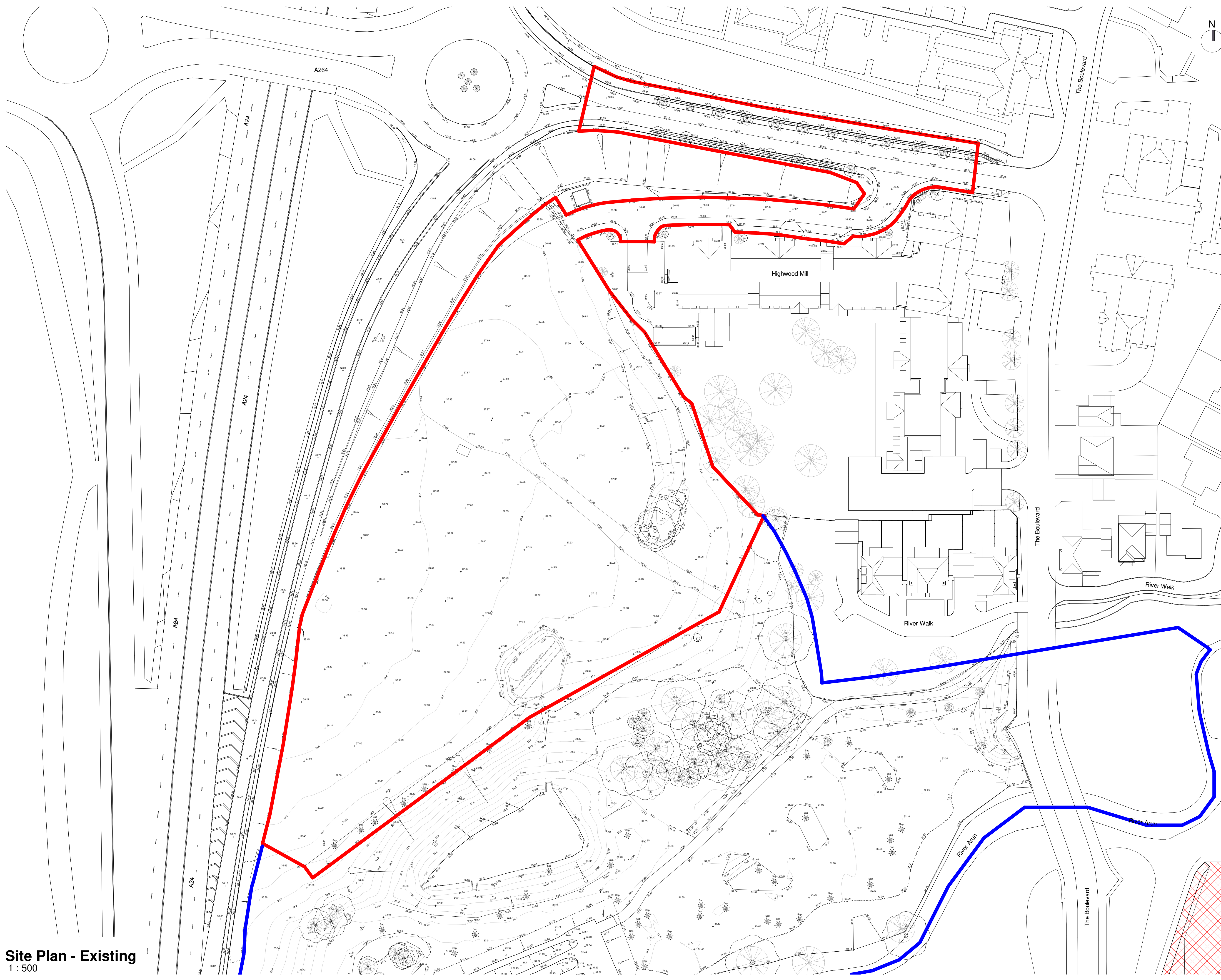
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Rev	Amendments	By	Chkd	Date
P4	PLANNING	DH	MCZ	22/09/2020

Key:  
 Application Site Boundary  
 Land under ownership of West Sussex County Council



**Note:**  
 Drawing is based on survey drawing by: Greenhatch  
 R#40045\_T dated: 17.04.2018



Project			
Willmott Dixon Horsham Fire Station and Training Centre			
Drawn by	Checked by	HNW Project No.	Date Created
TJ	MB	19038	FEB 2020
Scale			
A1- 1 : 500			
Drawing Title			
Existing Site Plan			
Drawing status		Revision	
Planning		P4	
Drawing Name			
HBC-HNW-ZZ-ZZ-DR-A-1100			
61 North Street, Chichester, West Sussex, PO19 1NB			



**Site Plan - Existing**  
 1 : 500

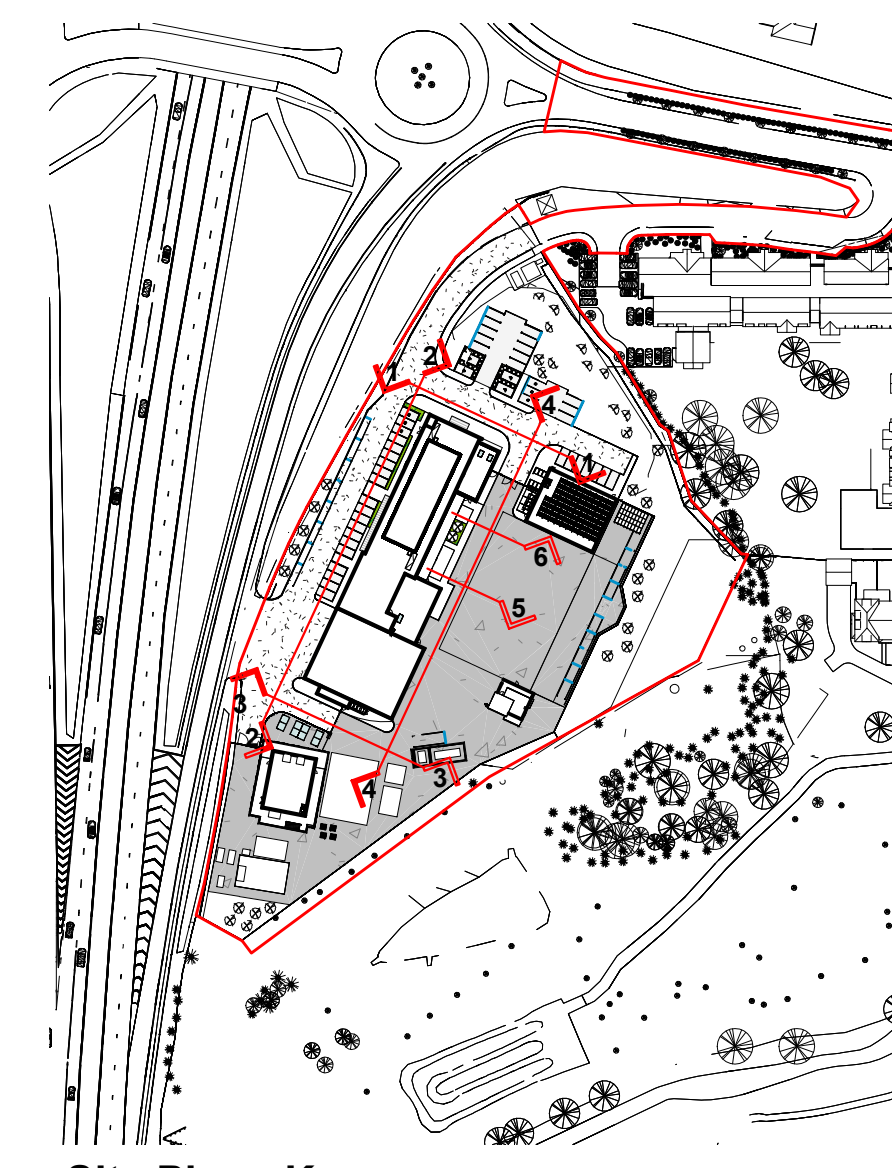
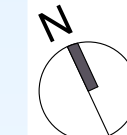


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Rev	Amendments	By	Chkd	Date
P7	PLANNING	TJ	MB	08/10/2020



Site Plan - Key  
1:2000

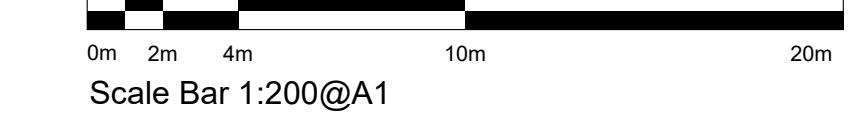
Material Schedule	
Tag	Material
1	Brick - Buff
2	Eurobond - Dark Grey
3	Glass Door
4	Curtain Walling
5	Glazed Coloured Panel
6	Metal Door
7	Window
8	Louvre
9	Up and Over Appliance Door
10	Appliance Bay Canopy
12	Steel Frame
13	CAT Ladder
14	Canopy
22	PPC Aluminium Panels - Gold/Bronze
24	Safety Rail
26	Louvered Door
27	Brick - Textured Buff
28	Brick - Dark Grey

**Note:**  
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**Note:**  
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Scale Bar 1:200@A1

Project  
Willmott Dixon  
Horsham Fire Station and Training Centre

Drawn by	Checked by	HNW Project No.	Date Created
TJ	MB	19038	DEC 19

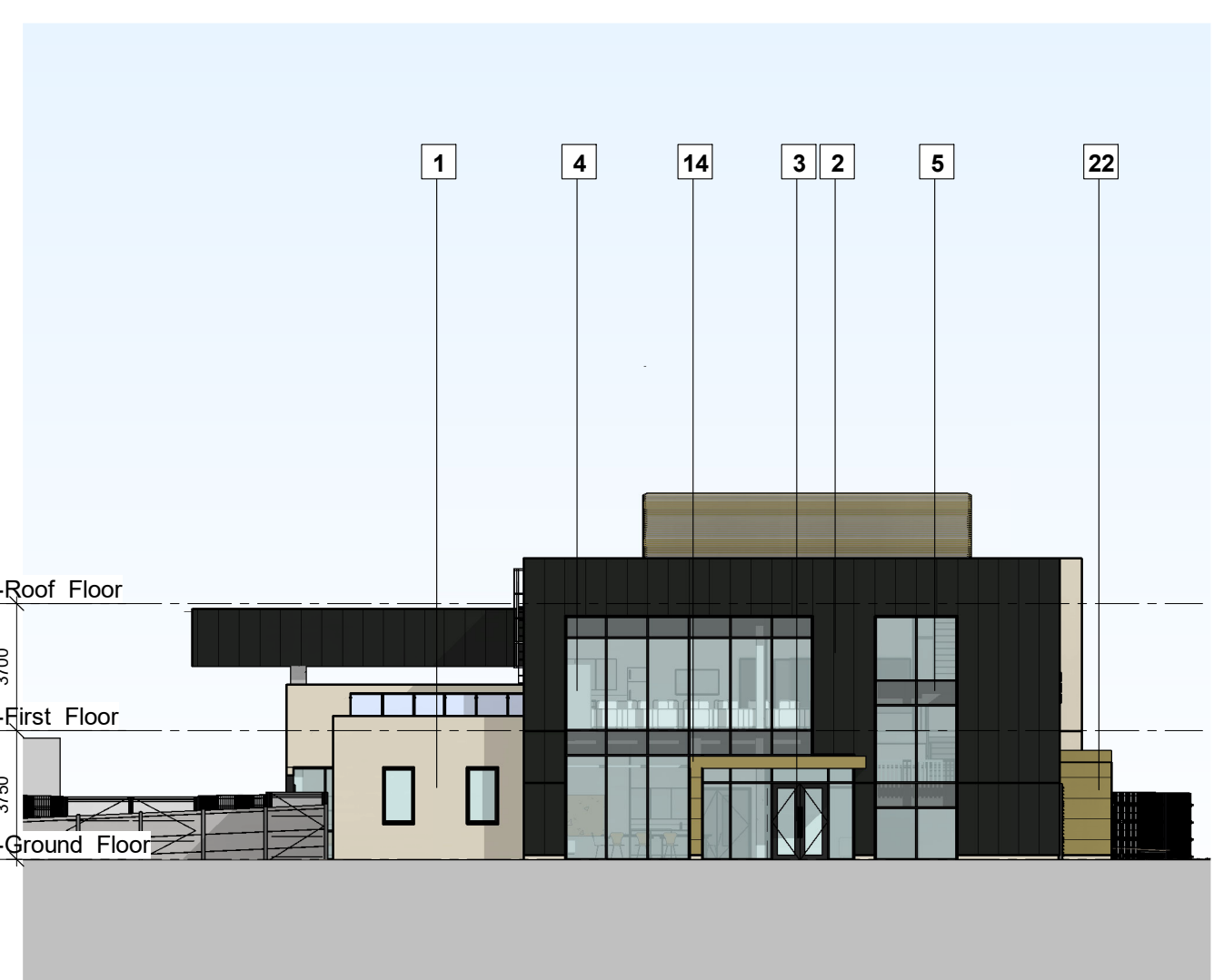
Scale  
A1- As indicated

Drawing Title  
Fire Station and Training Centre - Building Elevations

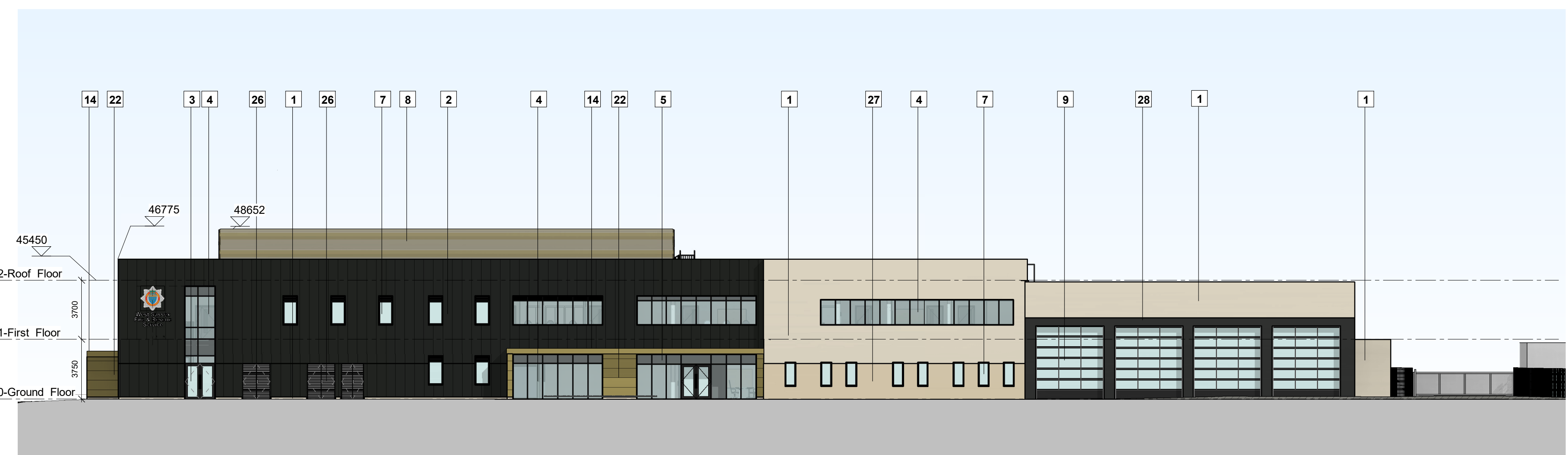
Drawing status	Revision
Preliminary	P7

Drawing Name  
HBC-HNW-FS-ZZ-DR-A-2310

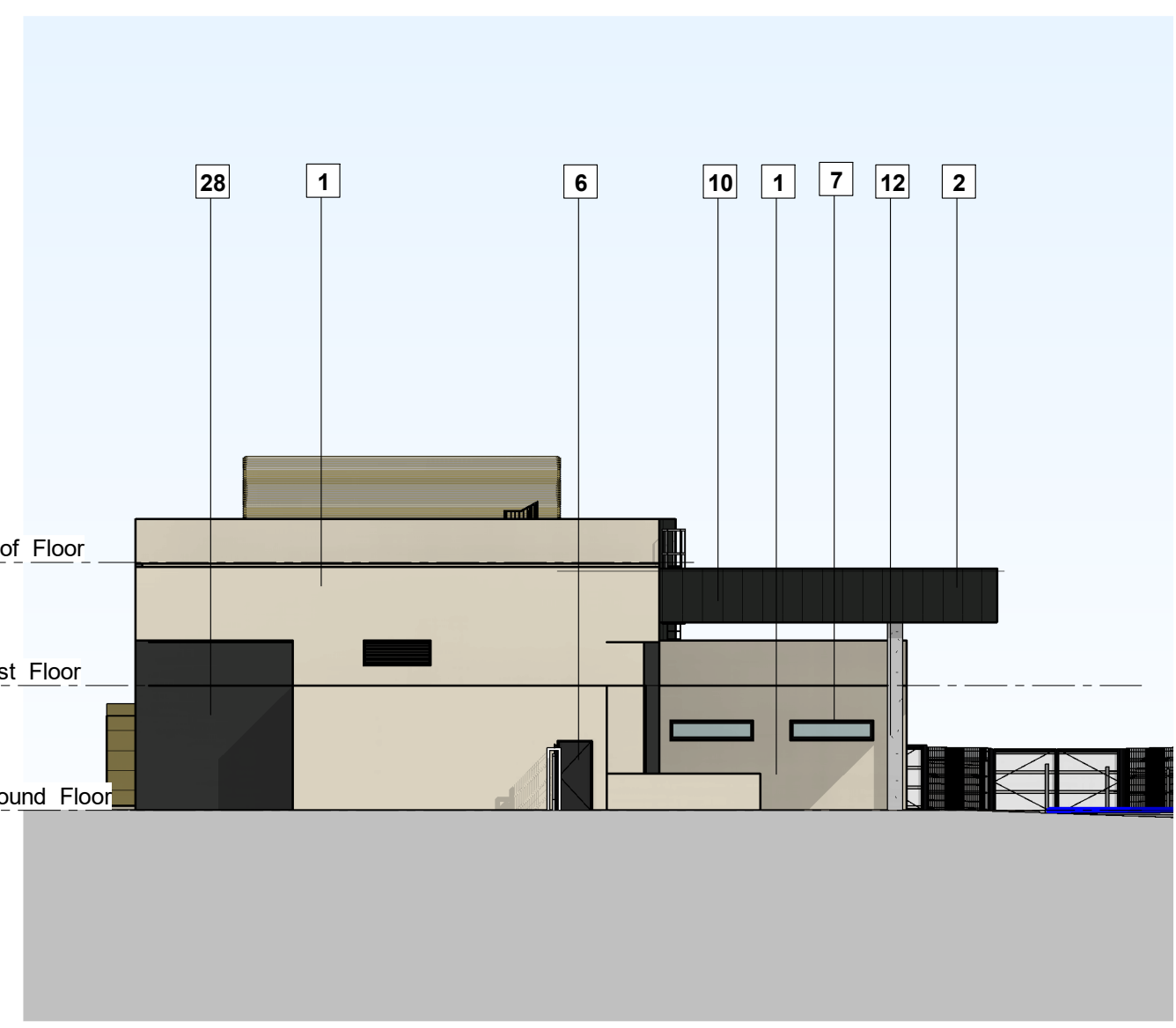
61 North Street, Chichester, West Sussex, PO19 1NB



1 Elevation North  
1:200



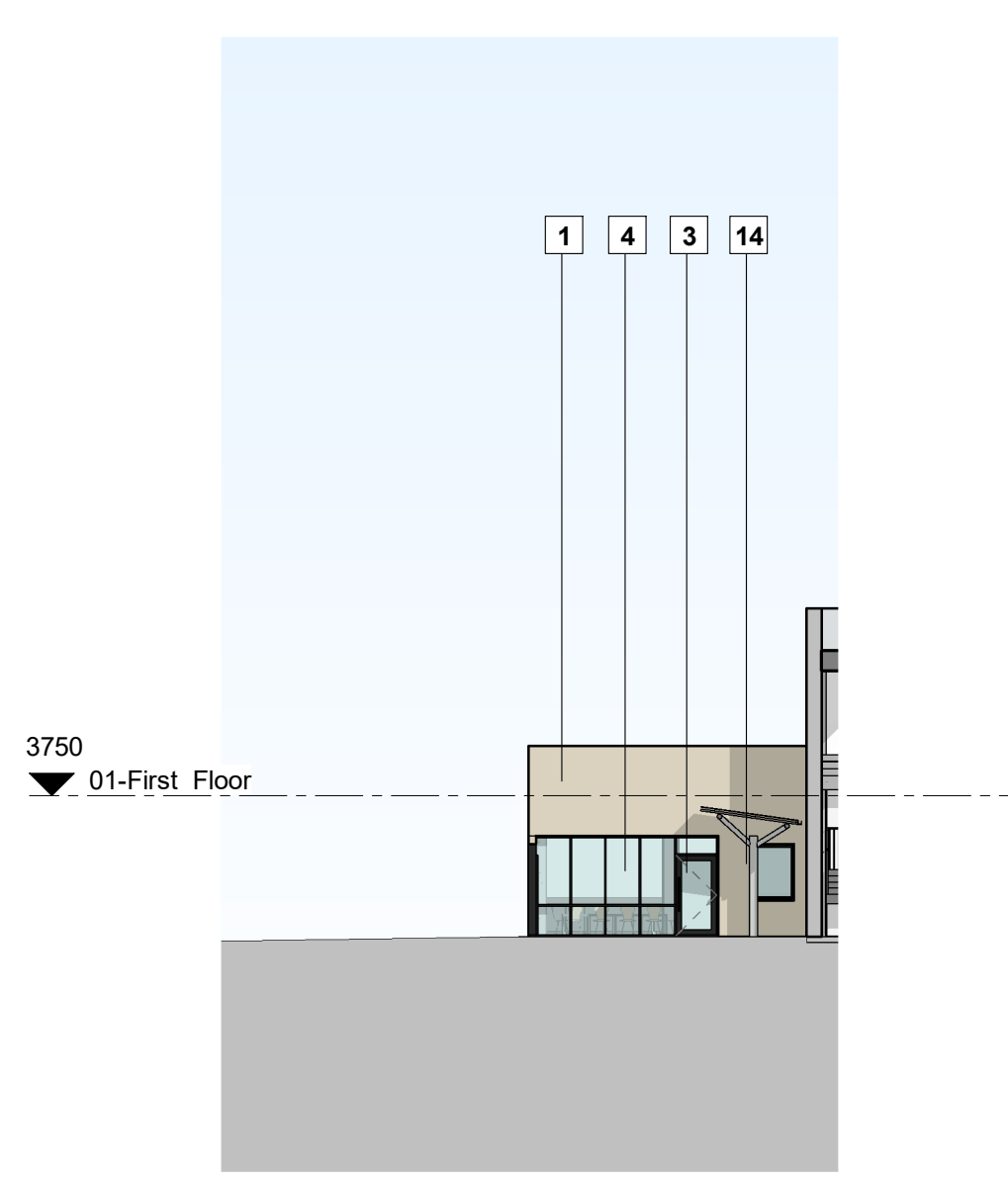
2 Elevation West  
1:200



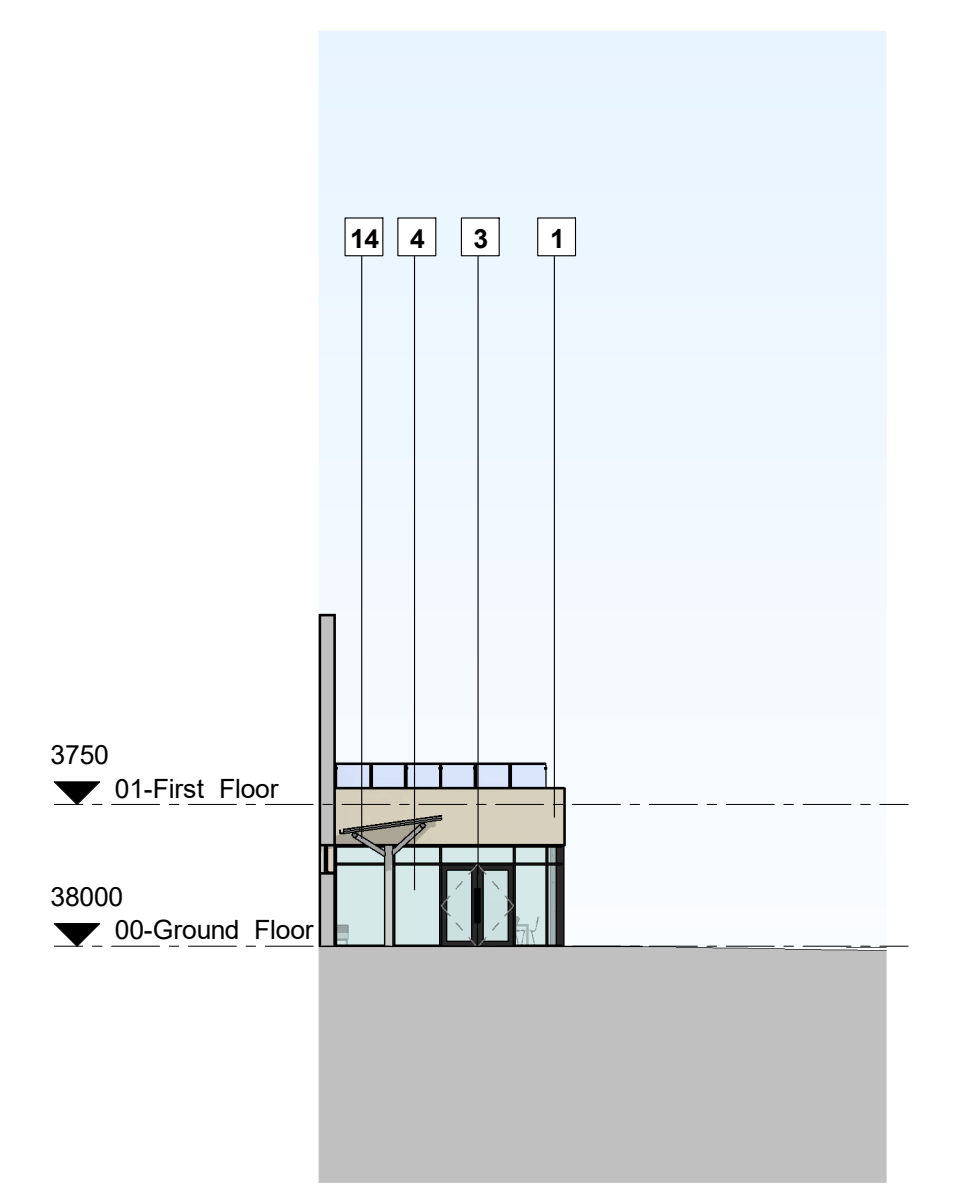
3 Elevation South  
1:200



4 Elevation East  
1:200



5 Elevation - Quiet Room  
1:200

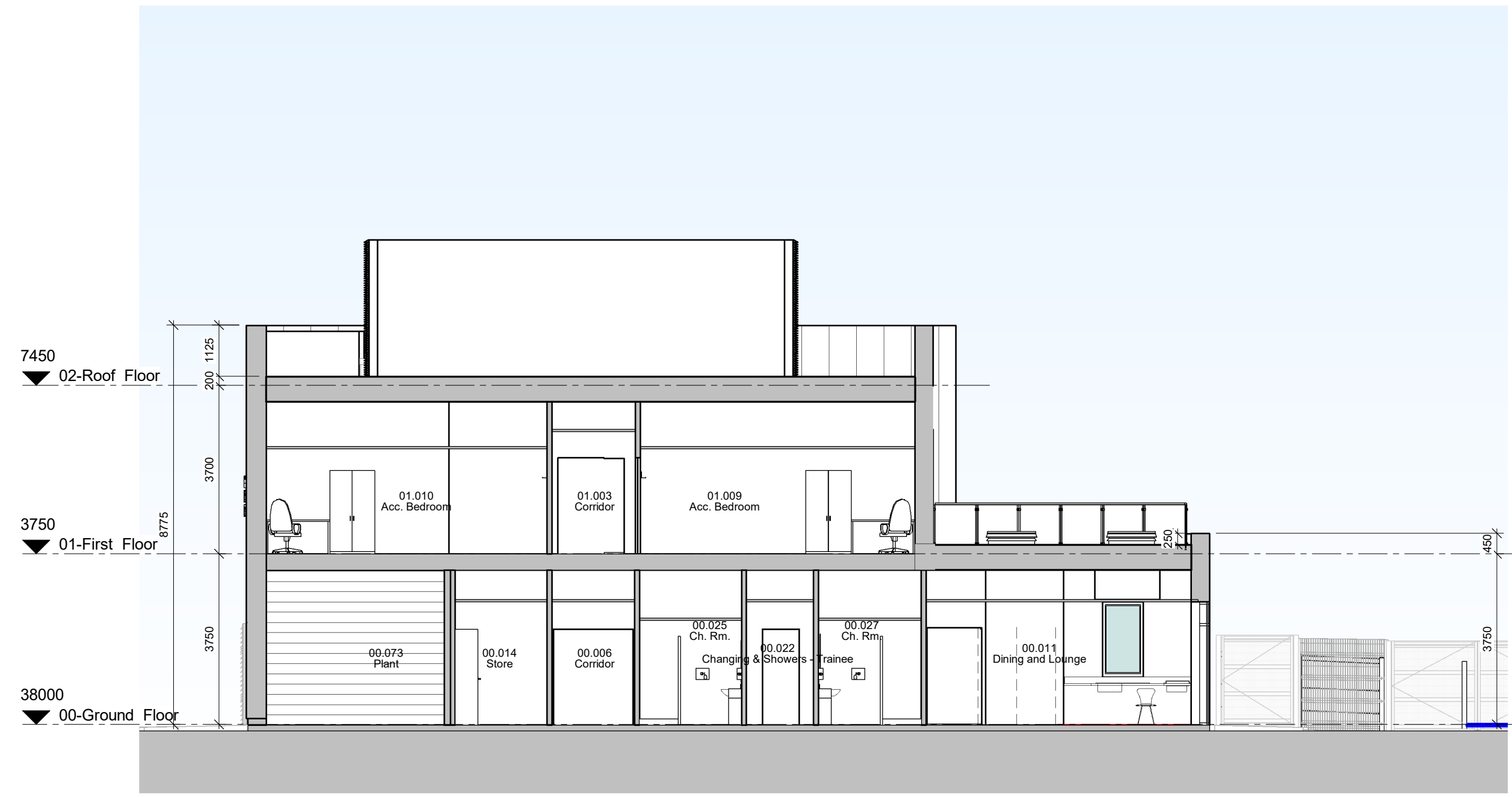


6 Elevation - Restaurant  
1:200

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Rev	Amendments	By	Chkd	Date
P1	Draft Issue	TJ	MB	12/12/2019
P2	Stage 2 Concept Design Issue	TJ	MB	20/12/2019
P3	DRAFT PLANNING	TJ	MB	31/03/2020
P4	DRAFT PLANNING	DH	MCZ	26/05/2020
P5	DRAFT PLANNING	DH	MCZ	22/09/2020
P6	PLANNING	TJ	MB	08/10/2020

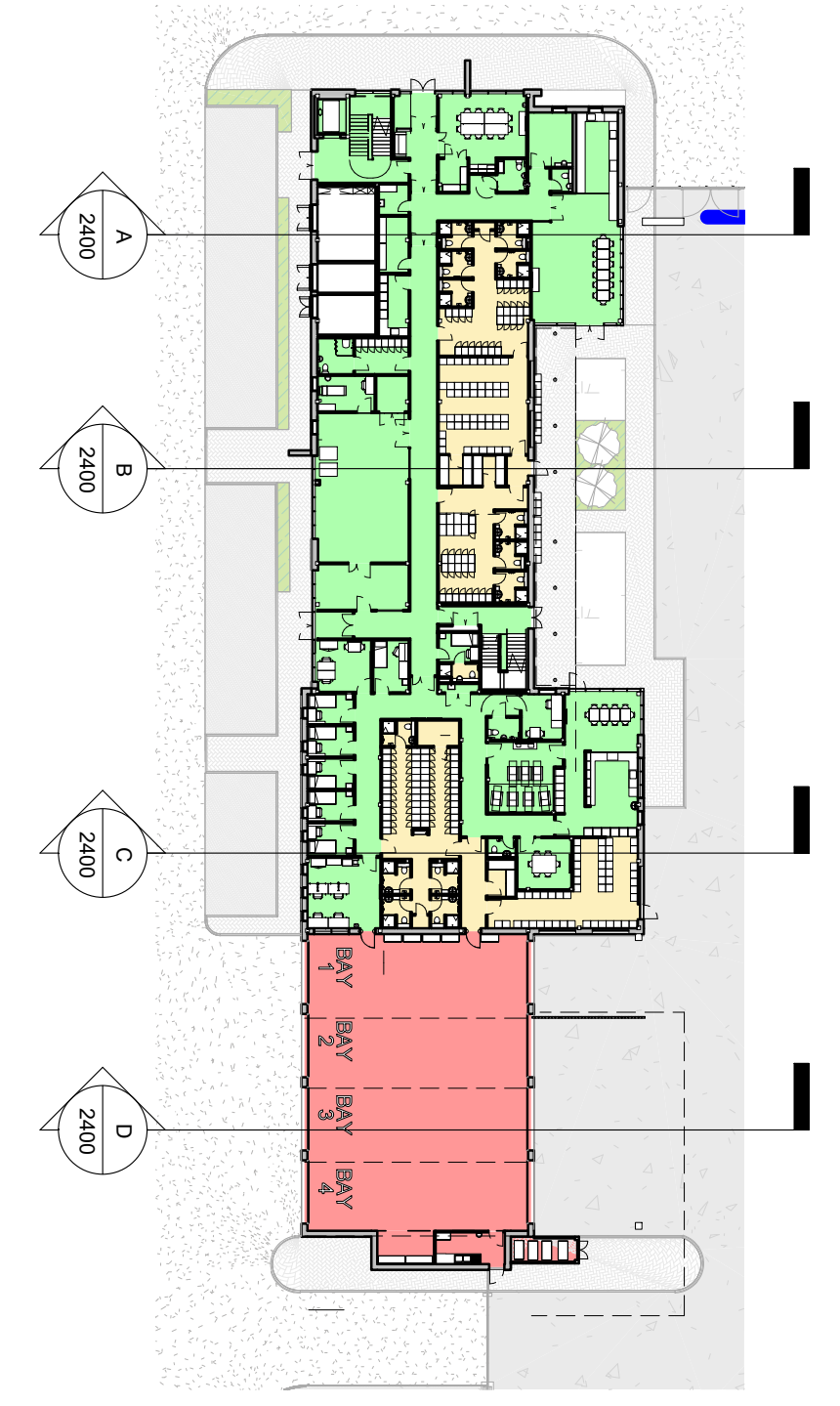
Appendix 4  
Appendix 5



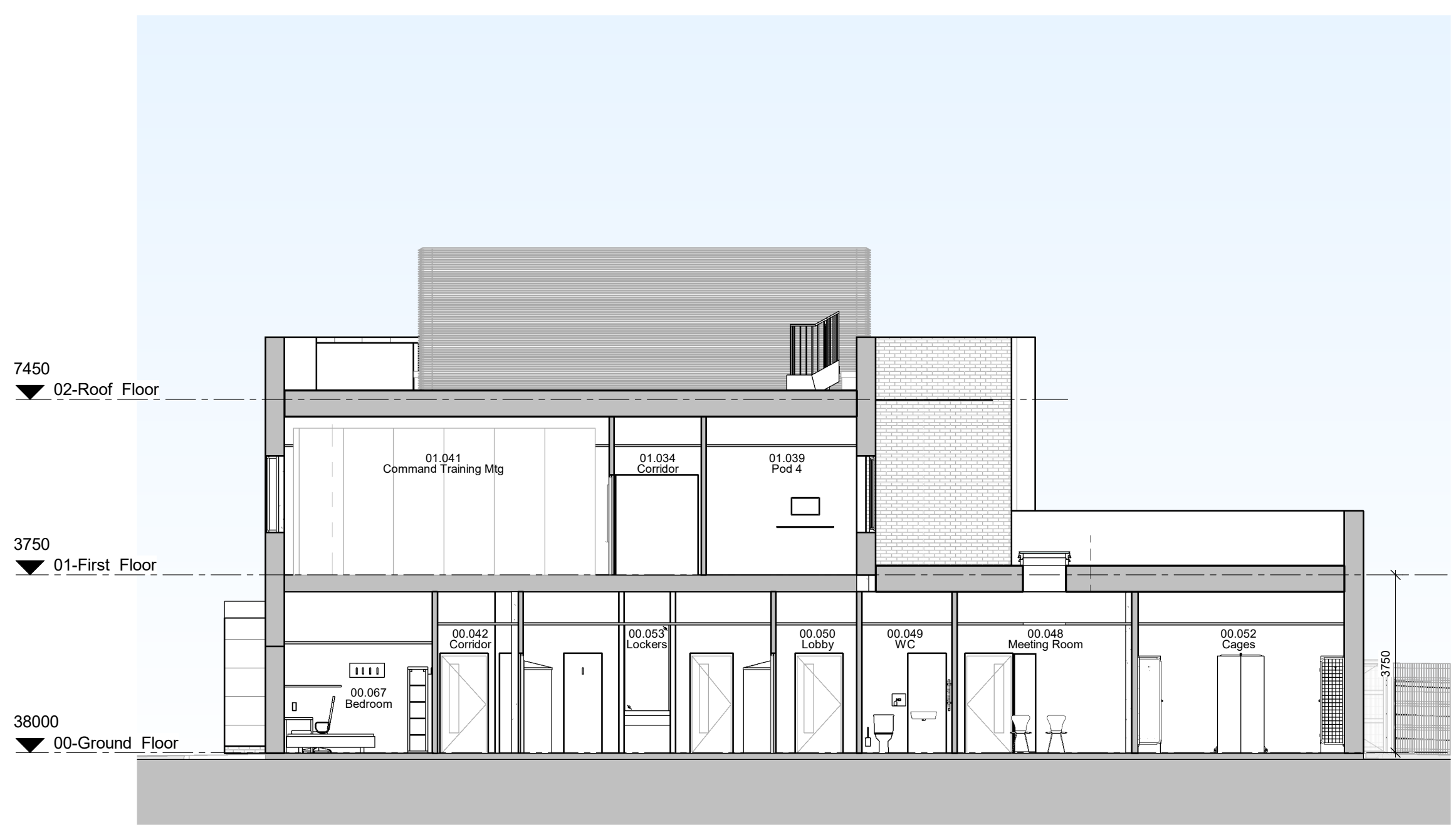
**A Building Section A**  
1 : 100



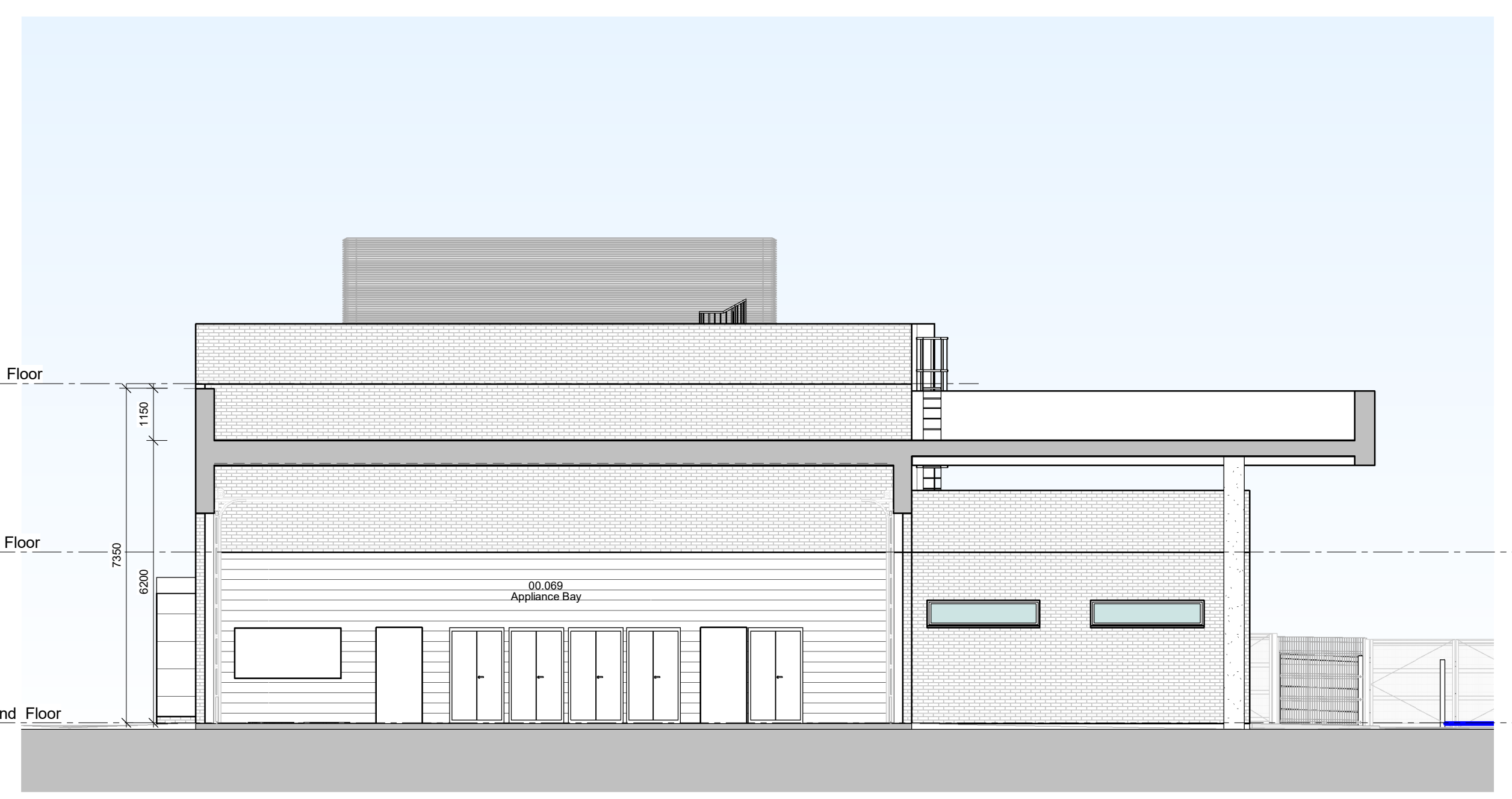
**B Building Section B**  
1 : 100



**Key - Ground Floor Plan Sections**  
1 : 500



**C Building Section C**  
1 : 100



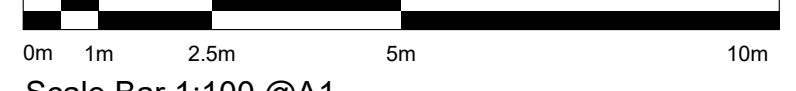
**D Building Section D**  
1 : 100

**Note:**  
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Scale Bar 1:100 @A1

Project  
Willmott Dixon  
Horsham Fire Station and Training Centre

Drawn by	Checked by	HNW Project No.	Date Created
TJ	MB	19038	DEC 19

Scale  
A1- As indicated

Drawing Title  
Fire Station and Training Centre - Building Sections

Drawing status	Revision
Preliminary	P6

Drawing Name  
HBC-HNW-FS-ZZ-DR-A-2400

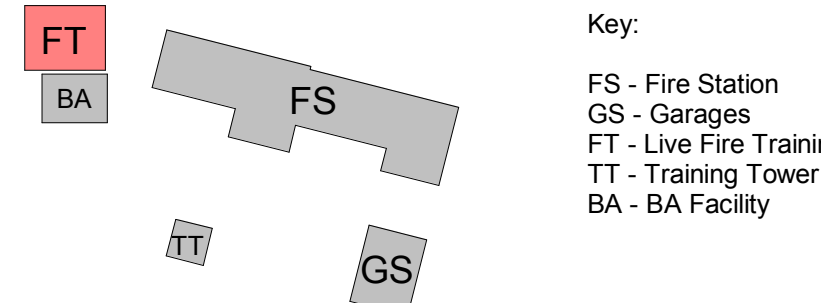
61 North Street, Chichester, West Sussex, PO19 1NB





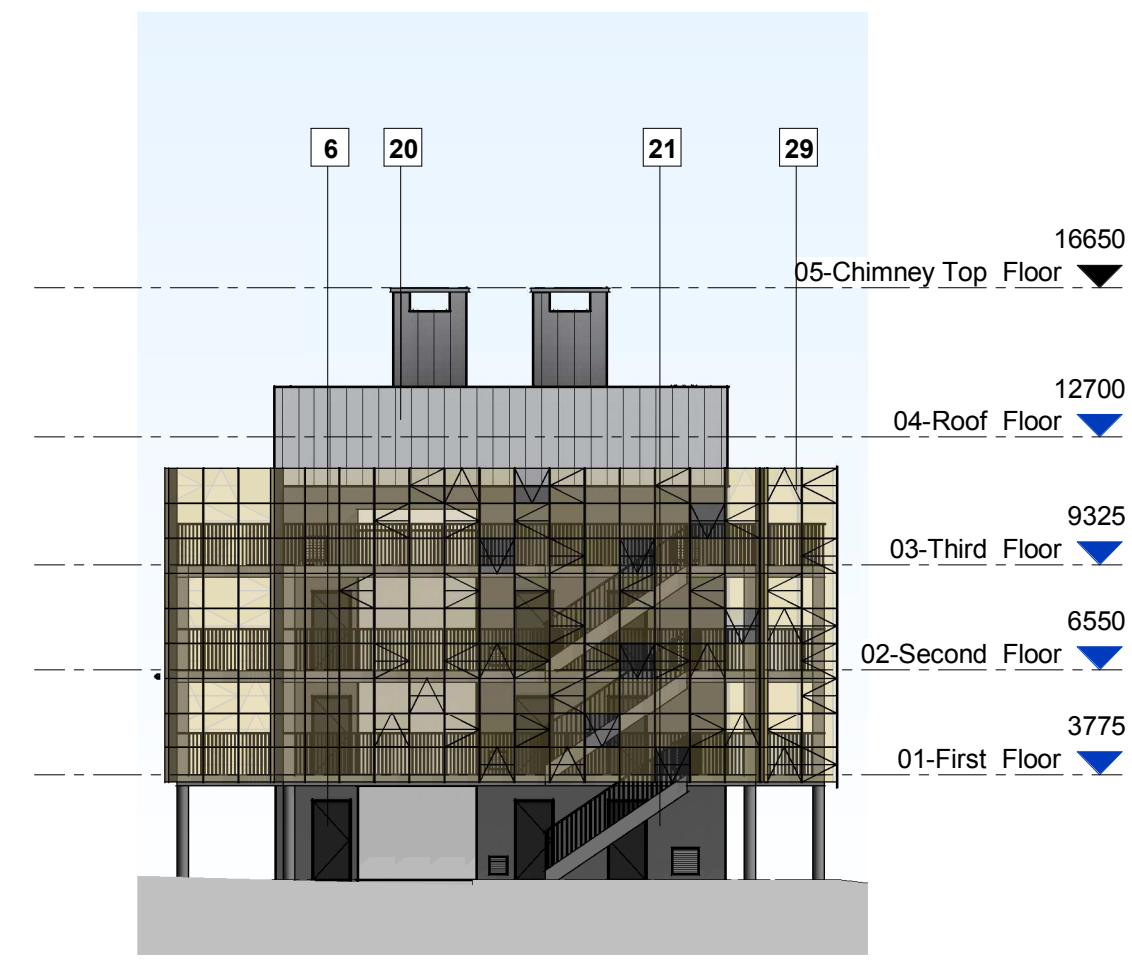
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Rev	Amendments	By	Chkd	Date
P1	Stage 2 Concept Preliminary Issue	MCZ	MB	03/02/2020
P2	Stage 2 - Updated Proposal	TJ	MB	07/02/2020
P3	Updated Proposal	TJ	MB	25/02/2020
P4	DRAFT PLANNING - updated screen	MCZ	MB	19/03/2020
P5	DRAFT PLANNING	TJ	MB	31/03/2020
P6	DRAFT PLANNING	RR	MCZ	26/05/2020
P7	Updated VE Issue / STAGE 3	DH	MCZ	28/05/2020
P8	PLANNING	DH	MCZ	22/09/2020
P9	PLANNING AMENDMENT to capture changes to external screening to South and East facade	WS	MB	02/12/2020

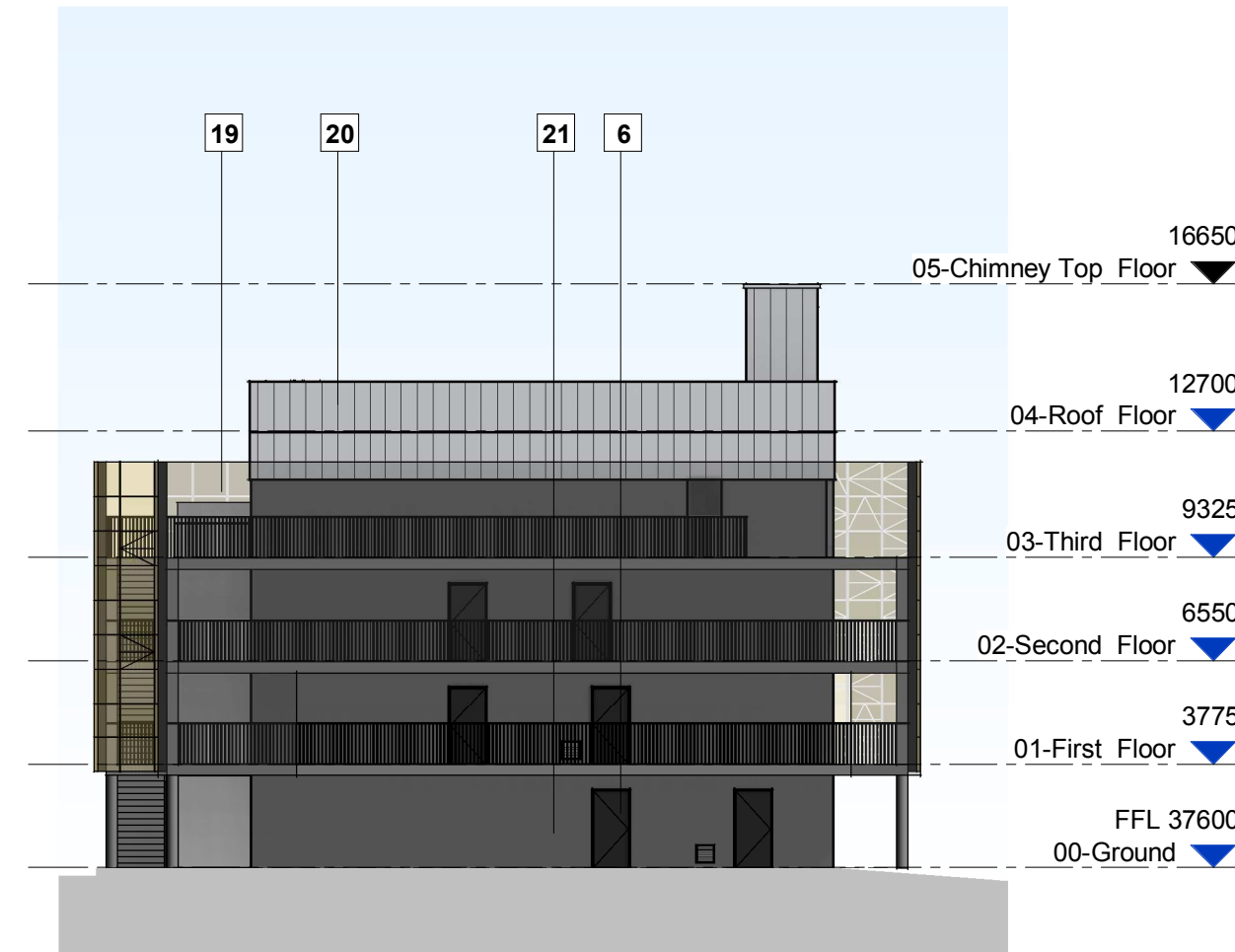


**Key - Site Buildings**

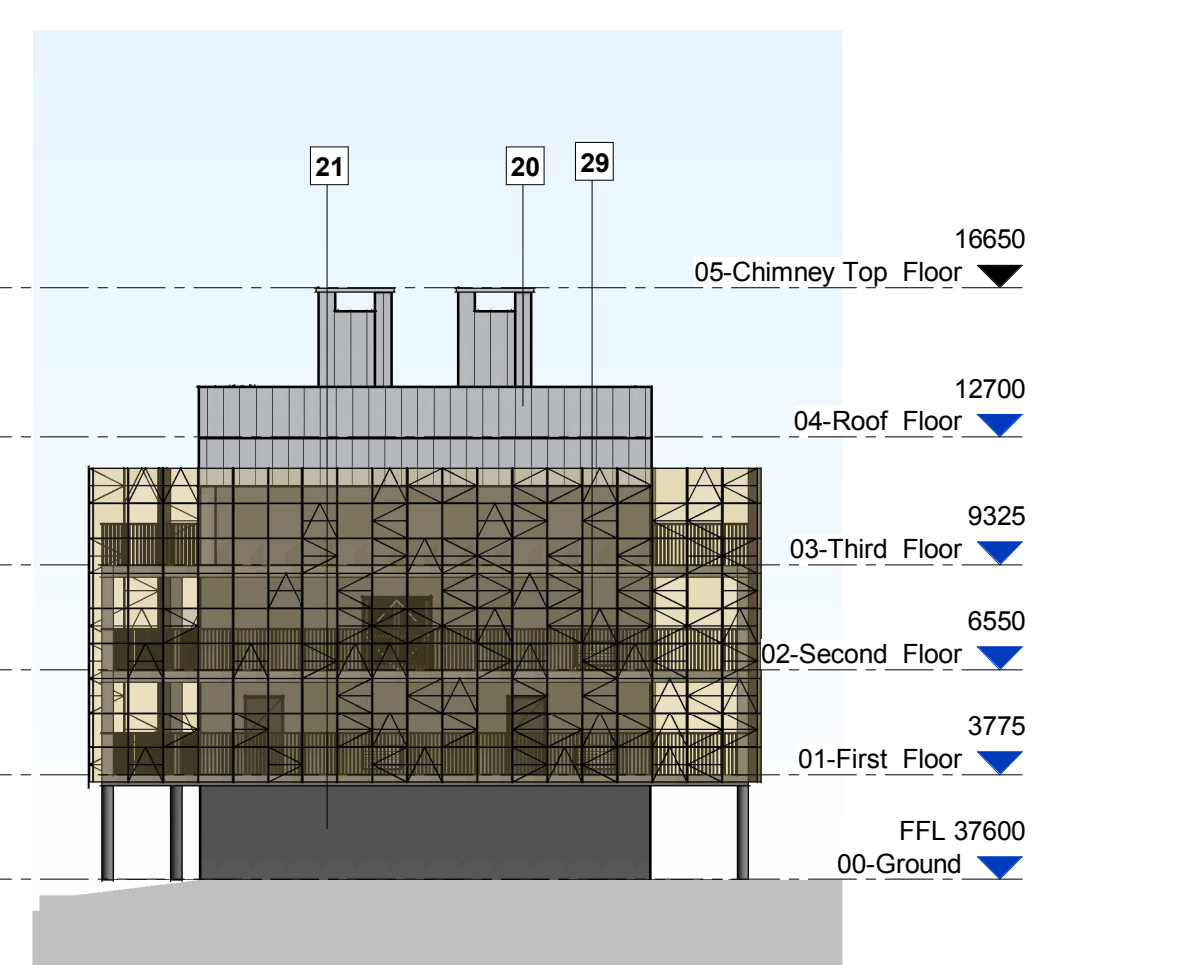
Material Schedule	
Tag	Material
6	Metal Door
19	Expanded Metal Mesh
20	Eurobond - Light Grey
21	Blockwork
29	PPC Aluminium Panels - Gold /Bronze: Solid, Perforated and Mixed



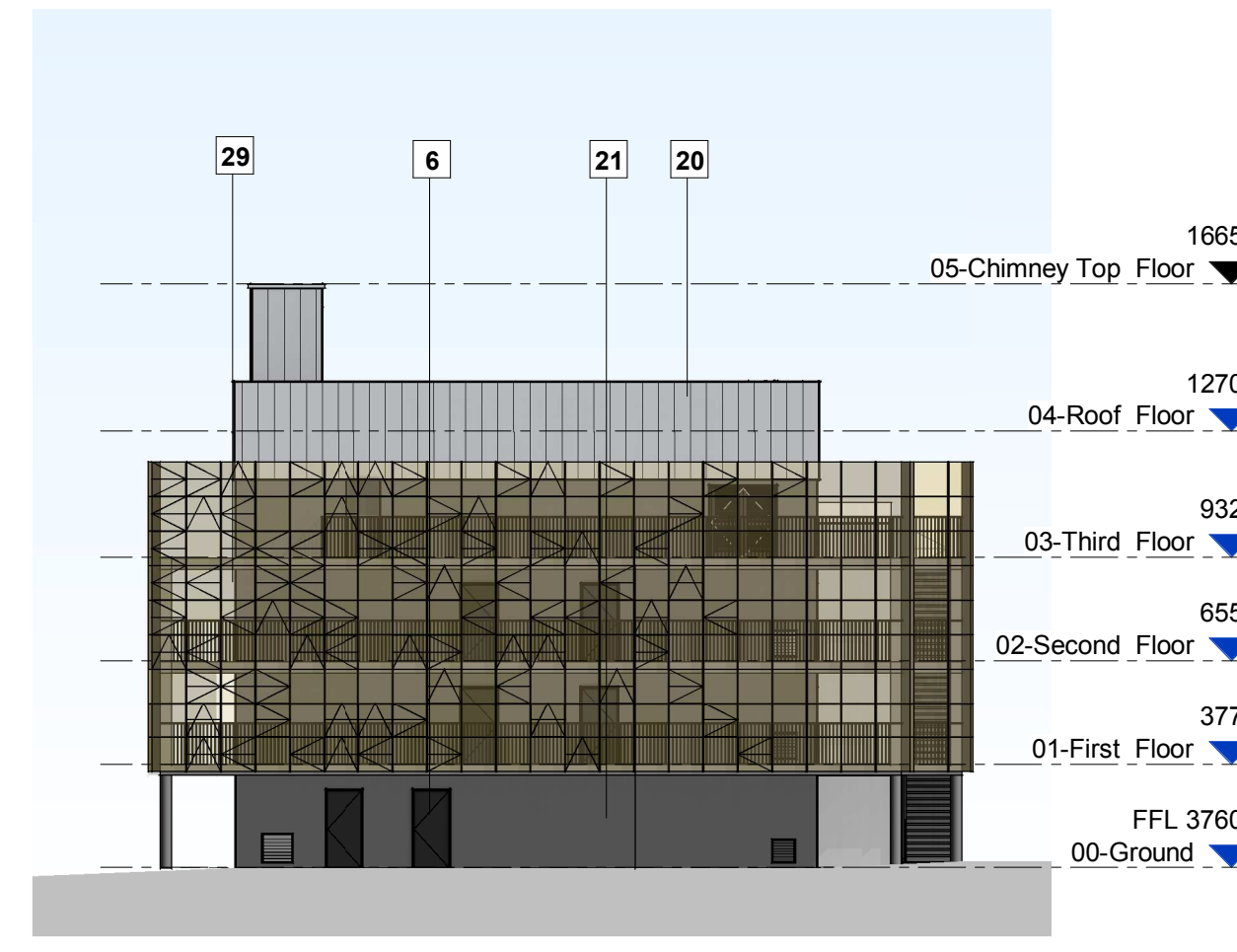
**1 Elevation South**  
1 : 200



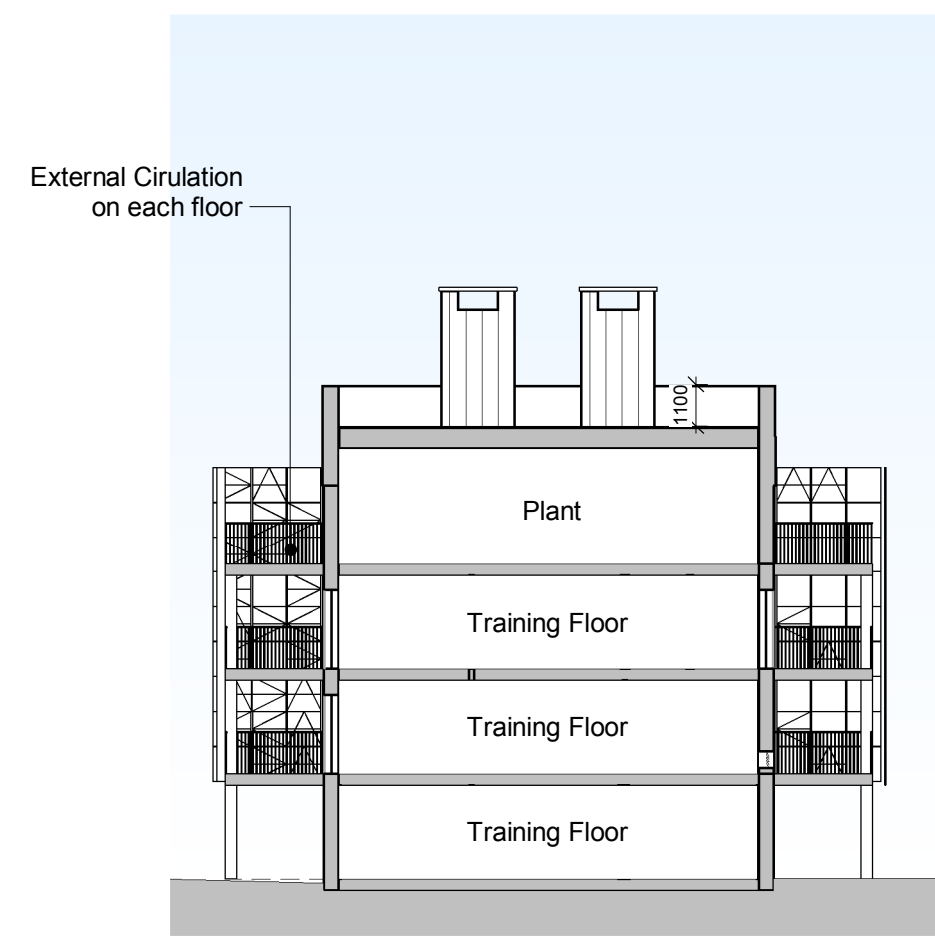
**2 Elevation East**  
1 : 200



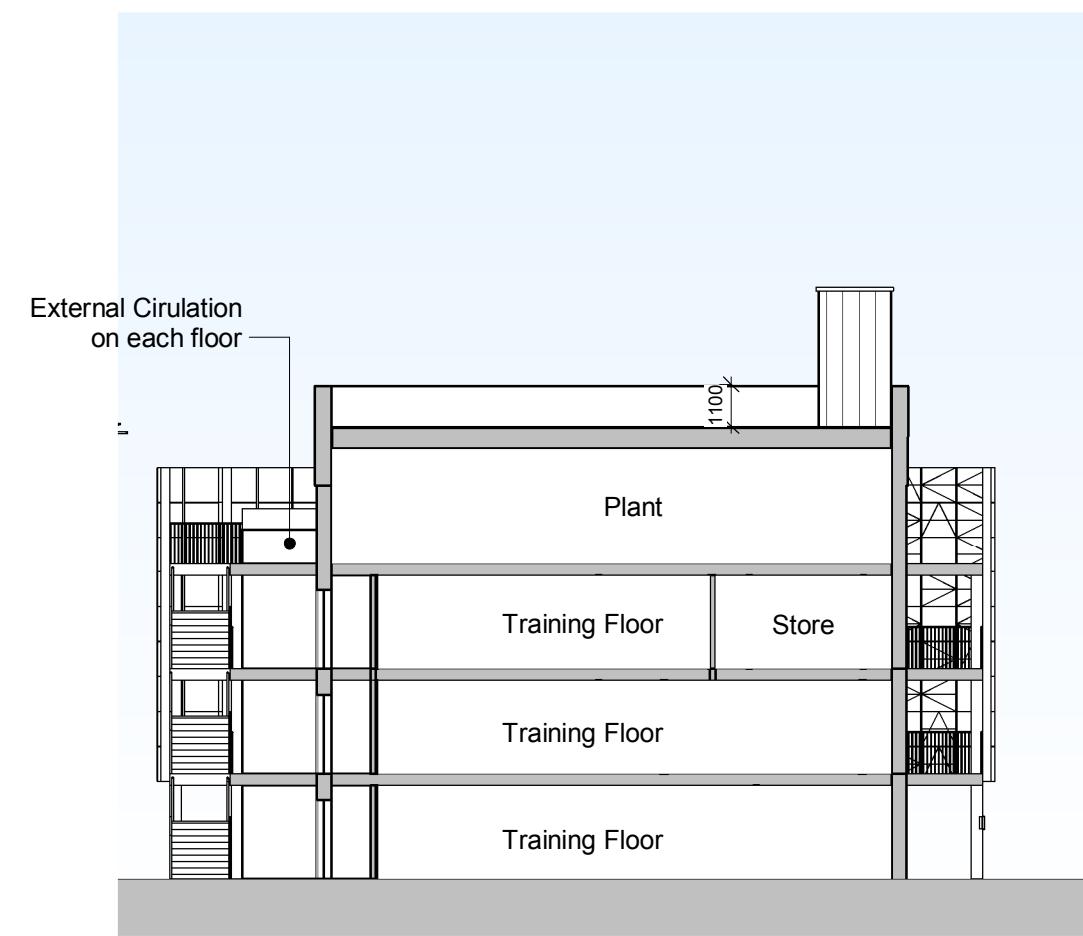
**3 Elevation North**  
1 : 200



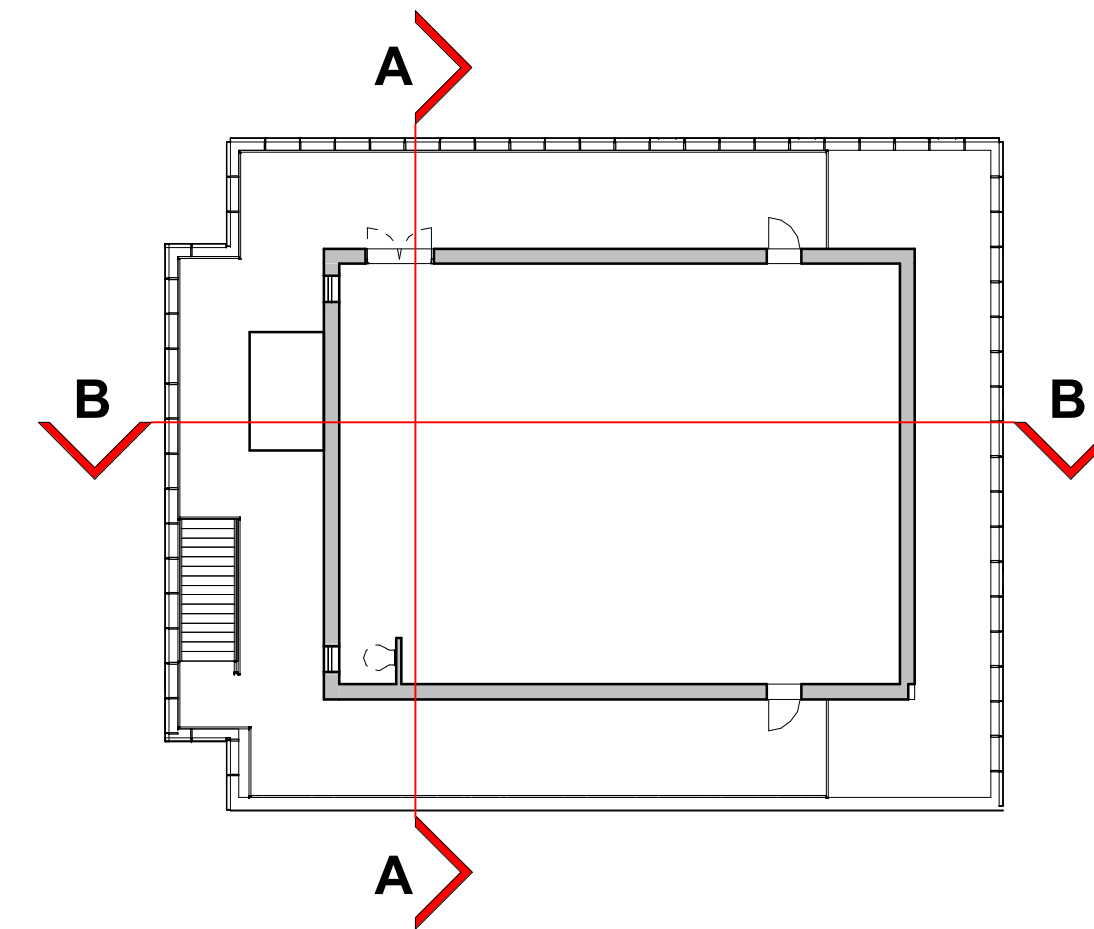
**4 Elevation West**  
1 : 200



**A Section A**  
1 : 200



**B Section B**  
1 : 200



**Section Key**  
1 : 200

**Note:**  
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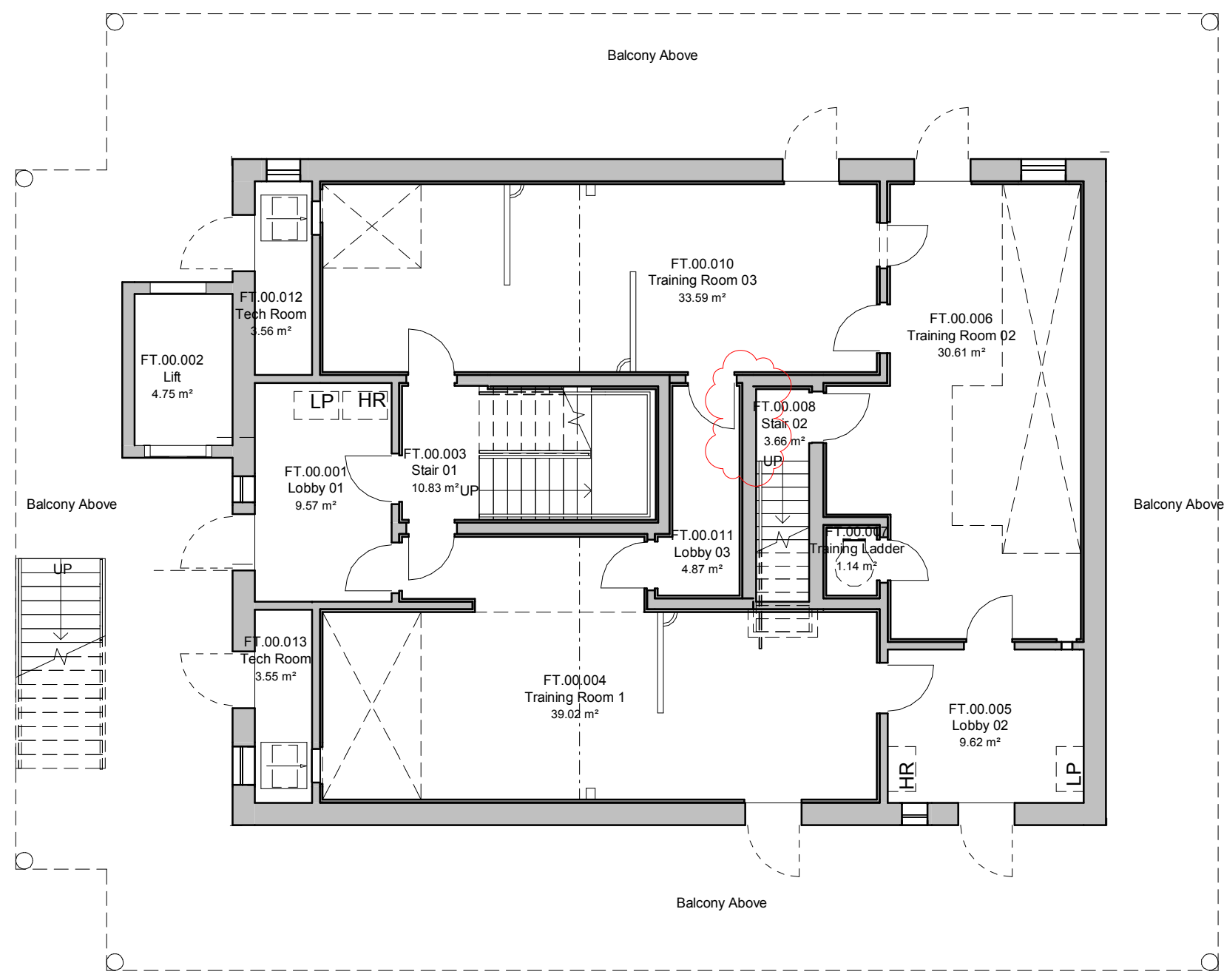
Scale Bar 1:200@A1

Project			
Willmott Dixon Horsham Fire Station			
Drawn by	Checked by	HNW Project No.	Date Created
TJ	MB	19038	JAN 2020
Scale			
A1- As indicated			
Drawing Title			
Live Fire Training Facility - Elevations and Sections			
Drawing status		Revision	
Preliminary		P9	
Drawing Name			
HBC-HNW-FT-ZZ-DR-A-2301			
61 North Street, Chichester, West Sussex, PO19 3NB			

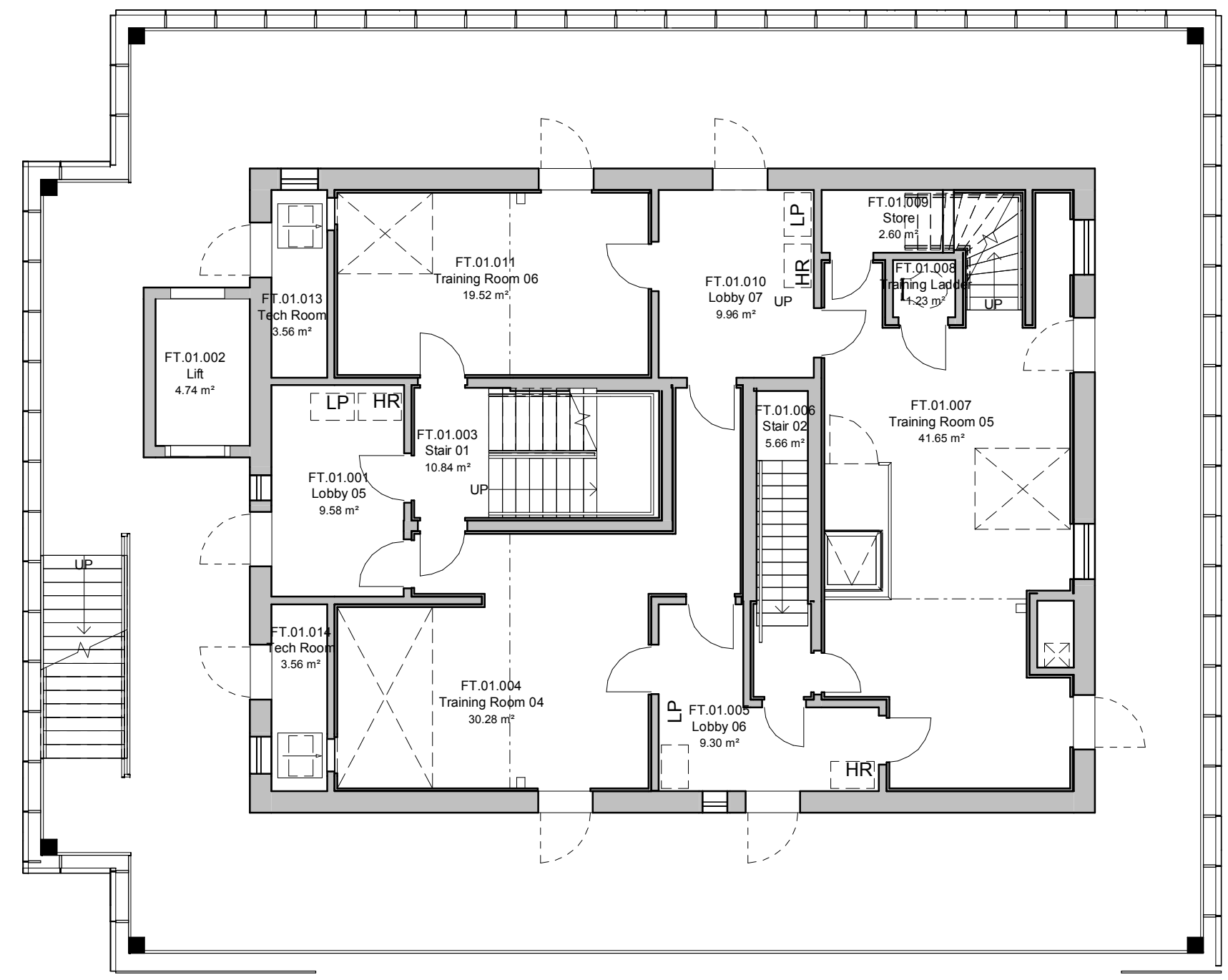
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Rev	Amendments	By	Chkd	Date
P1	Stage 2 Concept Preliminary Issue	TJ	MB	17/12/2020
P2	Stage 2 - Updated Proposal	TJ	MB	07/02/2020
P3	DRAFT PLANNING - updated screen	MCZ	MB	19/03/2020
P4	DRAFT PLANNING	TJ	MB	31/03/2020
P5	DRAFT PLANNING	RR	MCZ	26/05/2020
P6	Updated VE Issue / STAGE 3	DH	MCZ	29/05/2020
P7	PLANNING	DH	MCZ	22/09/2020
P8	PLANNING AMENDMENT to capture changes to external screening to South and East facade	WS	MB	02/12/2020

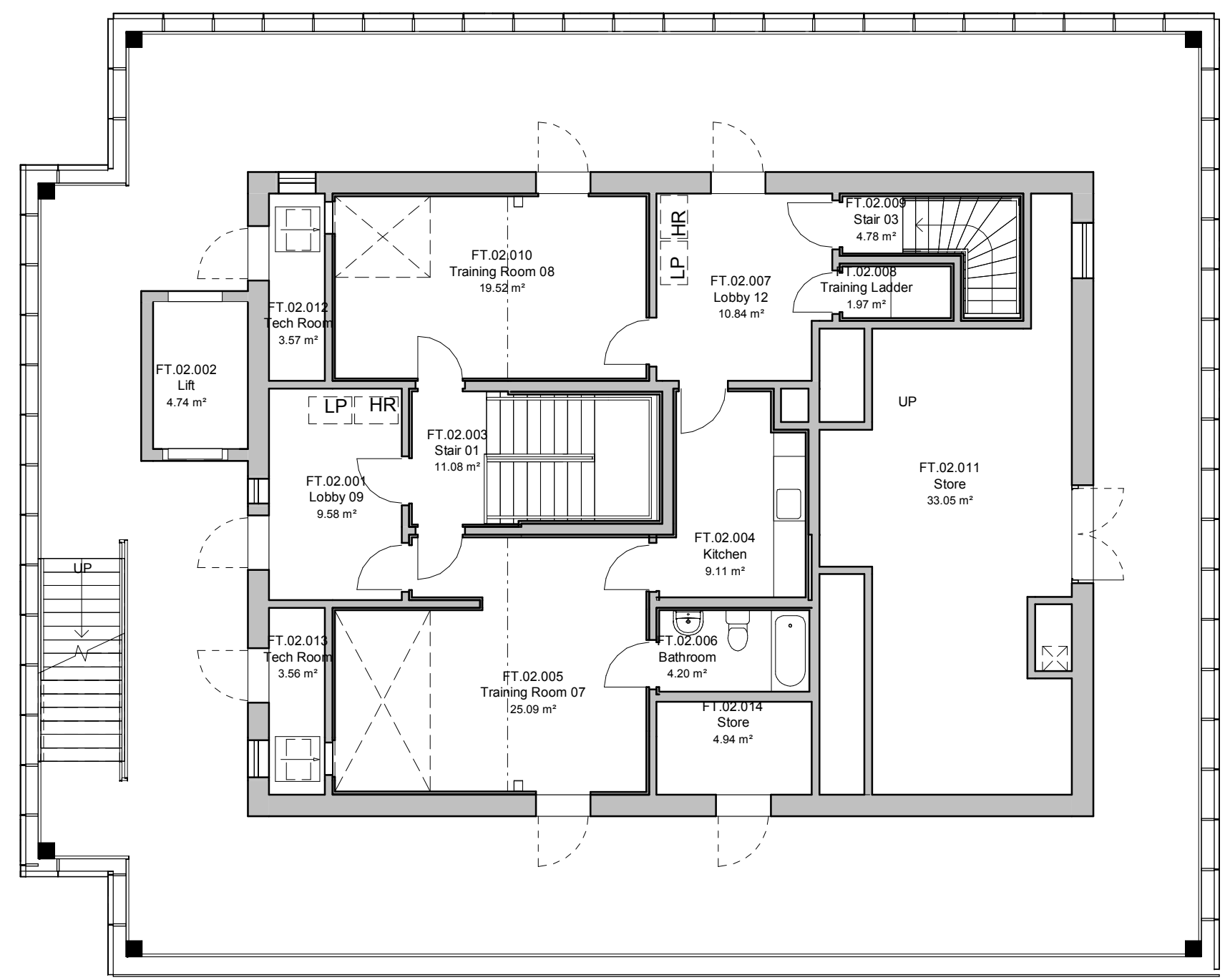
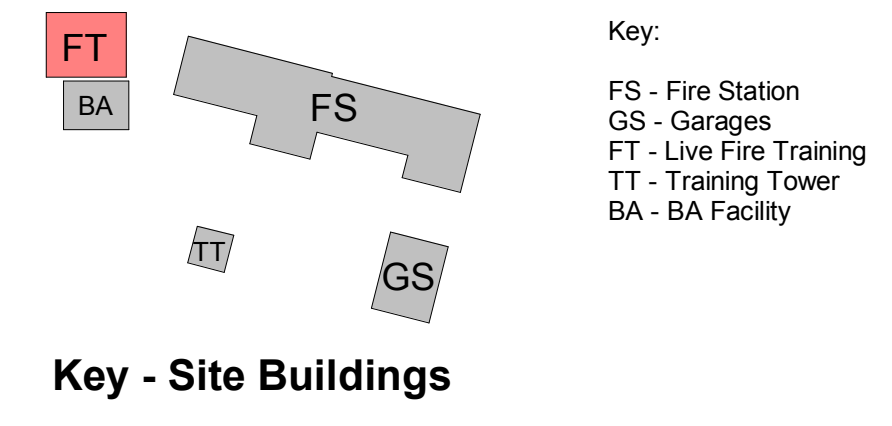
Appendix 4b  
Agenda Item 5



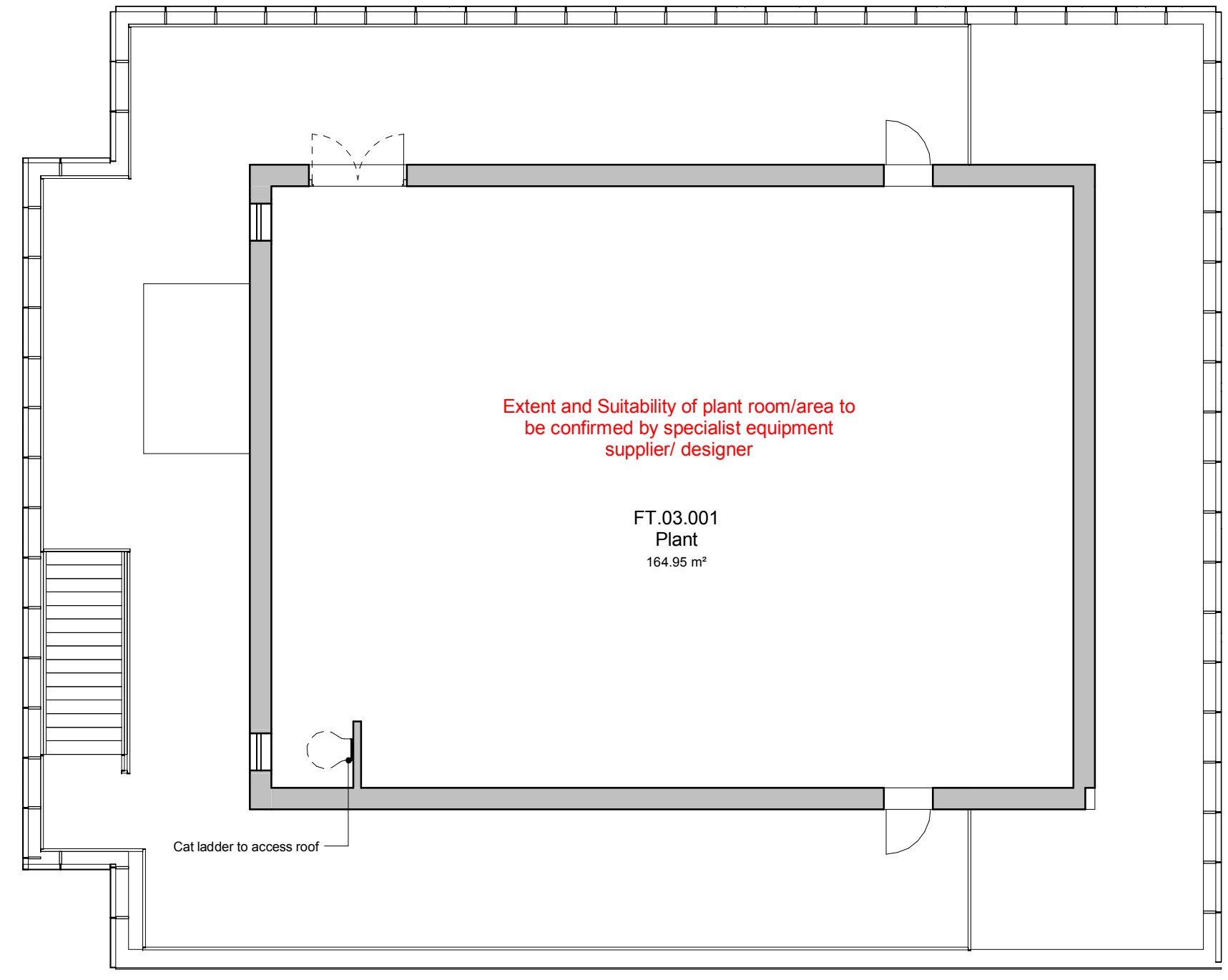
Ground Floor Plan  
1 : 100



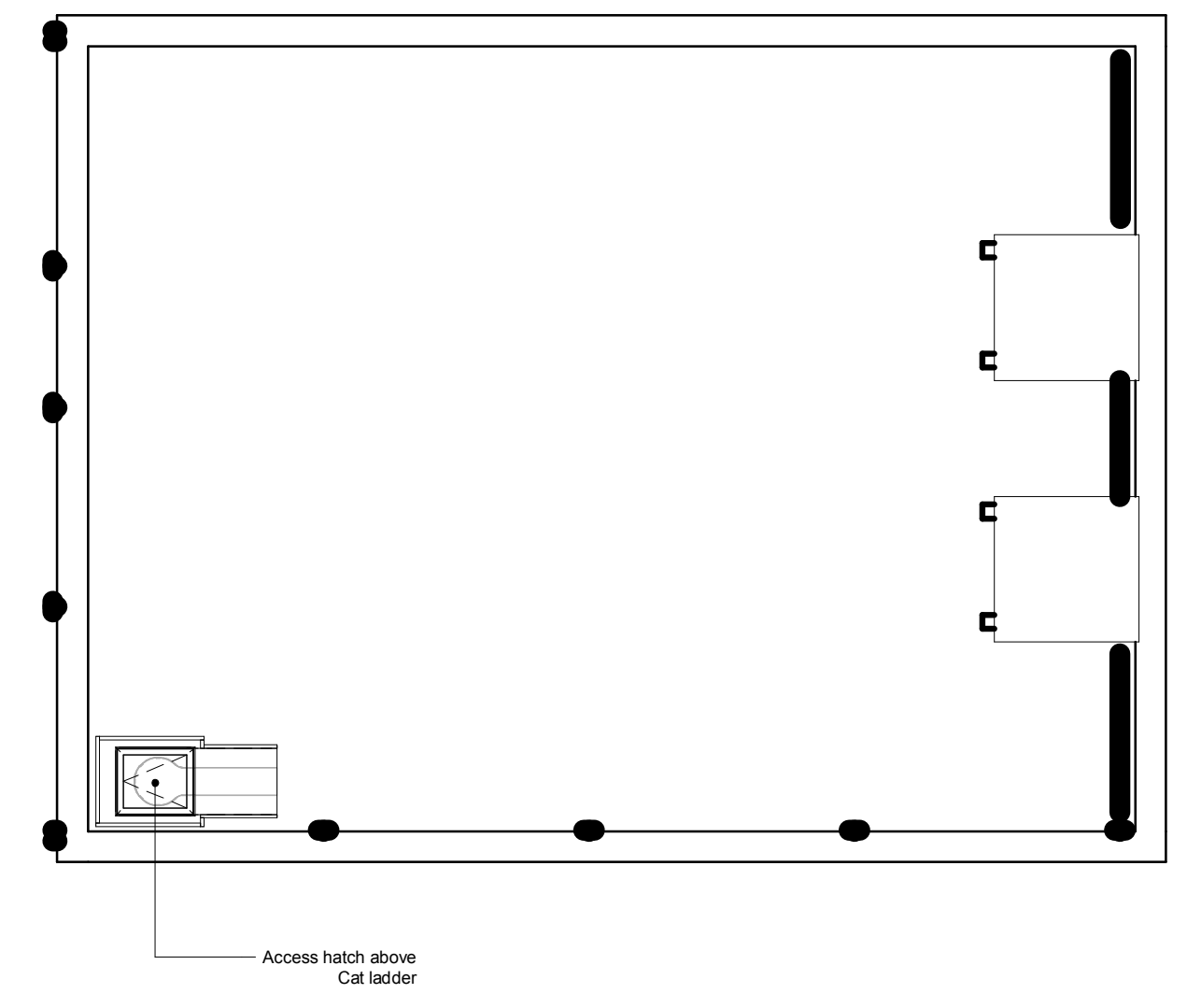
First Floor Plan  
1 : 100



Second Floor Plan  
1 : 100



Third Floor Plan  
1 : 100



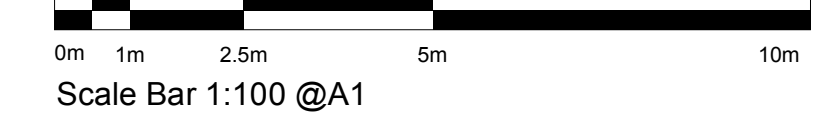
Roof Plan  
1 : 100

**Note:**  
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**Note:**  
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Project  
Willmott Dixon  
Horsham Fire Station

Drawn by	Checked by	HNW Project No.	Date Created
TJ	MB	19038	JAN 2020

Scale  
A1- As indicated

Drawing Title  
Live Fire Training Facility - Floor Plans

Drawing status	Revision
Preliminary	P8

Drawing Name  
HBC-HNW-FT-ZZ-DR-A-2200

61 North Street, Chichester, West Sussex, PO19 3NB





### Existing Proposal

Grey Expanded Mesh Cladding to South Stair Core



### Design Option 1

Grey Expanded Mesh Cladding to East Elevation

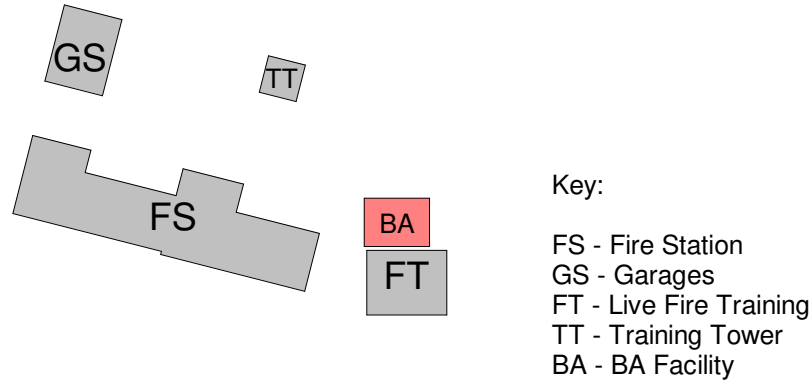




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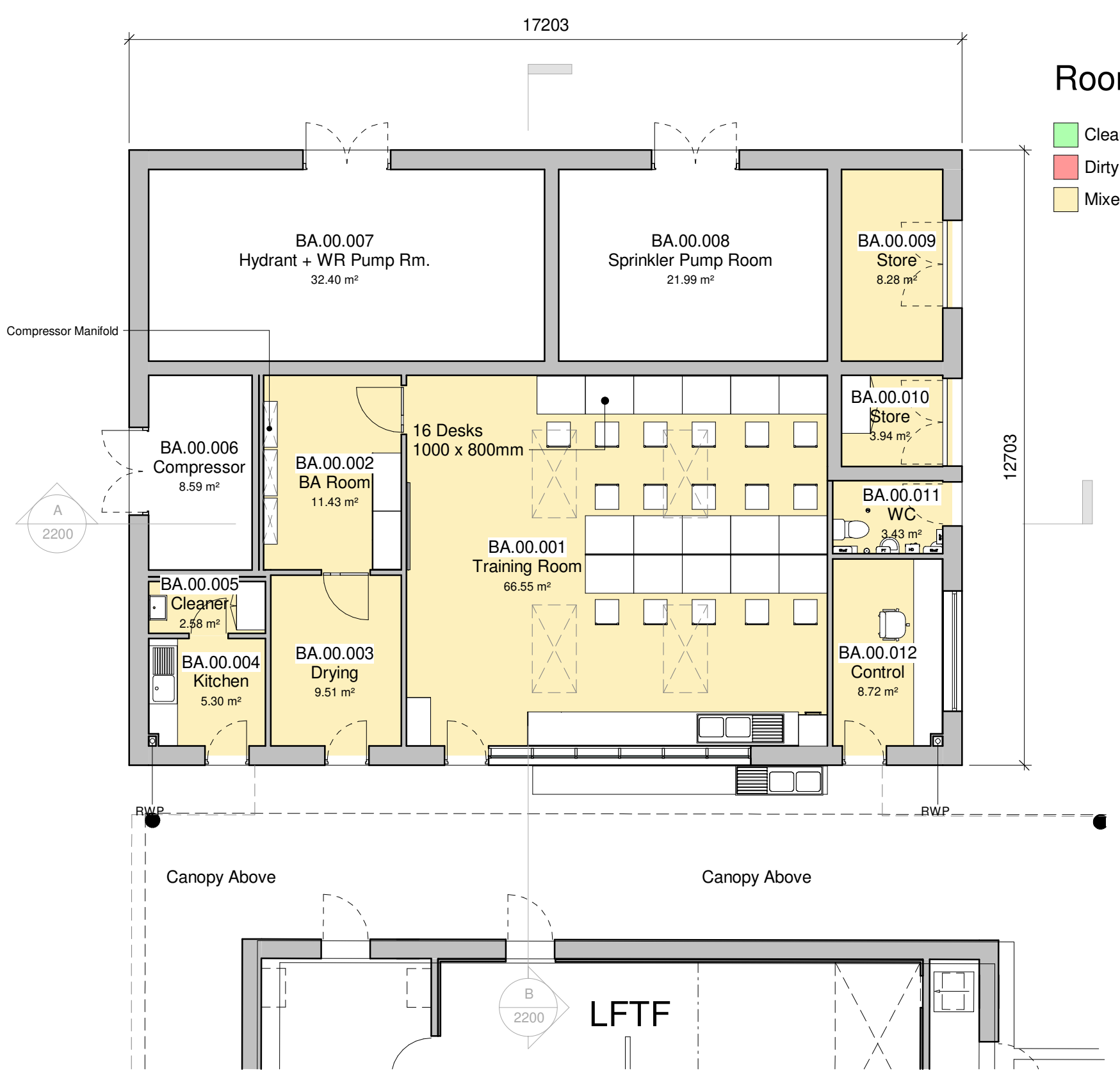
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Rev	Amendments	By	Chkd	Date
P7	PLANNING	DH	MCZ	22/09/2020

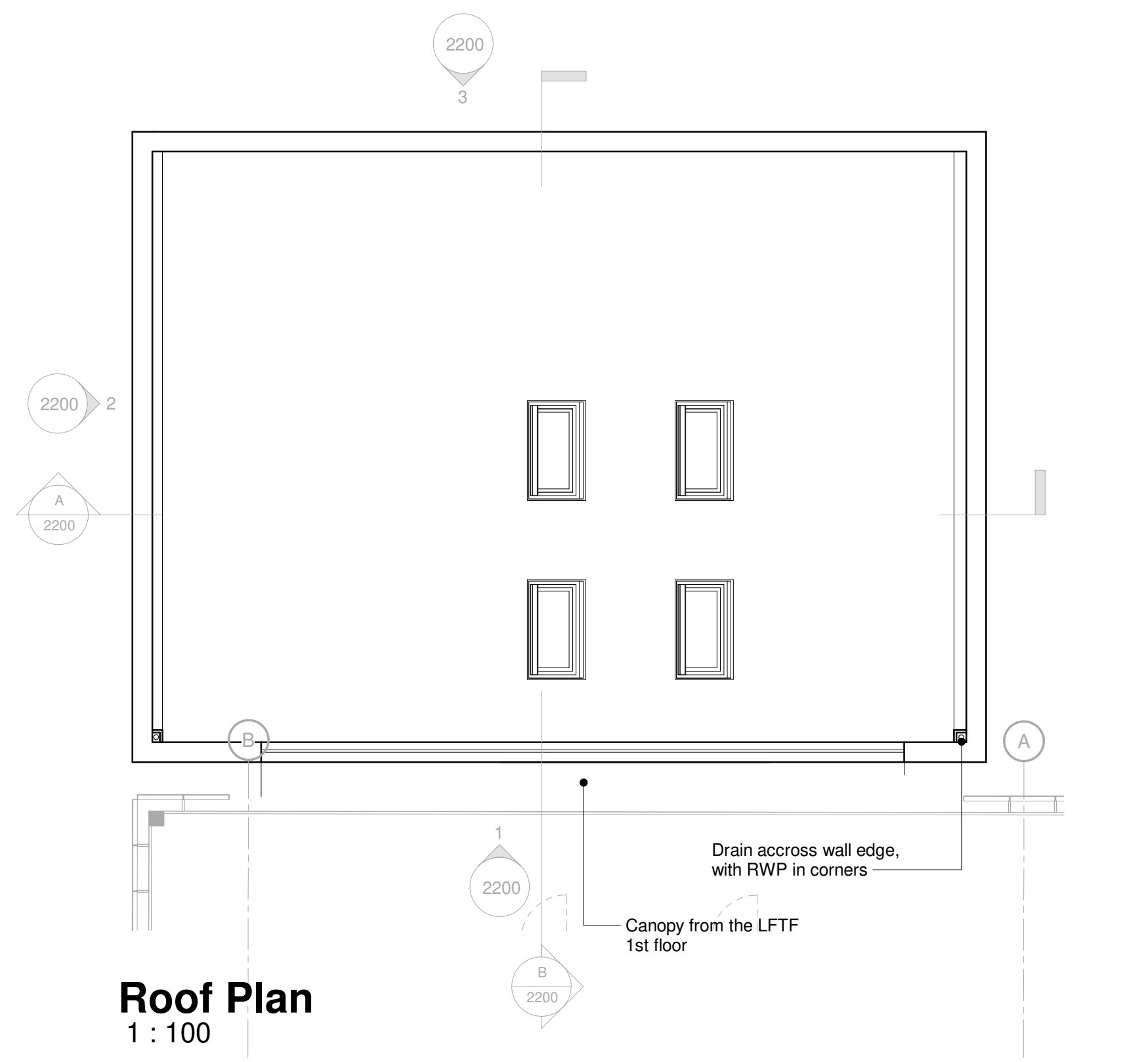


Key:  
 FS - Fire Station  
 GS - Garages  
 FT - Live Fire Training  
 TT - Training Tower  
 BA - BA Facility

Material Schedule	
Tag	Material
3	Glass Door
6	Metal Door
7	Window
11	Brick - Grey/Blue
24	Safety Rail
26	Louvered Door

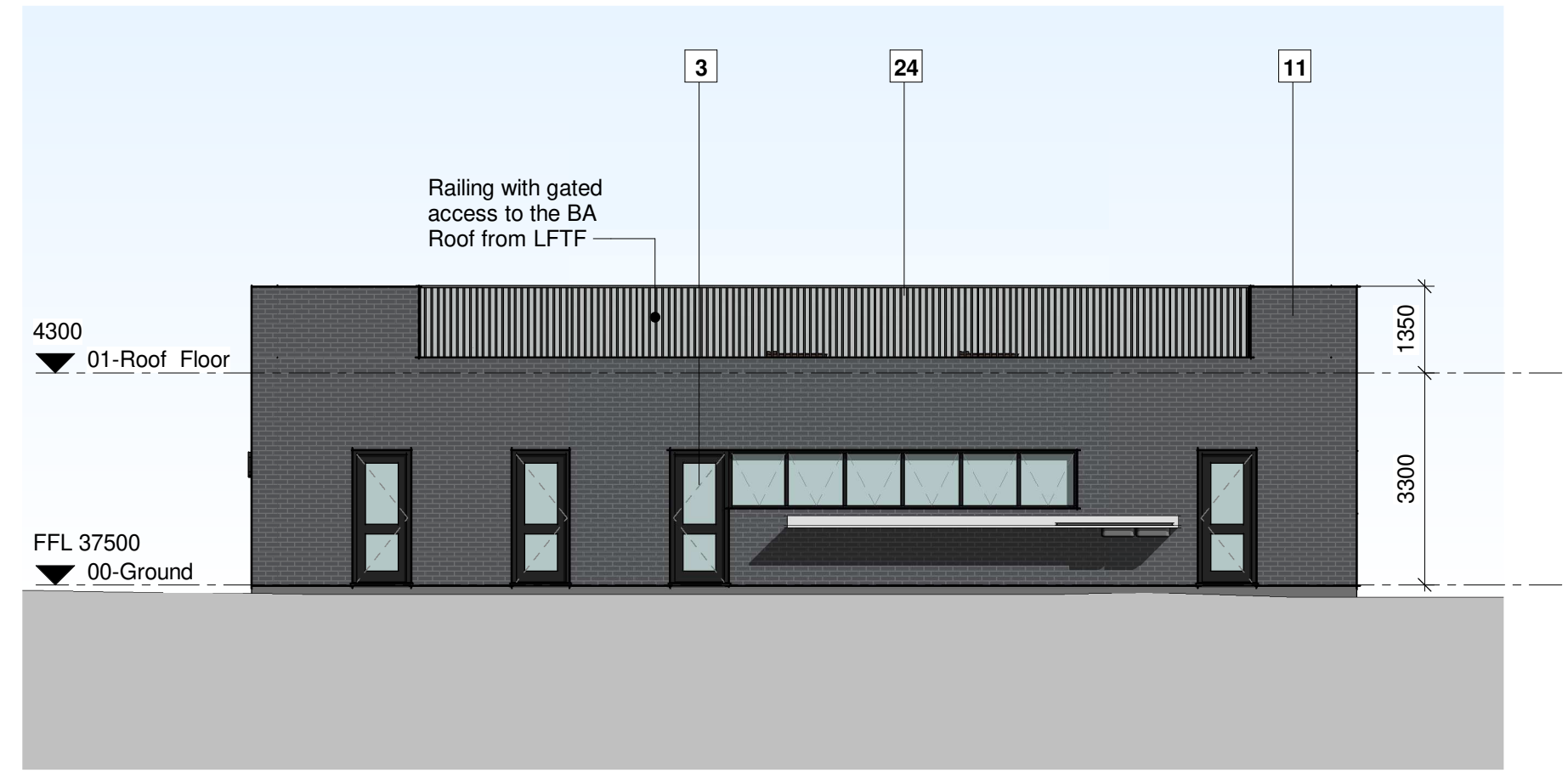


**Ground Floor Plan**  
1 : 100

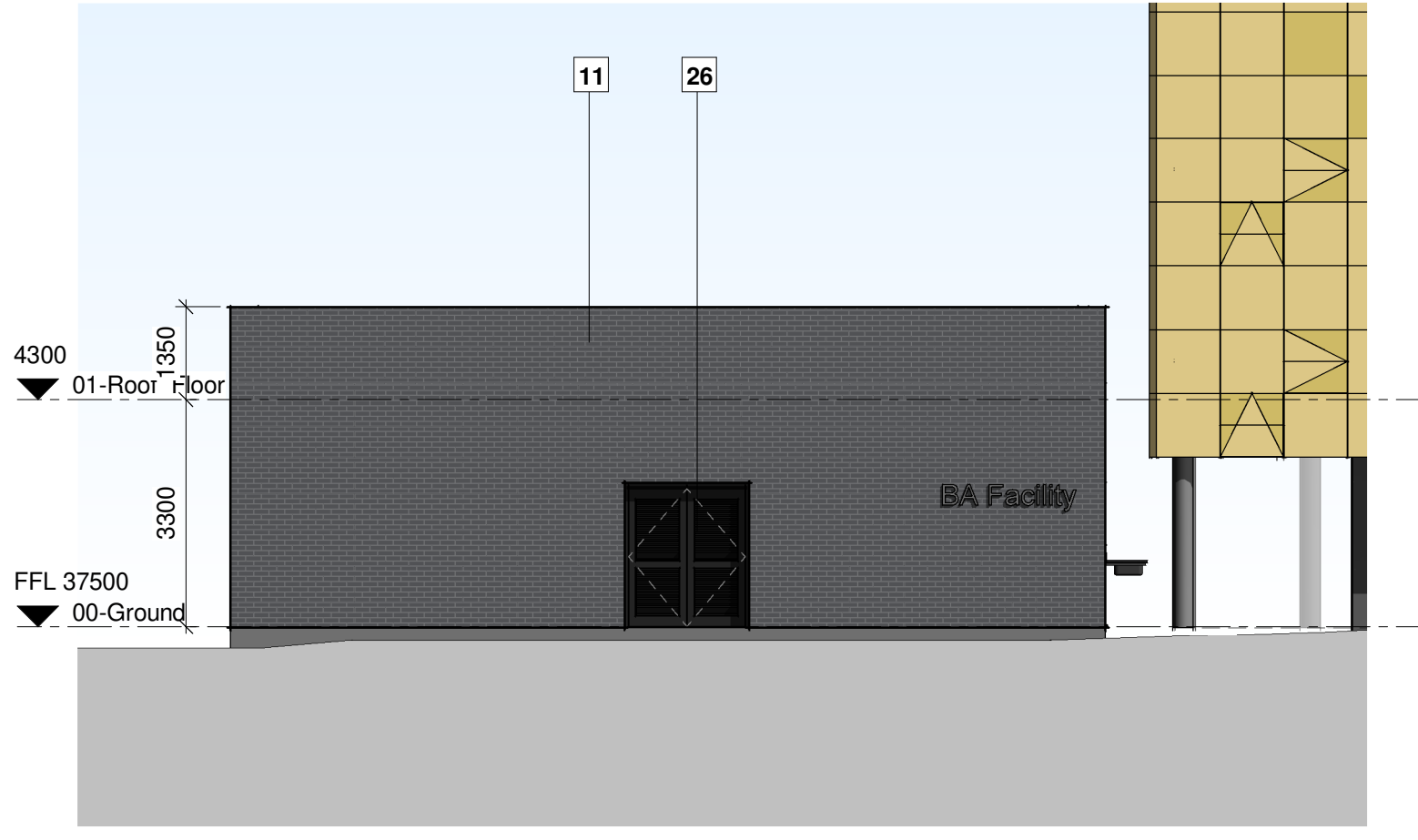


**Roof Plan**  
1 : 100

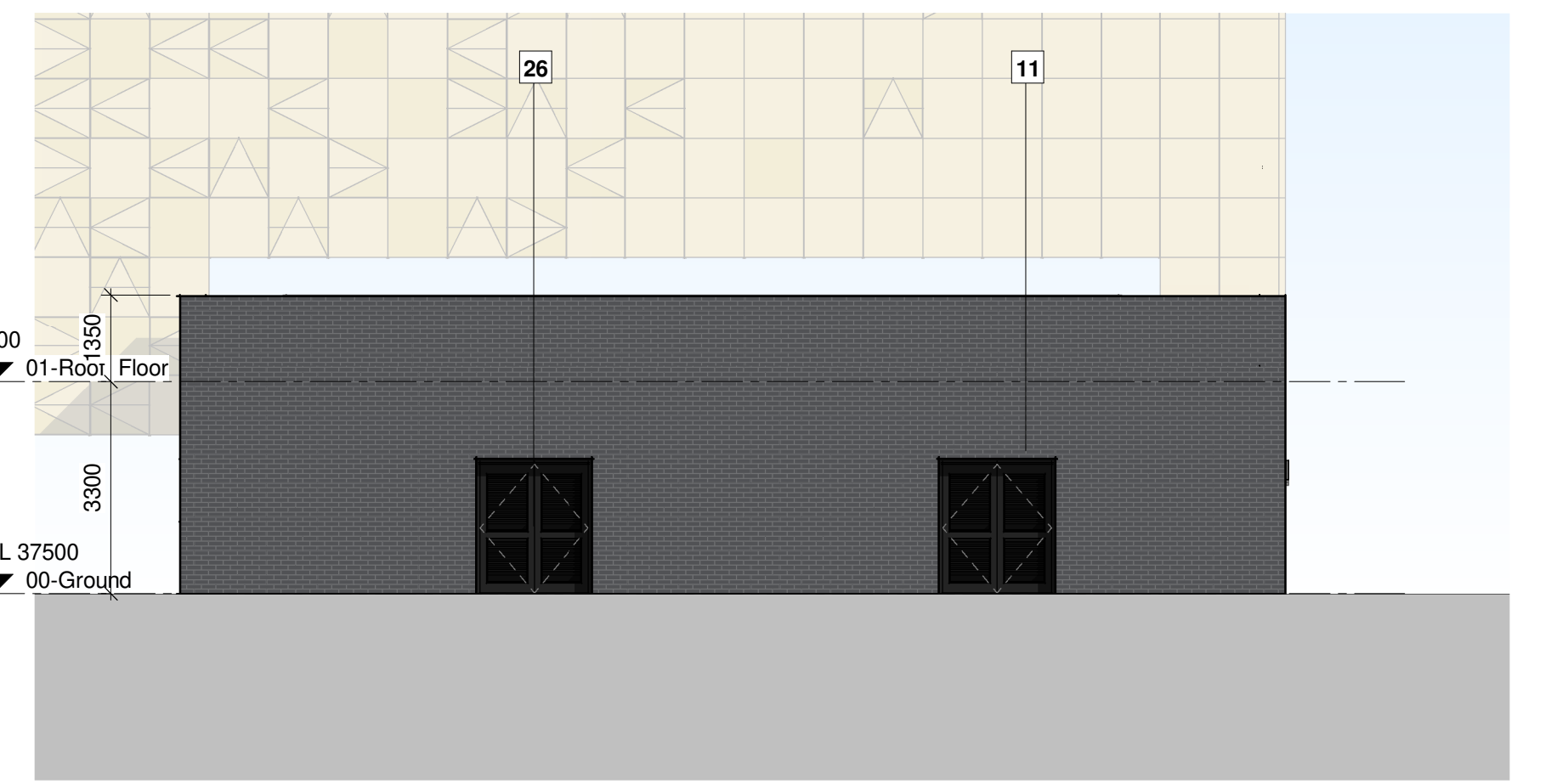
**Room Type**  
 Clean  
 Dirty  
 Mixed



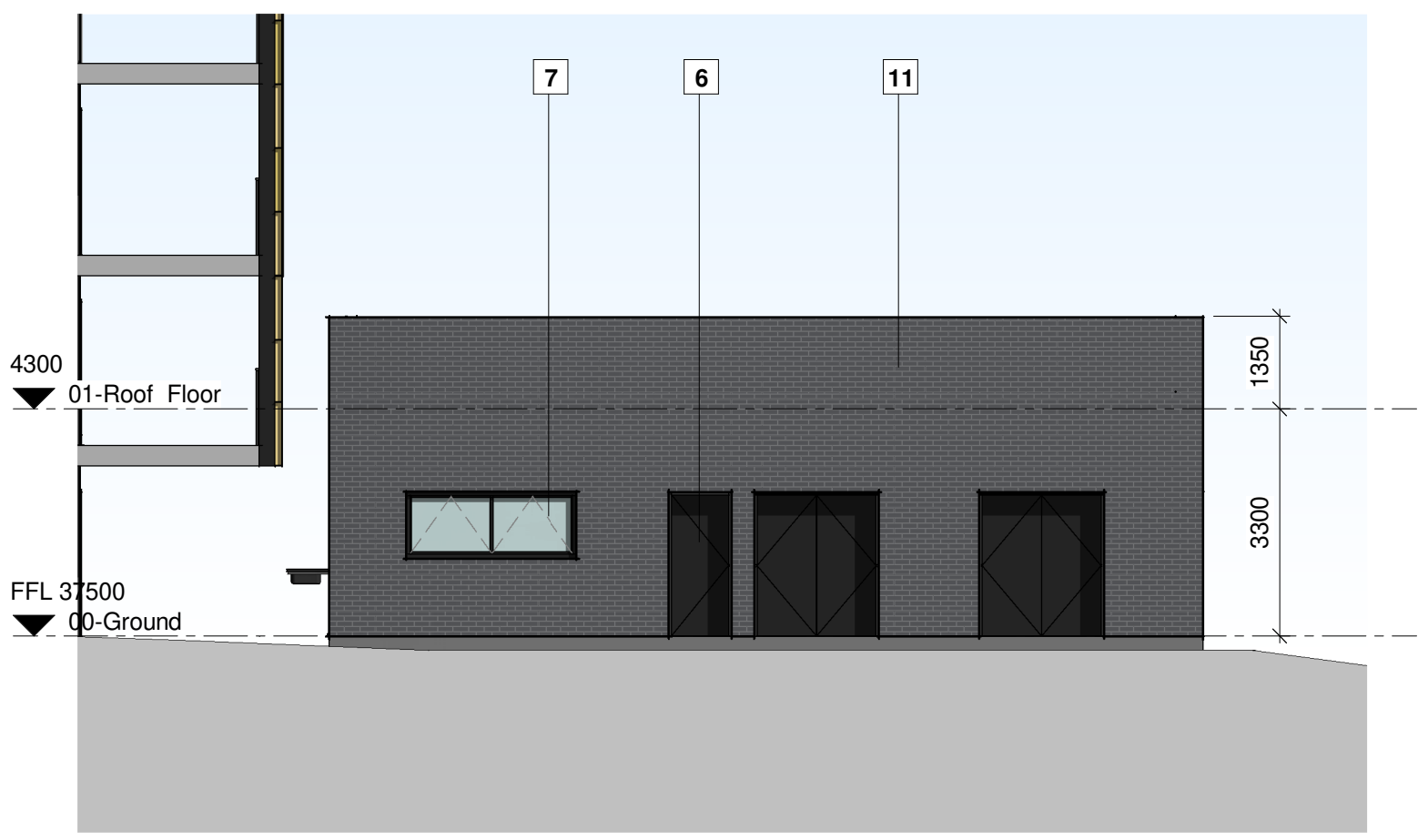
**1 Elevation East**  
1 : 100



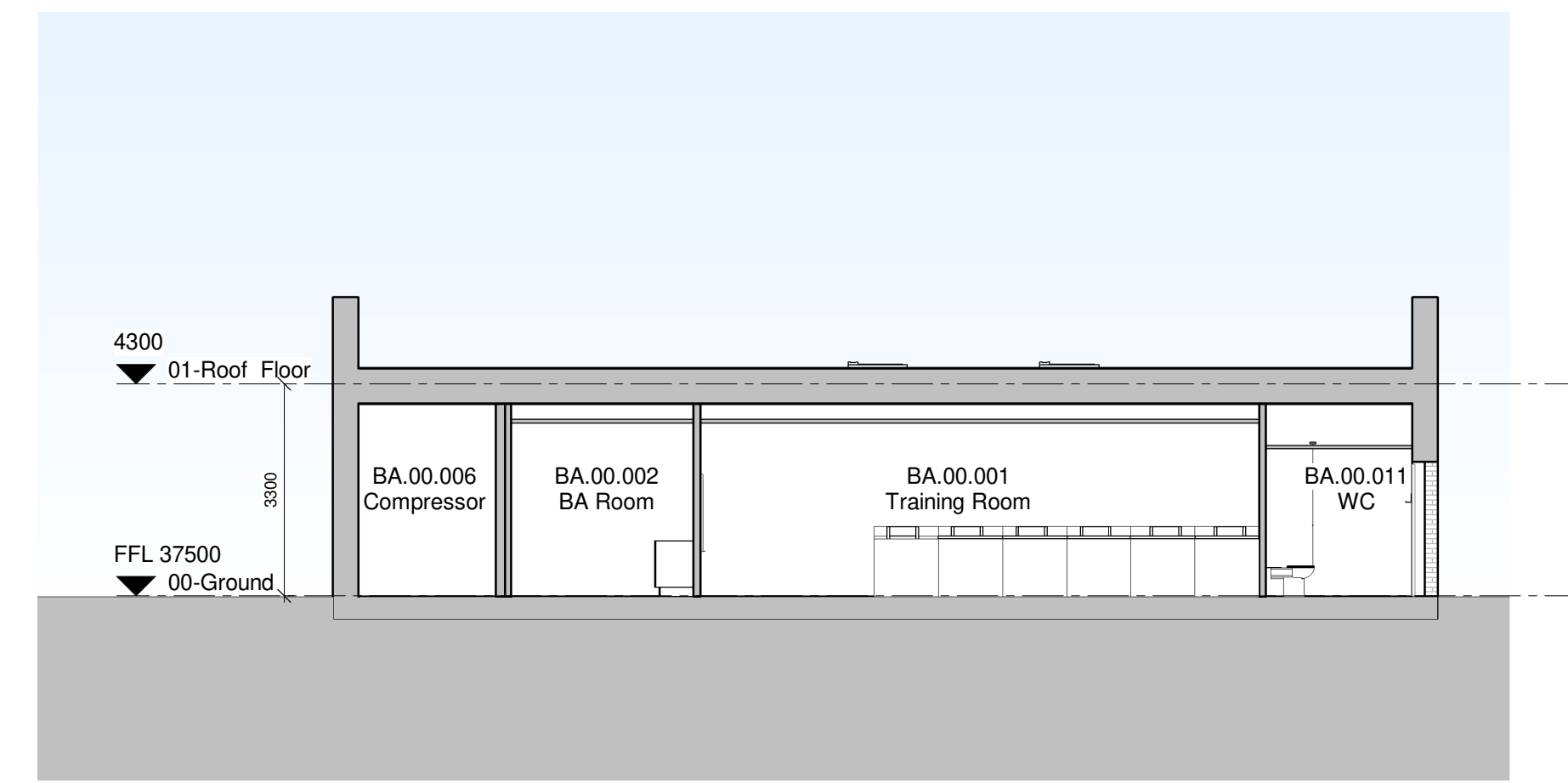
**2 Elevation North**  
1 : 100



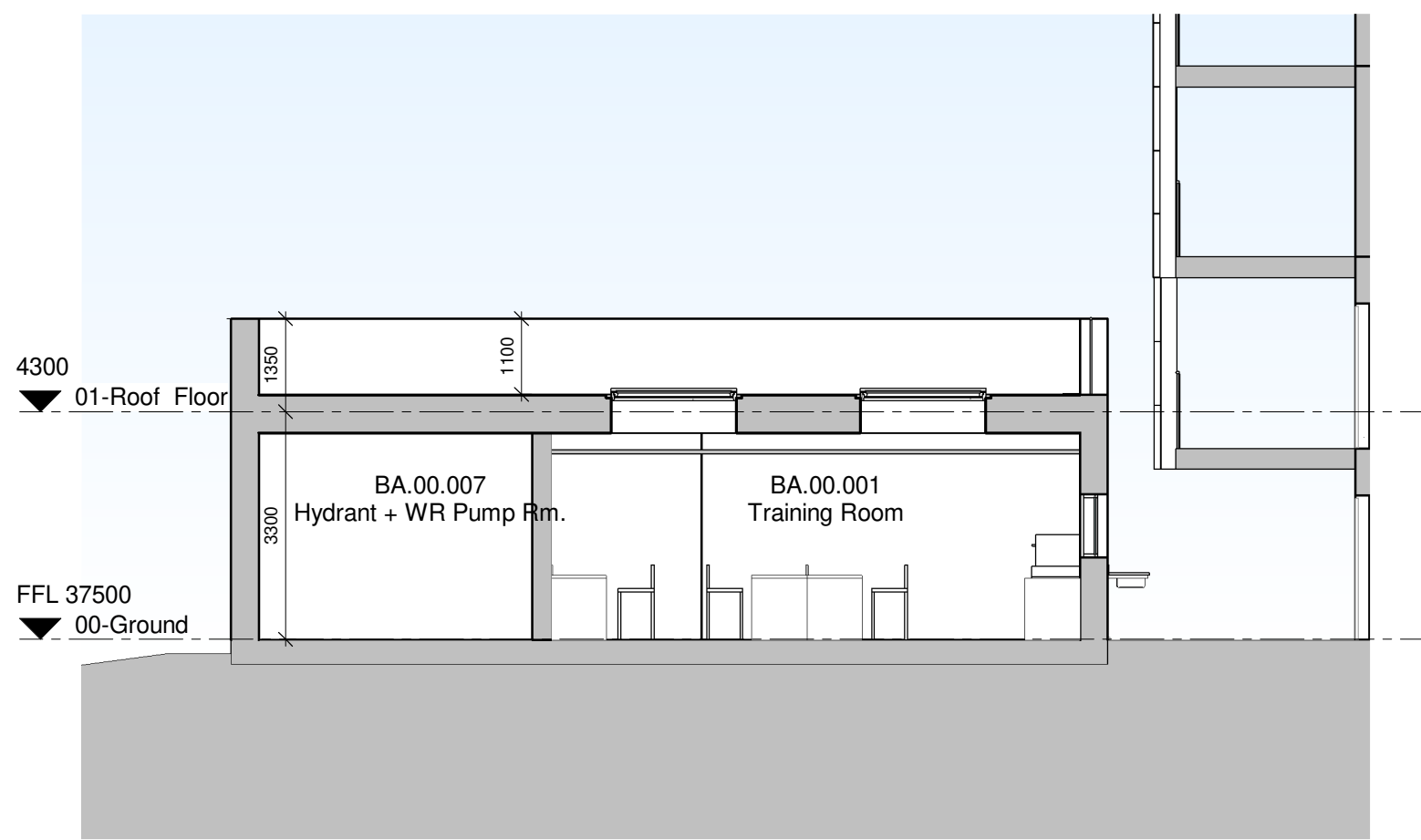
**3 Elevation West**  
1 : 100



**4 Elevation South**  
1 : 100



**A Section A**  
1 : 100



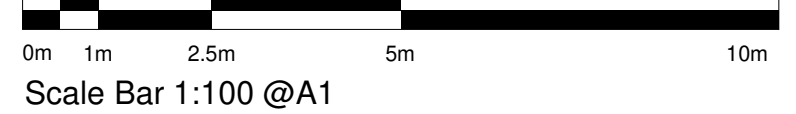
**B Section B**  
1 : 100

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Project  
 Willmott Dixon  
 19038 - Horsham Fire Station

Drawn by: TJ  
 Checked by: MB  
 HNW Project No.: 19038  
 Date Created: JAN 2020

Scale: A1 - As indicated

Drawing Title: BA Facility - Plans, Sections and Elevations

Drawing status: Planning  
 Revision: P7

Drawing Name: HBC-HNW-BA-ZZ-DR-A-2200

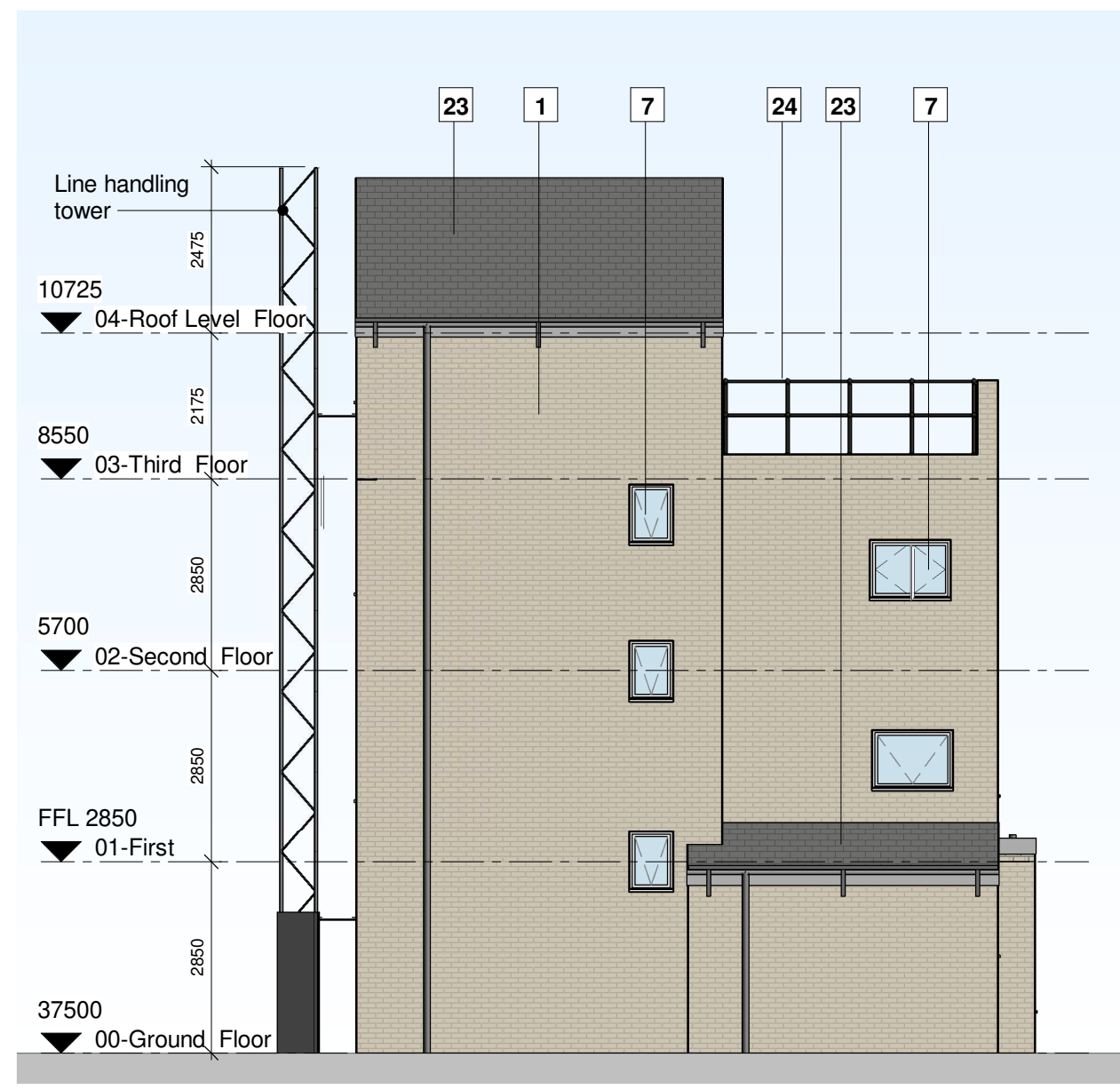
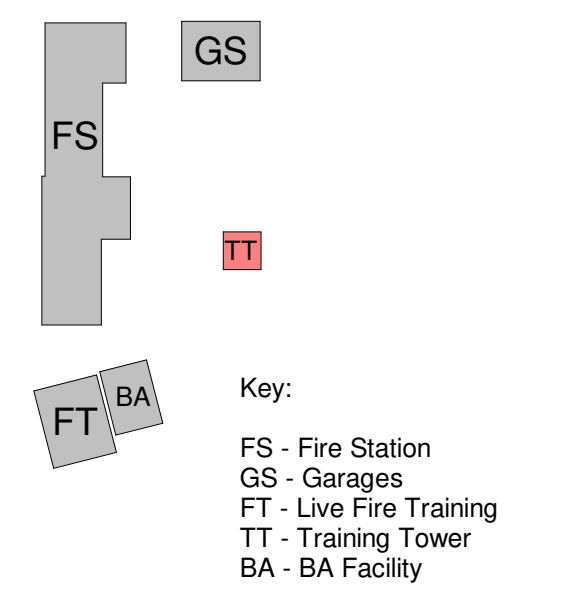
61 North Street, Chichester, West Sussex, PO19 3NB

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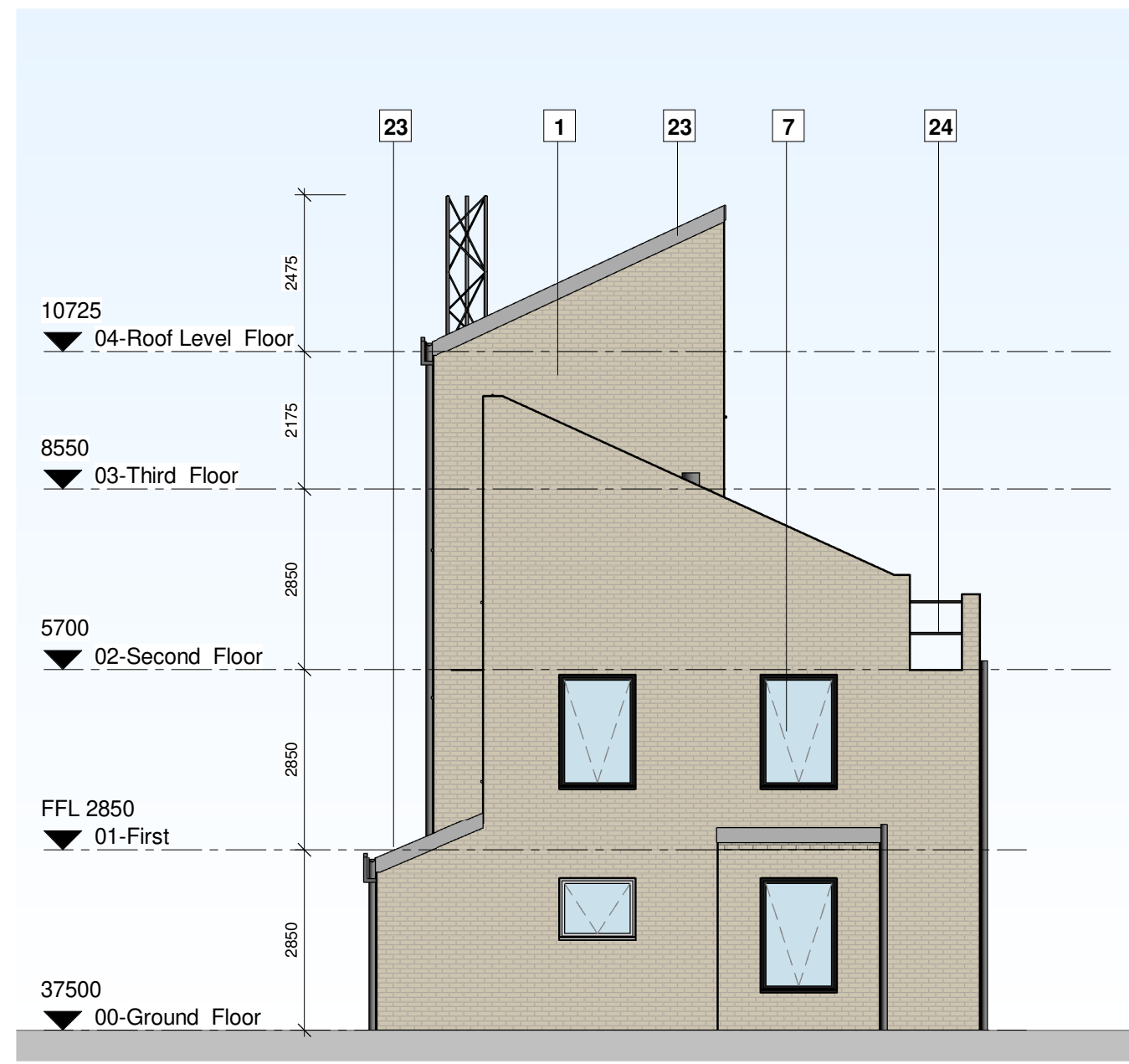


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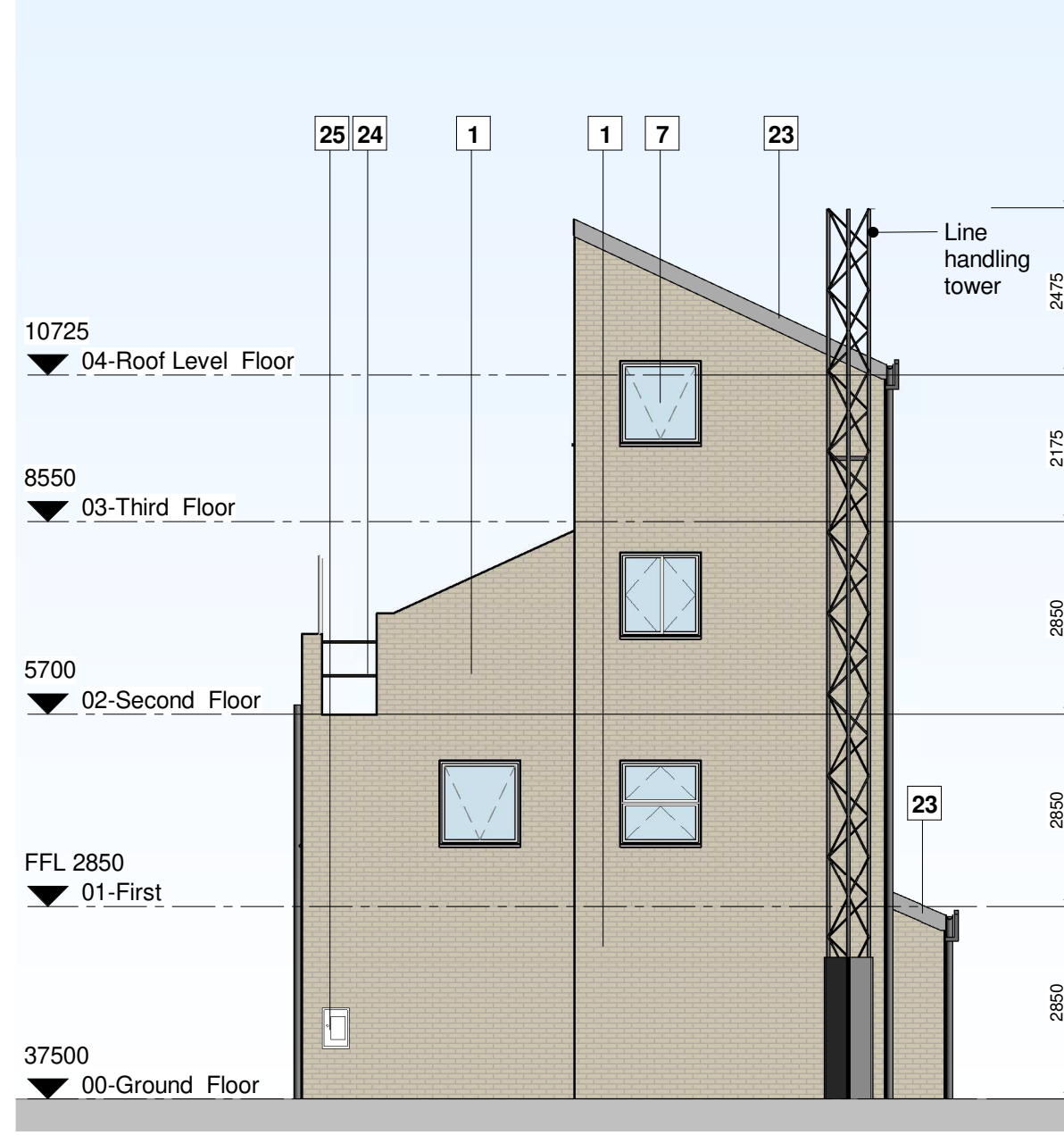
Rev	Amendments	By	Chkd	Date
P6	PLANNING	DH	MCZ	22/09/2020



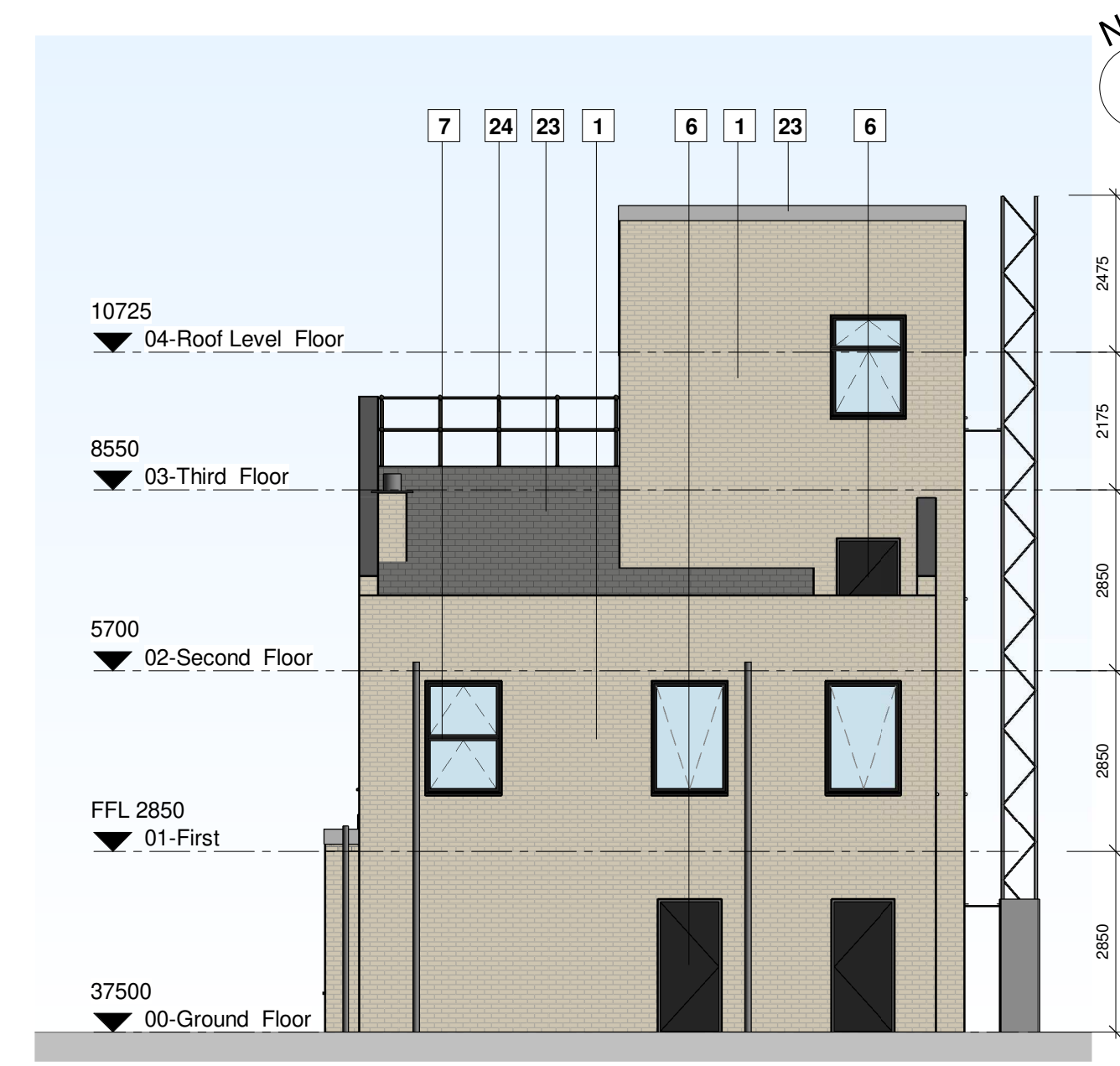
**Elevation South**  
1 : 100



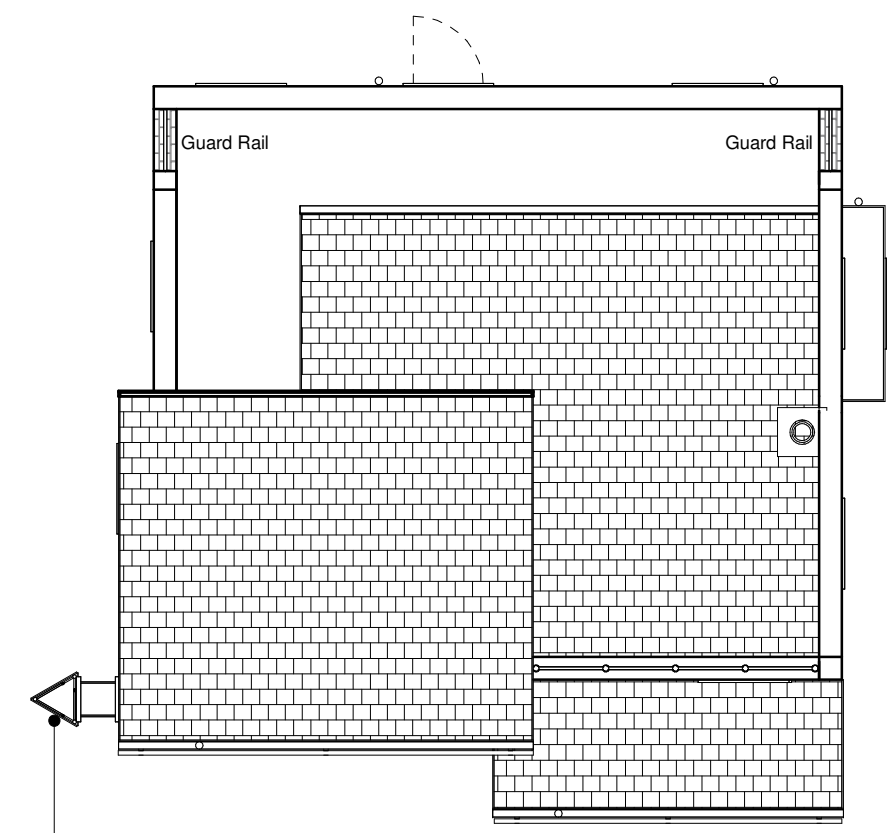
**Elevation East**  
1 : 100



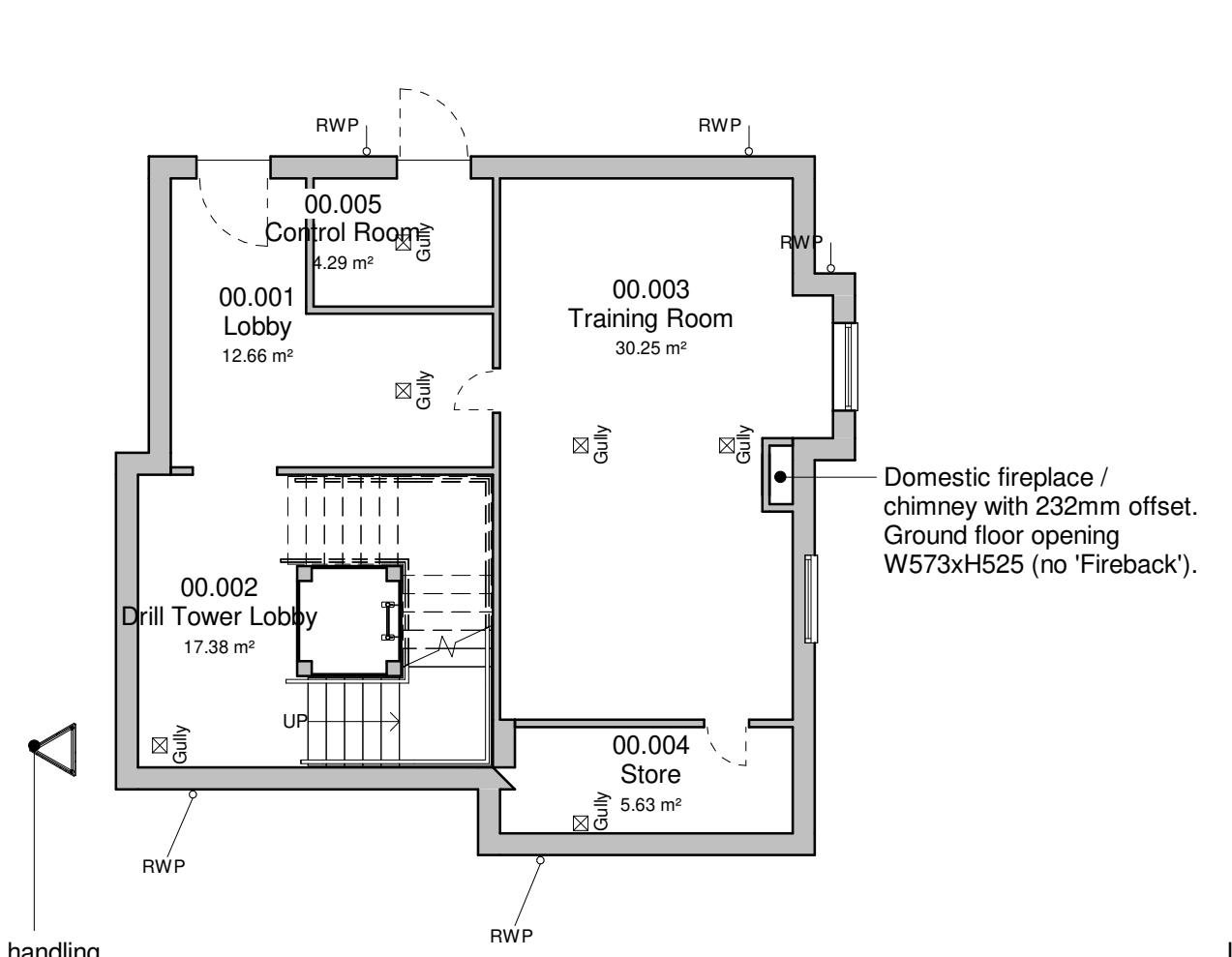
**Elevation West**  
1 : 100



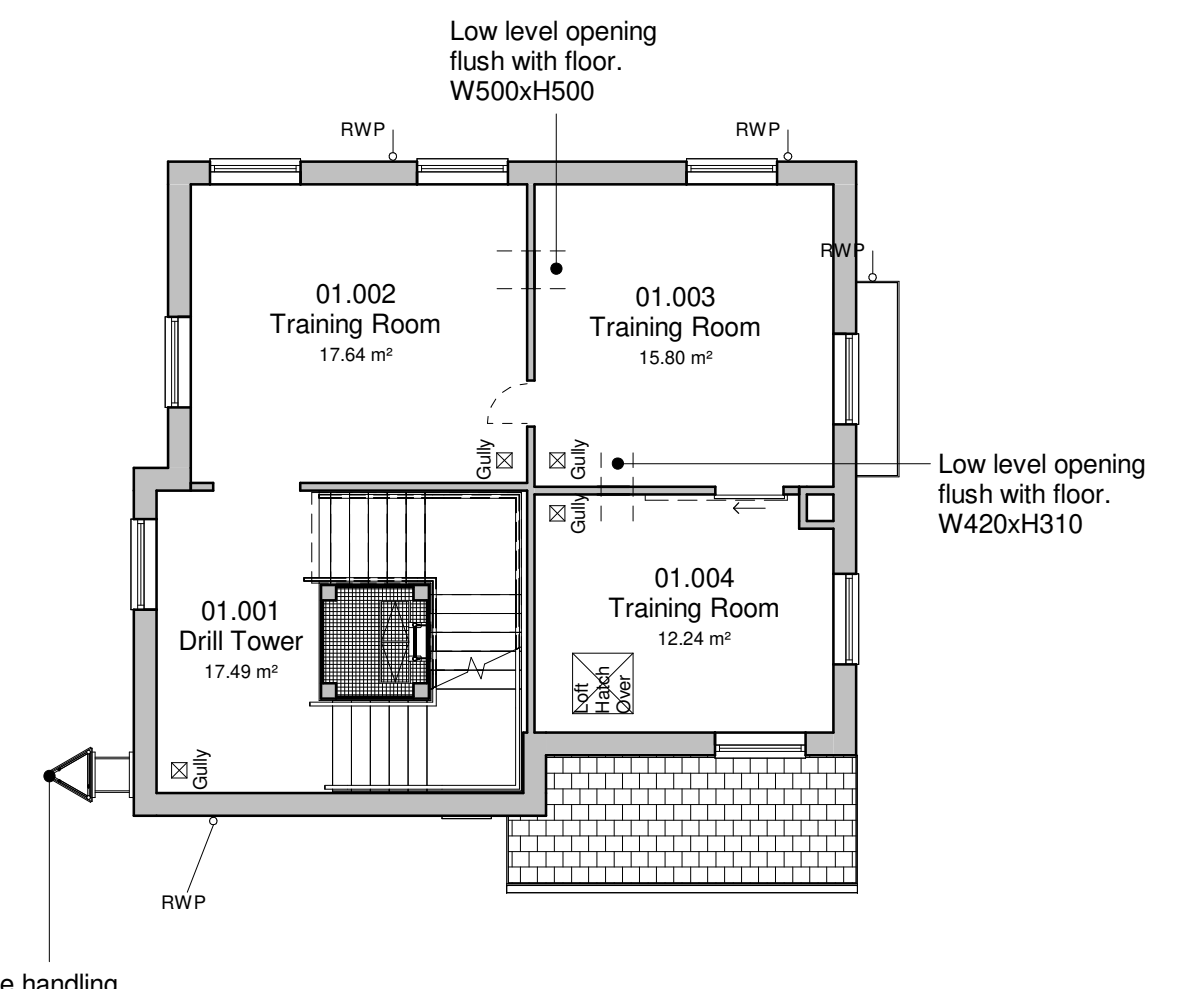
**Elevation North**  
1 : 100



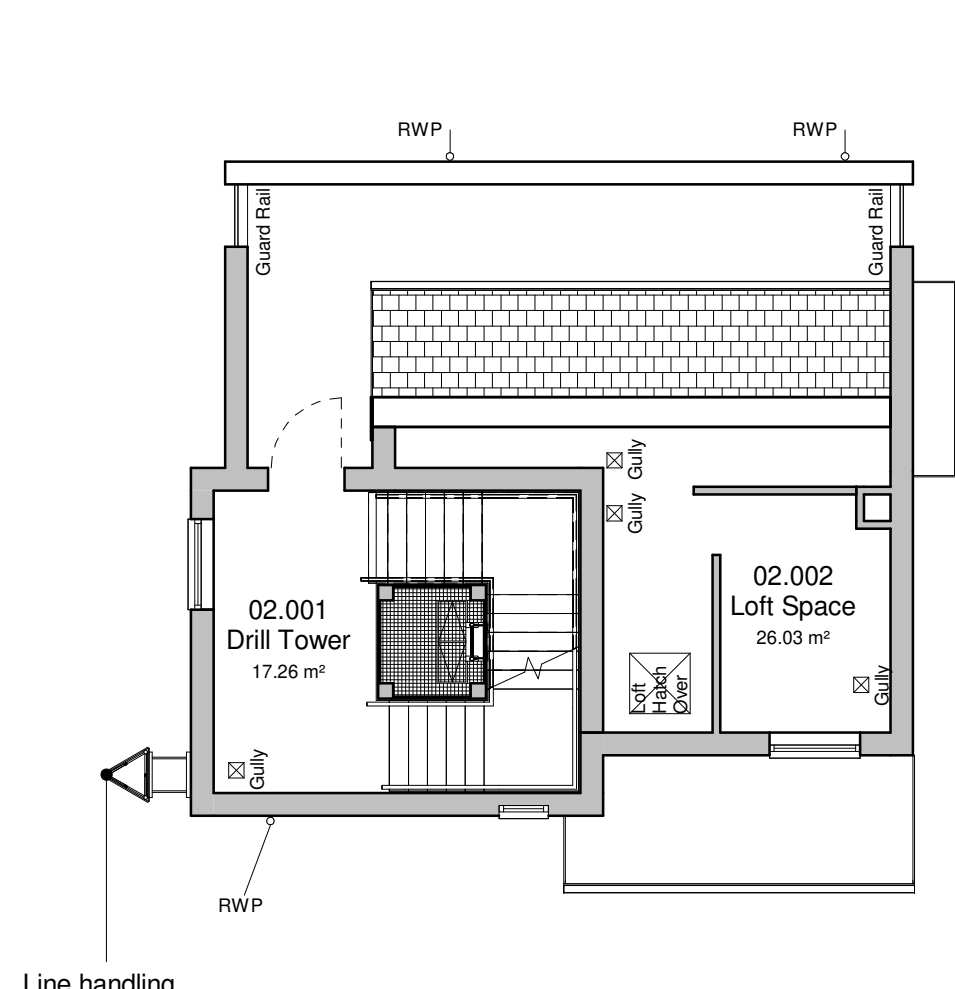
**Roof Plan**  
1 : 100



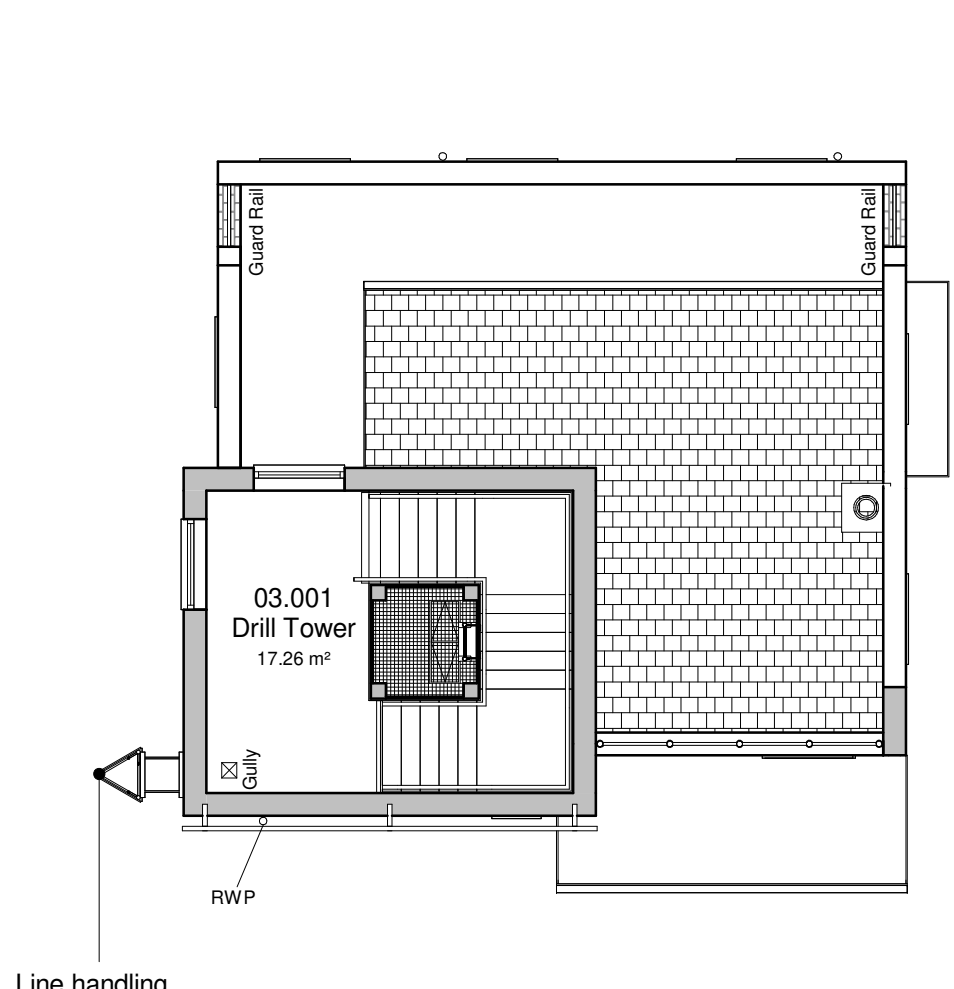
**Ground Floor Plan**  
1 : 100



**First Floor Plan**  
1 : 100



**Second Floor Plan**  
1 : 100



**Third Floor Plan**  
1 : 100

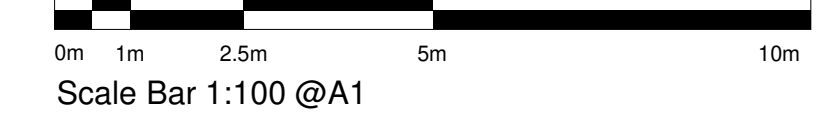
Material Schedule	
Tag	Material
1	Brick - Buff
6	Metal Door
7	Window
23	Profiled Coated Steel Sheet
24	Safety Rail
25	External Dry Riser Inlet

**Note:**  
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**Note:**  
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Project  
**Willmott Dixon**  
 19038 - Horsham Fire Station

Drawn by: RR | Checked by: MB | HNW Project No.: 19038 | Date Created: JAN 2020

Scale: A1 - As indicated

Drawing Title  
**Training Tower - Plans and Elevations**

Drawing status: Planning | Revision: P6

Drawing Name  
**HBC-HNW-TT-ZZ-DR-A-2200**

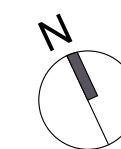
61 North Street, Chichester, West Sussex, PO19 1NB



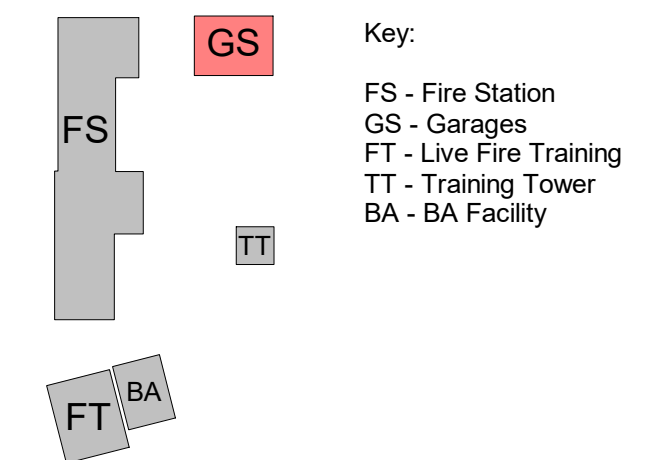
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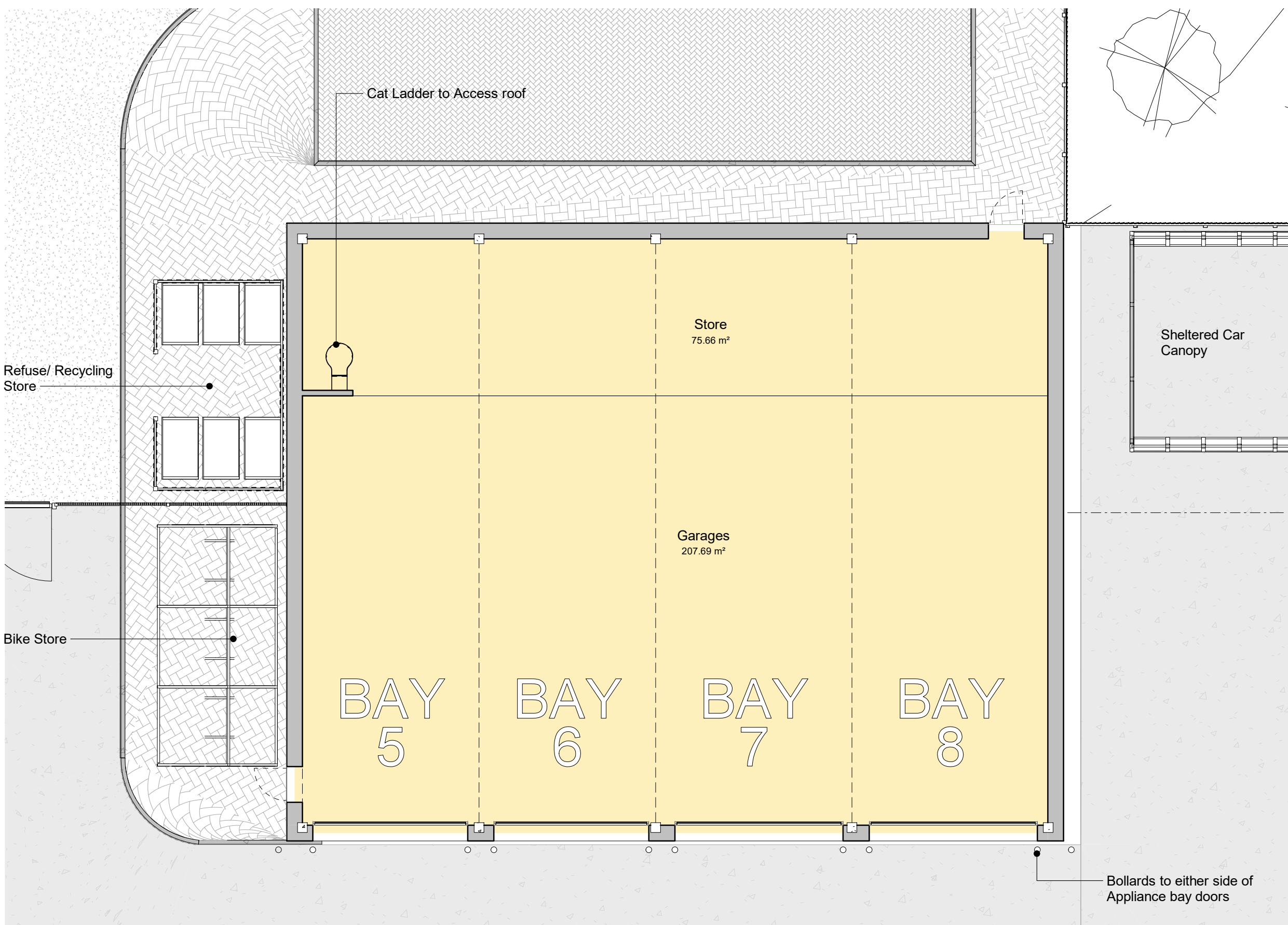
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Rev	Amendments	By	Chkd	Date
P7	PLANNING	TJ	MB	08/09/2020



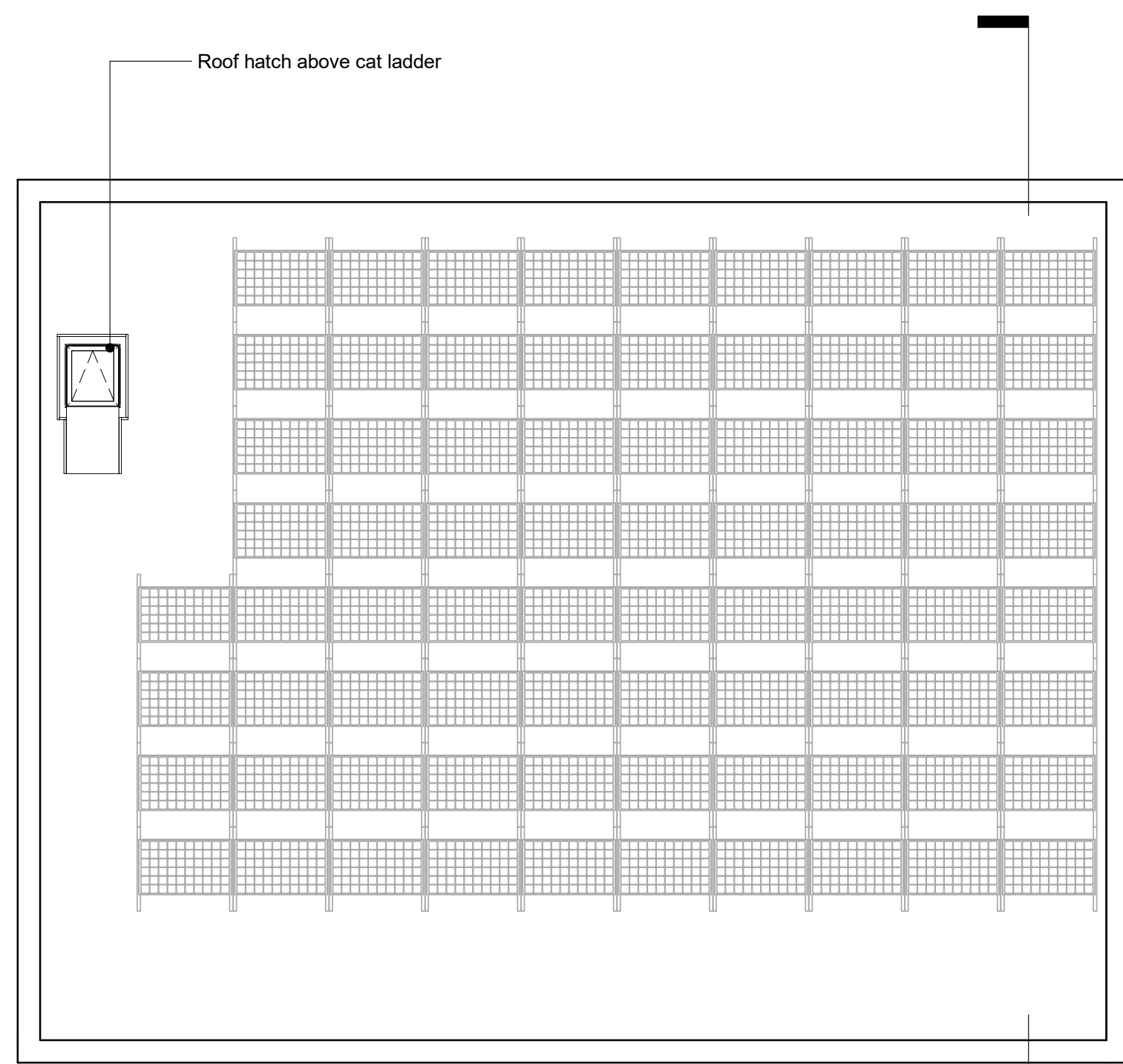
Material Schedule	
Tag	Material
1	Brick - Buff
2	Eurobond - Dark Grey
6	Metal Door
9	Up and Over Appliance Door



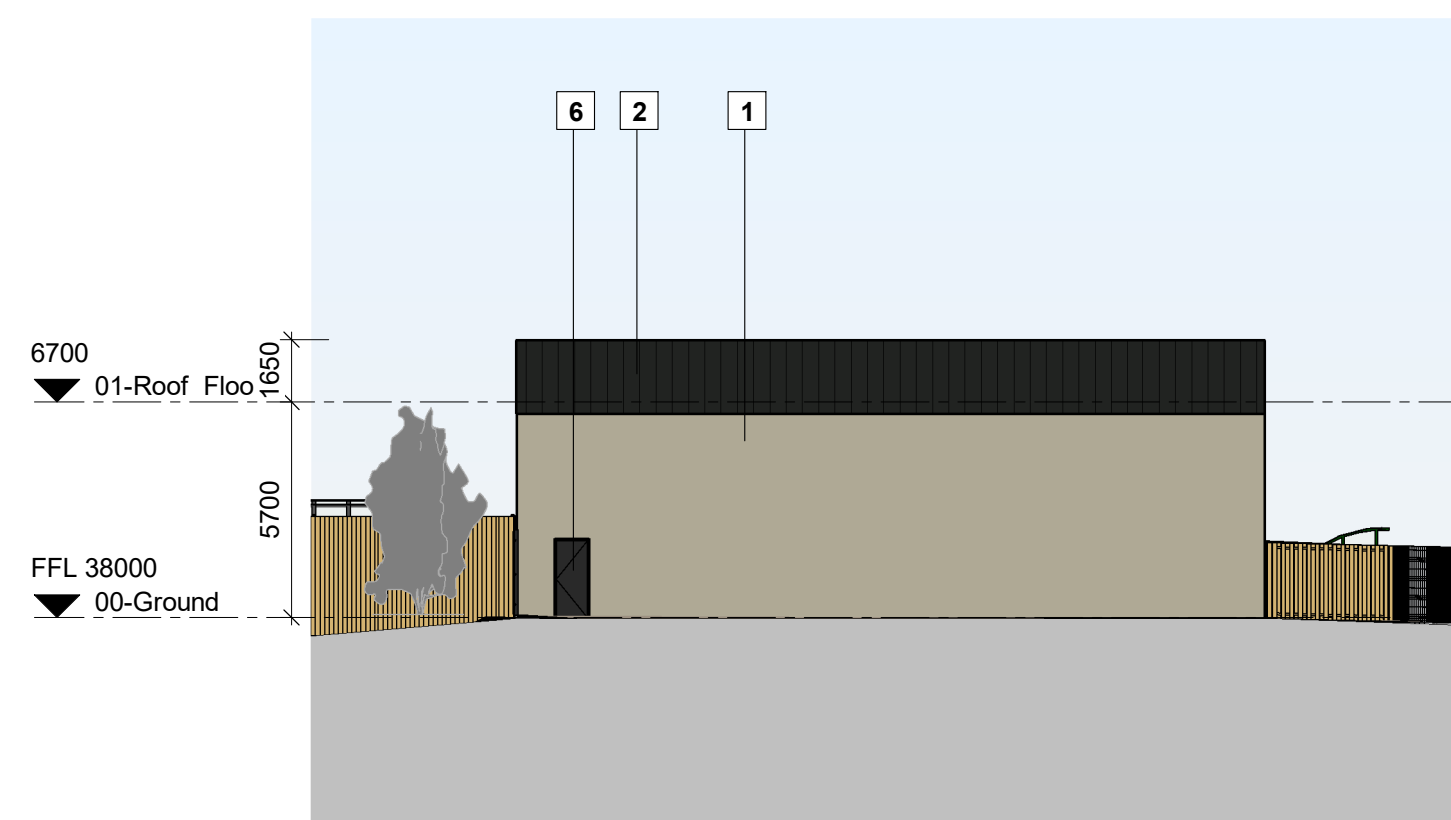
**Ground Floor Plan**  
1 : 100

**Room Type**

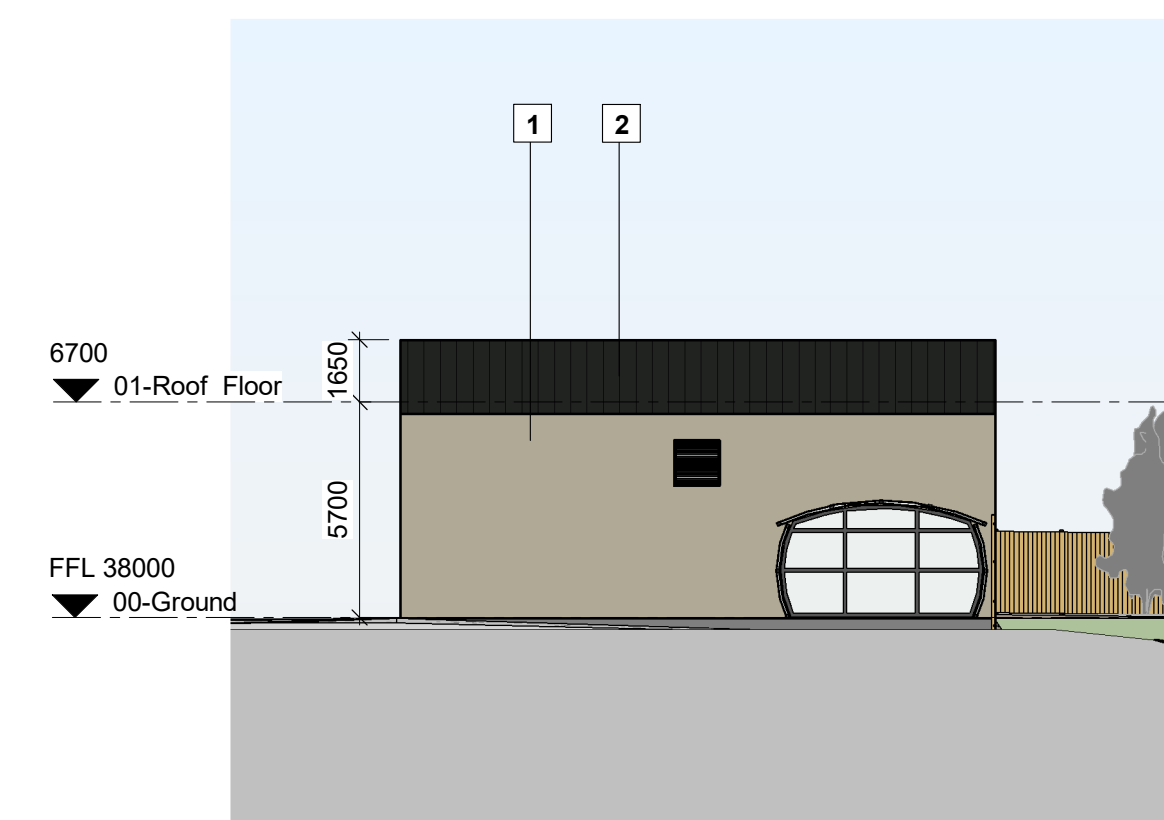
- Clean
- Dirty
- Mixed



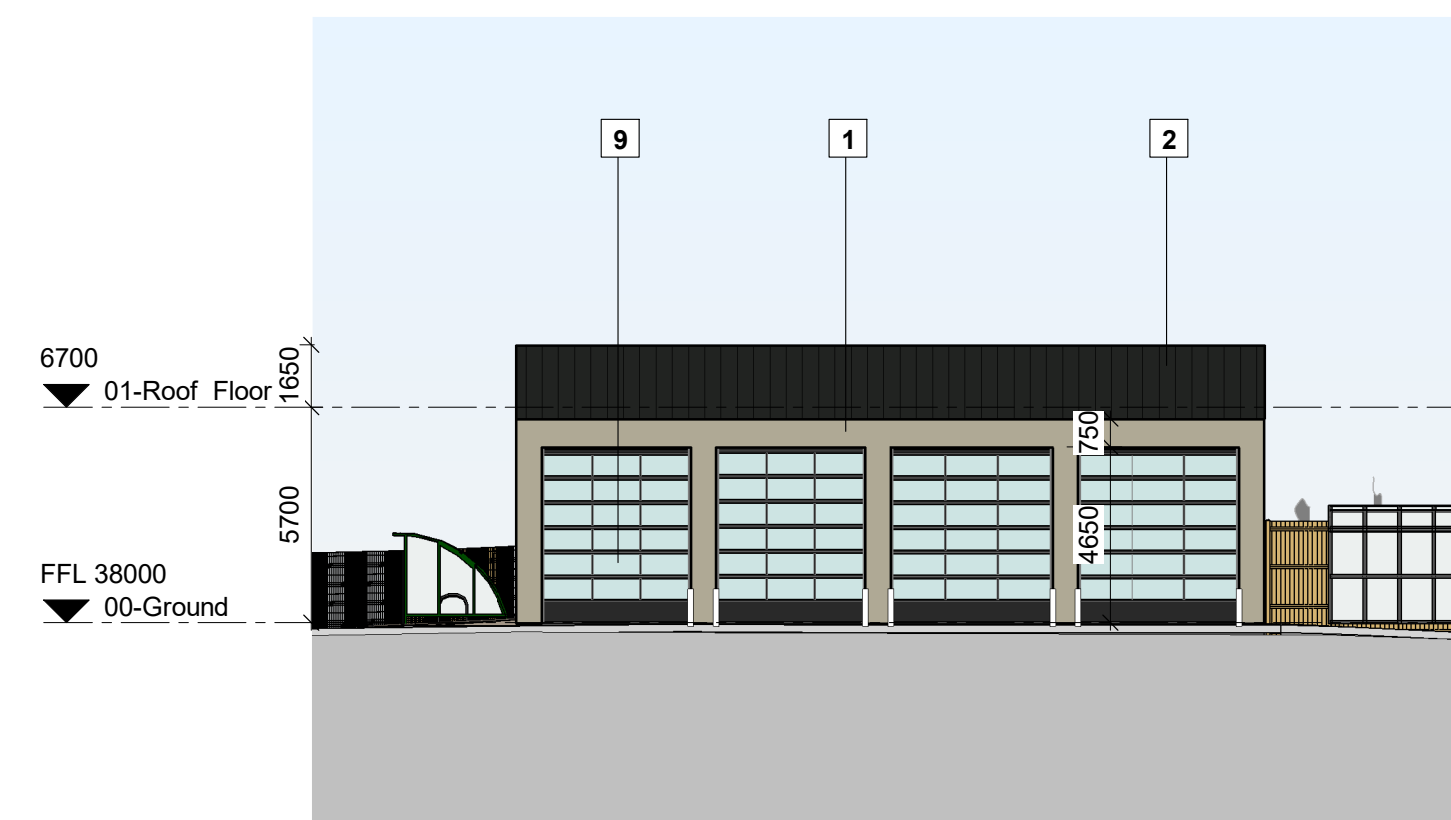
**Roof Plan**  
1 : 100



**1 Elevation North**  
1 : 200



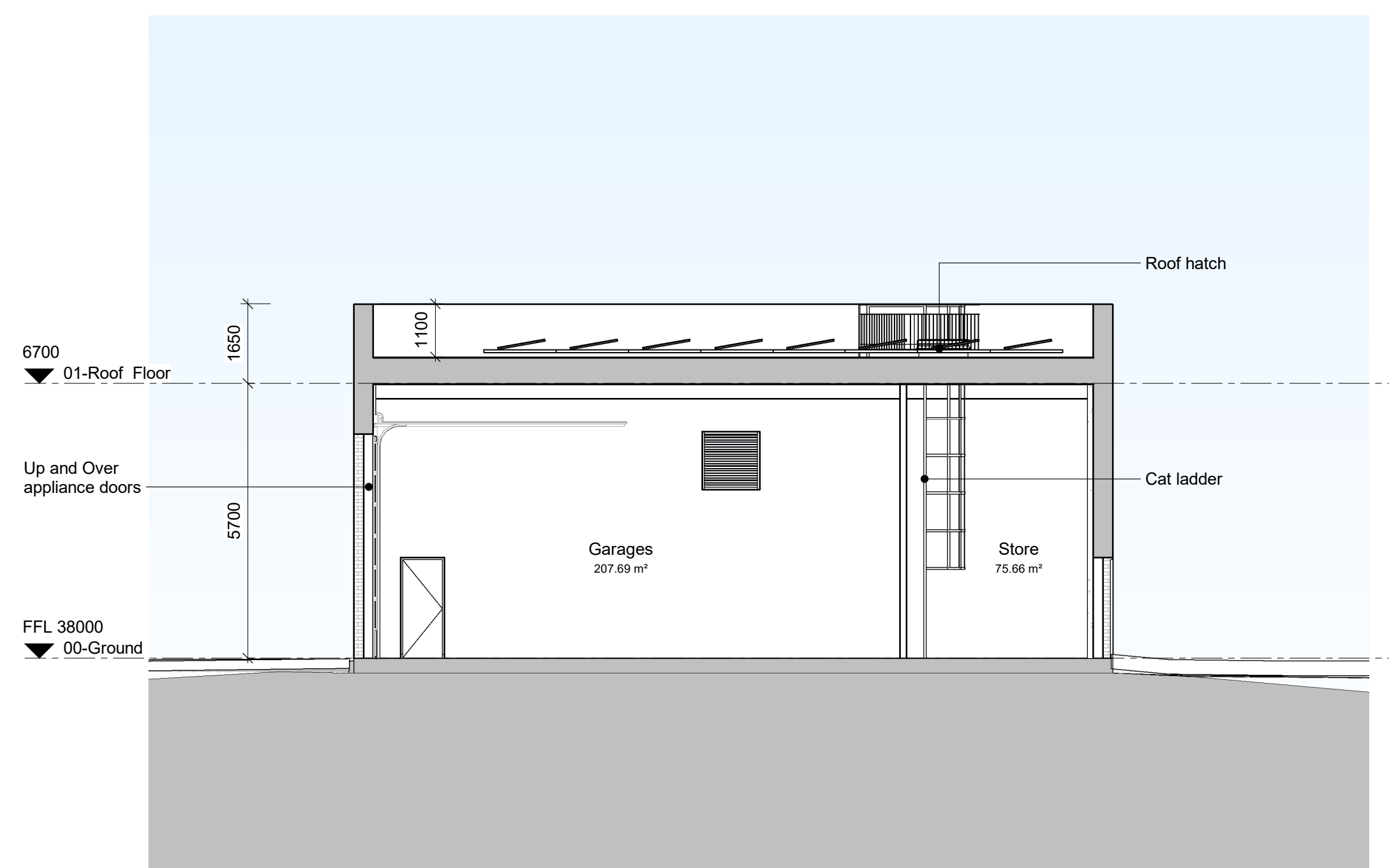
**2 Elevation East**  
1 : 200



**3 Elevation South**  
1 : 200



**4 Elevation West**  
1 : 200



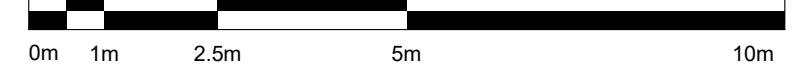
**A Section A**  
1 : 100

**Note:**  
Design Proposals require further coordination with Structural, Civil and MEP Engineers

**Note:**  
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Scale Bar 1:100 @A1

Project			
Willmott Dixon Horsham Fire Station			
Drawn by	Checked by	HNW Project No.	Date Created
TJ	MB	19038	JAN 2020
Scale		A1- As indicated	
Drawing Title			
Garages - Plans, Sections and Elevations			
Drawing status		Revision	
Preliminary		P7	
Drawing Name			
HBC-HNW-GS-ZZ-DR-A-2200			
61 North Street, Chichester, West Sussex, PO19 3NB			

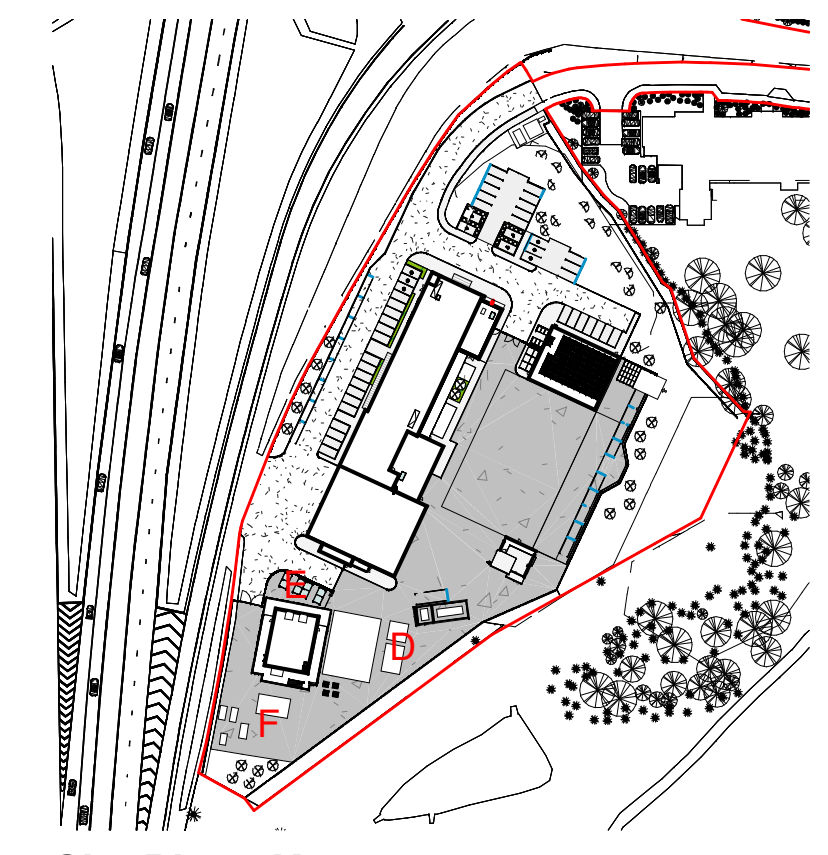


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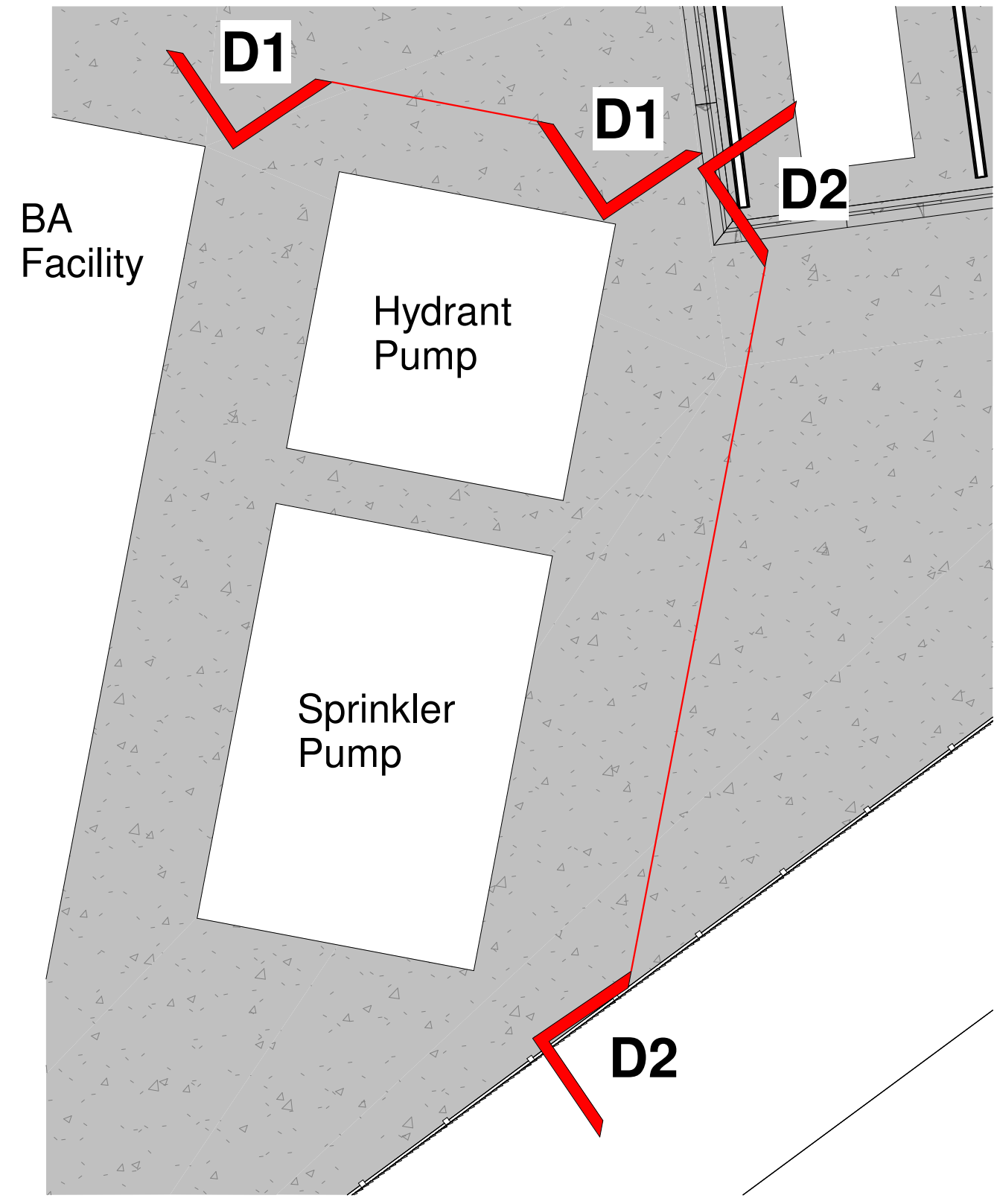


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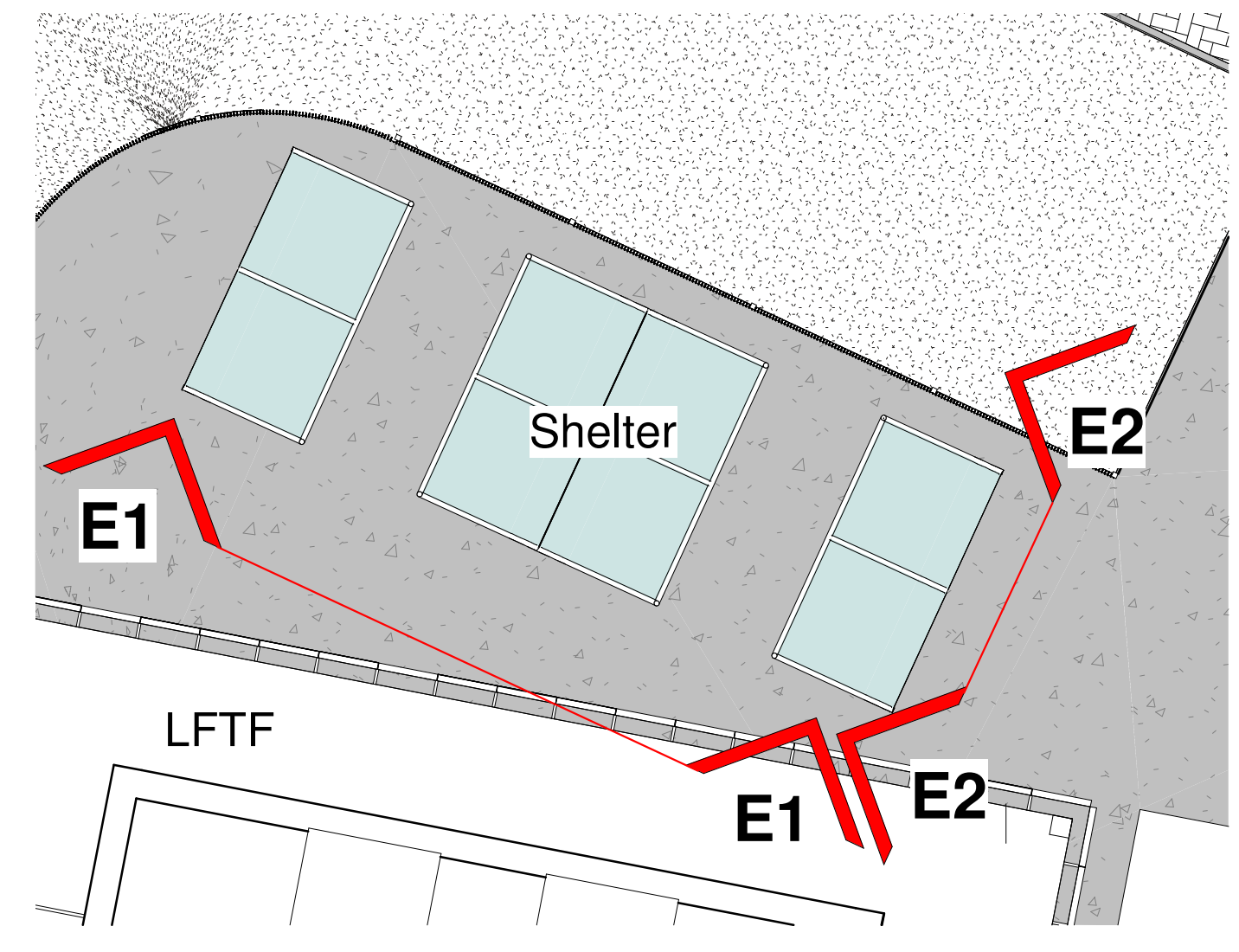
Rev	Amendments	By	Chkd	Date
P5	PLANNING	DH	MCZ	22/09/2020



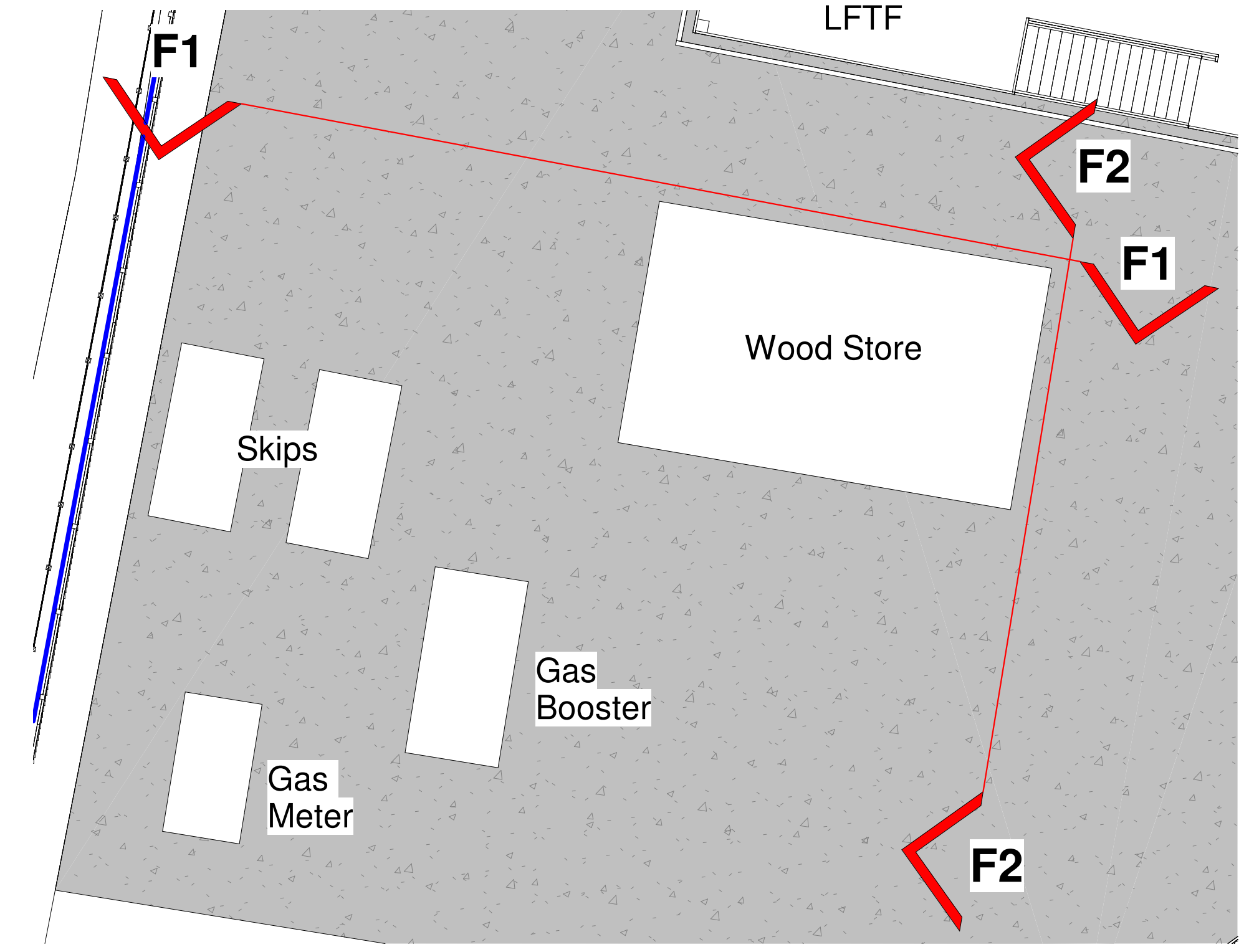
**Site Plan - Key**  
1 : 2000



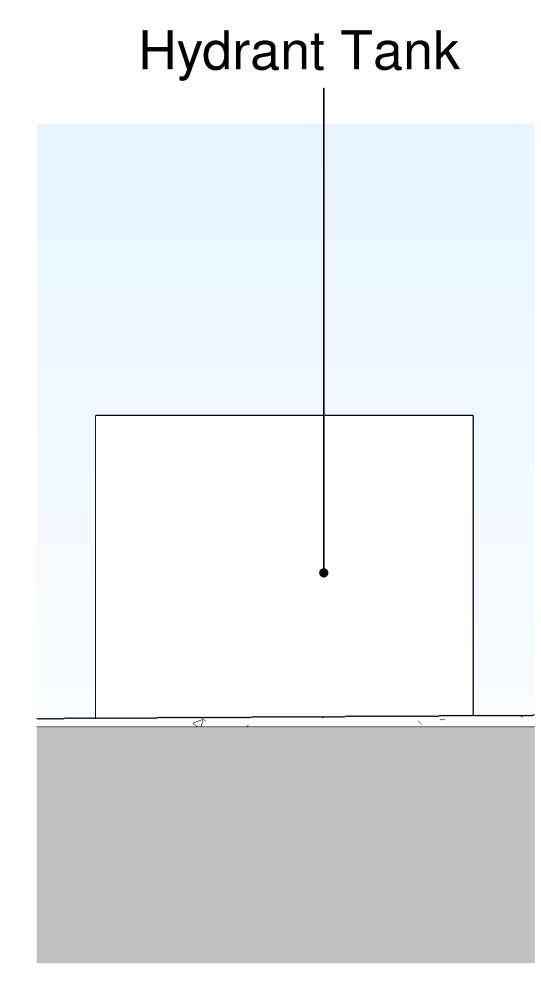
**Site Plan - Hydrant and Sprinkler Tank**  
1 : 100



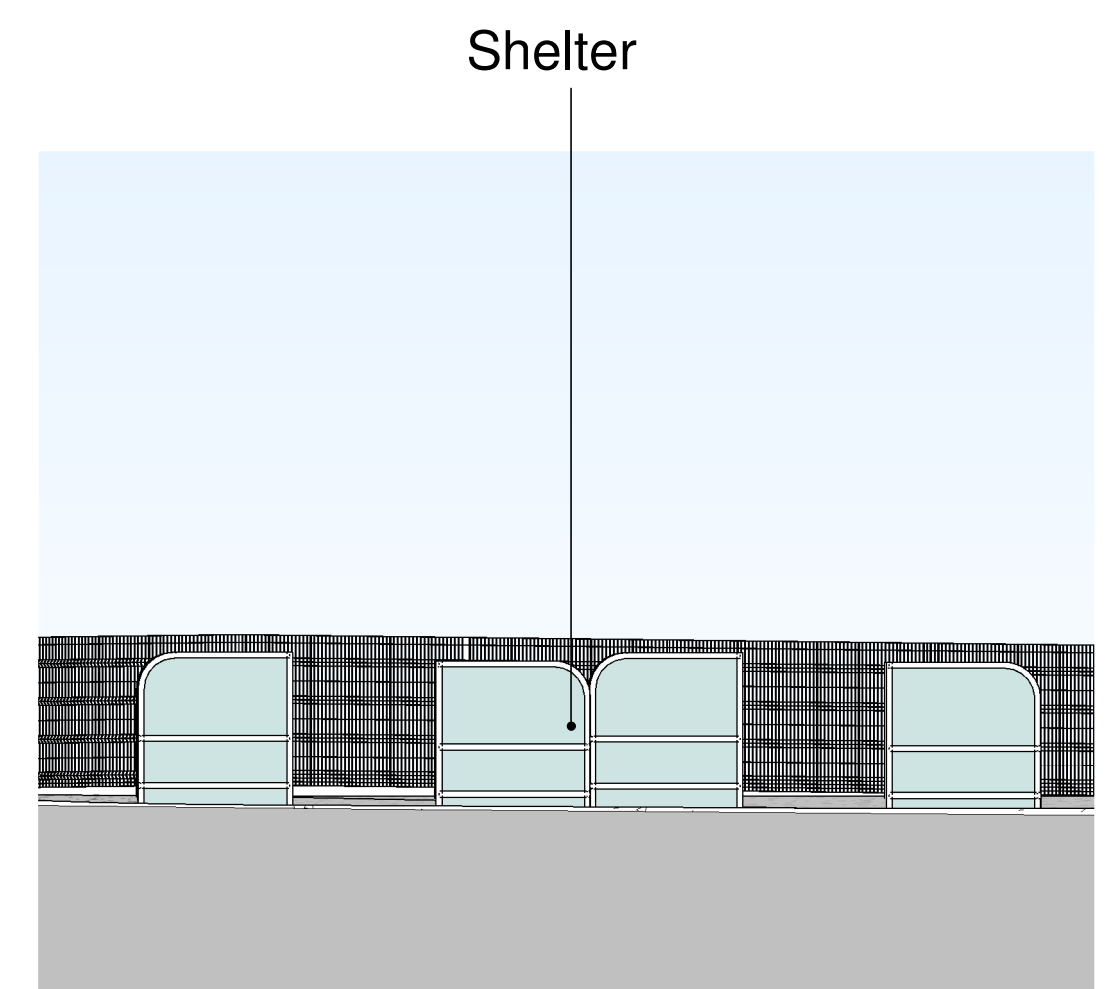
**Site Plan - Shelter**  
1 : 100



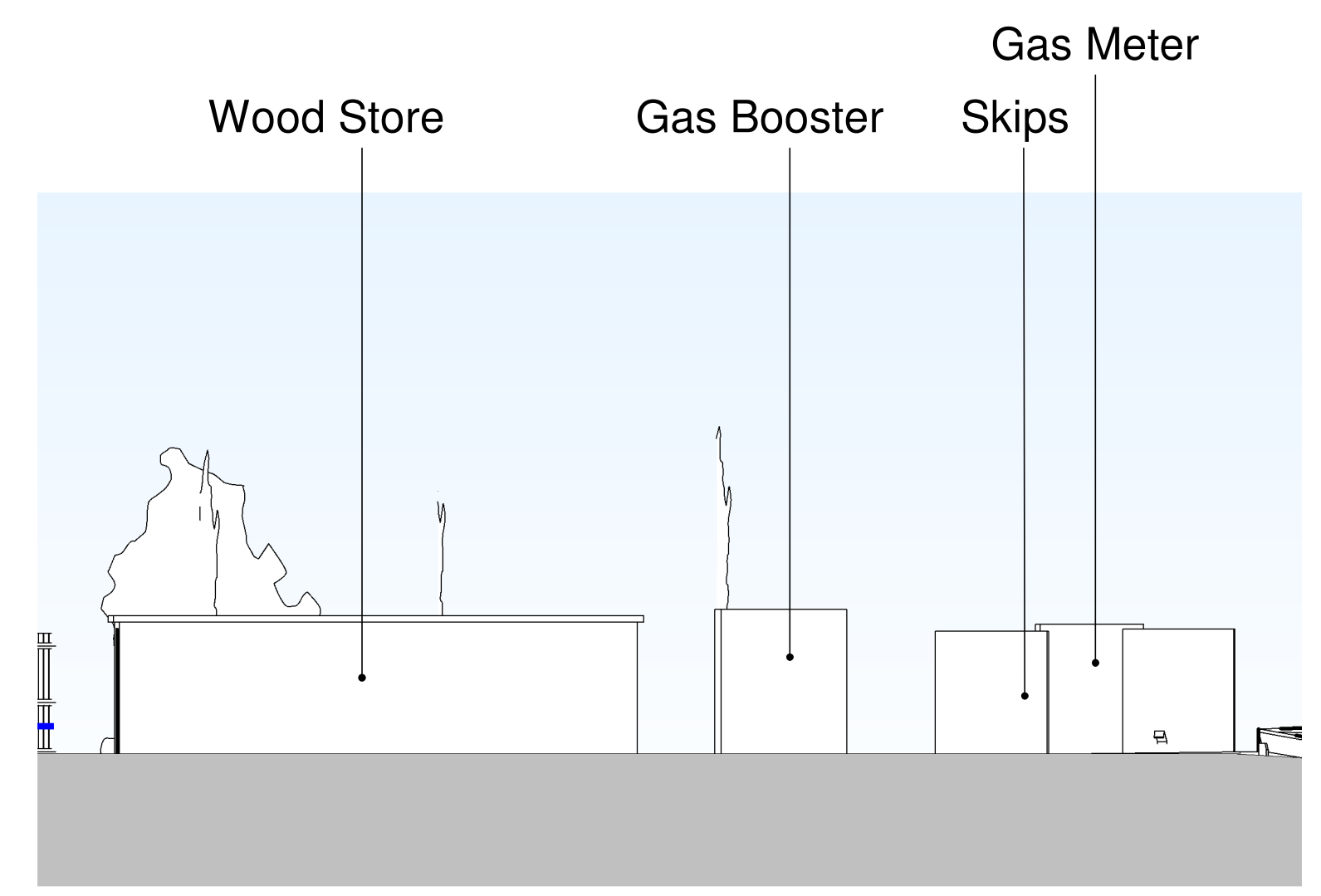
**Site Plan - Wood Store, Skips, Gas Meter and Gas Booster**  
1 : 100



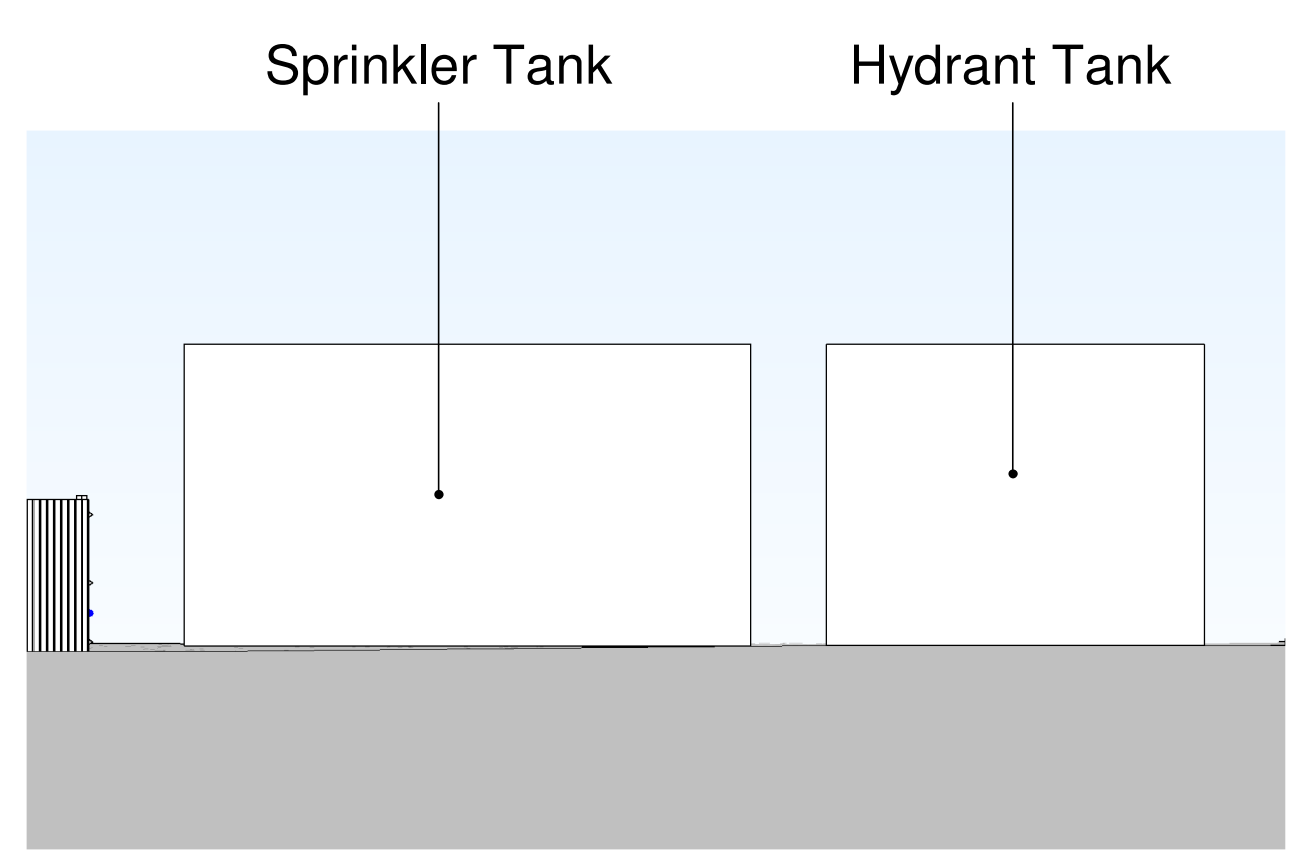
**D1 - Hydrant Tank**  
1 : 100



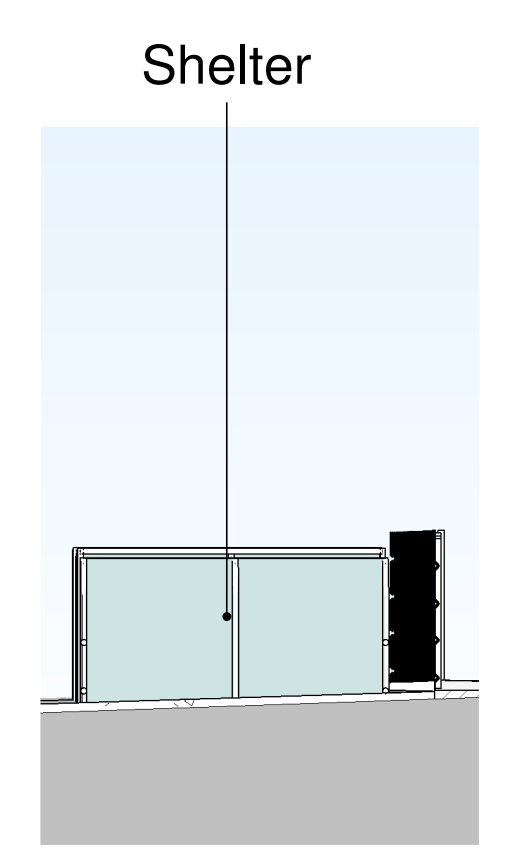
**E1 - Front of Shelter**  
1 : 100



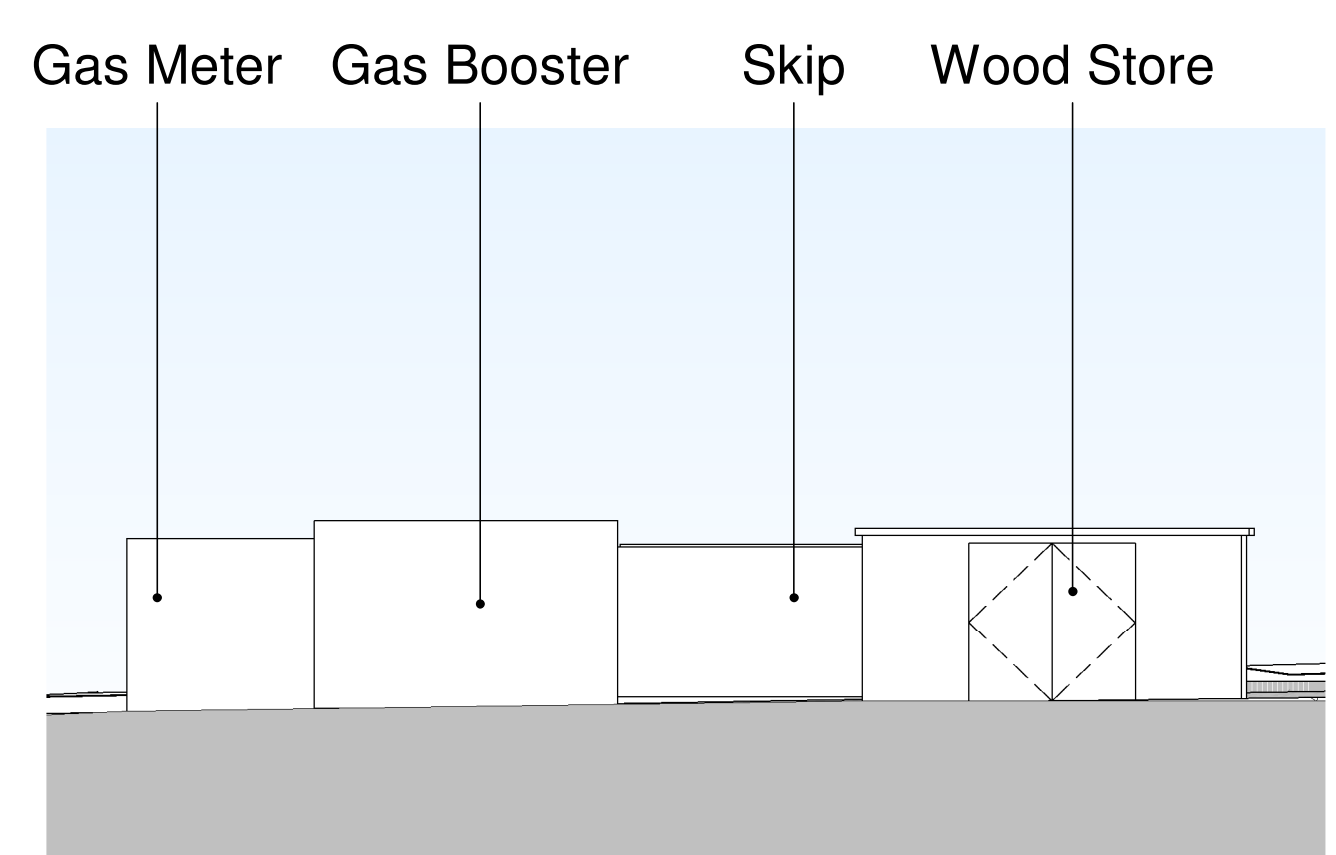
**F1 - Wood Store and Skips**  
1 : 100



**D2 - Hydrant and Sprinkler Tank**  
1 : 100



**E2 - Side of Shelter**  
1 : 100



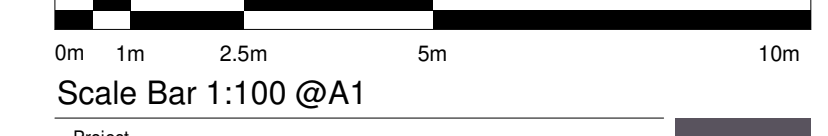
**F2 - Wood Store, Gas Meter and Gas Booster**  
1 : 100

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Project  
**Willmott Dixon**  
 Horsham Fire Station and Training Centre

Drawn by: DH, Checked by: MB, HNW Project No.: 19038, Date Created: FEB 2020

Scale: A1 - As indicated

Drawing Title: **Site Buildings - Plans and Elevations**

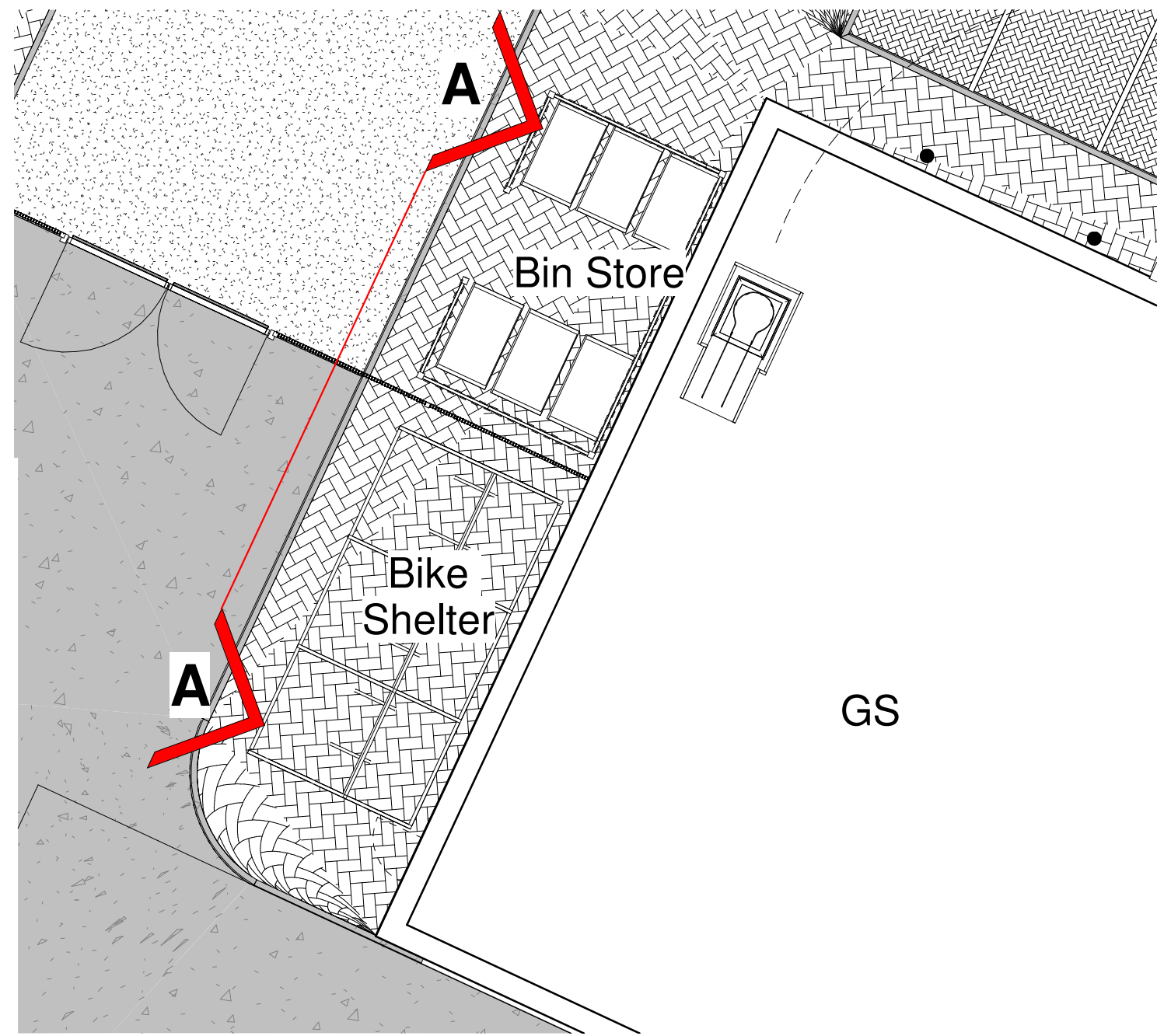
Drawing status: Planning, Revision: P5

Drawing Name: HBC-HNW-XX-ZZ-DR-A-3276

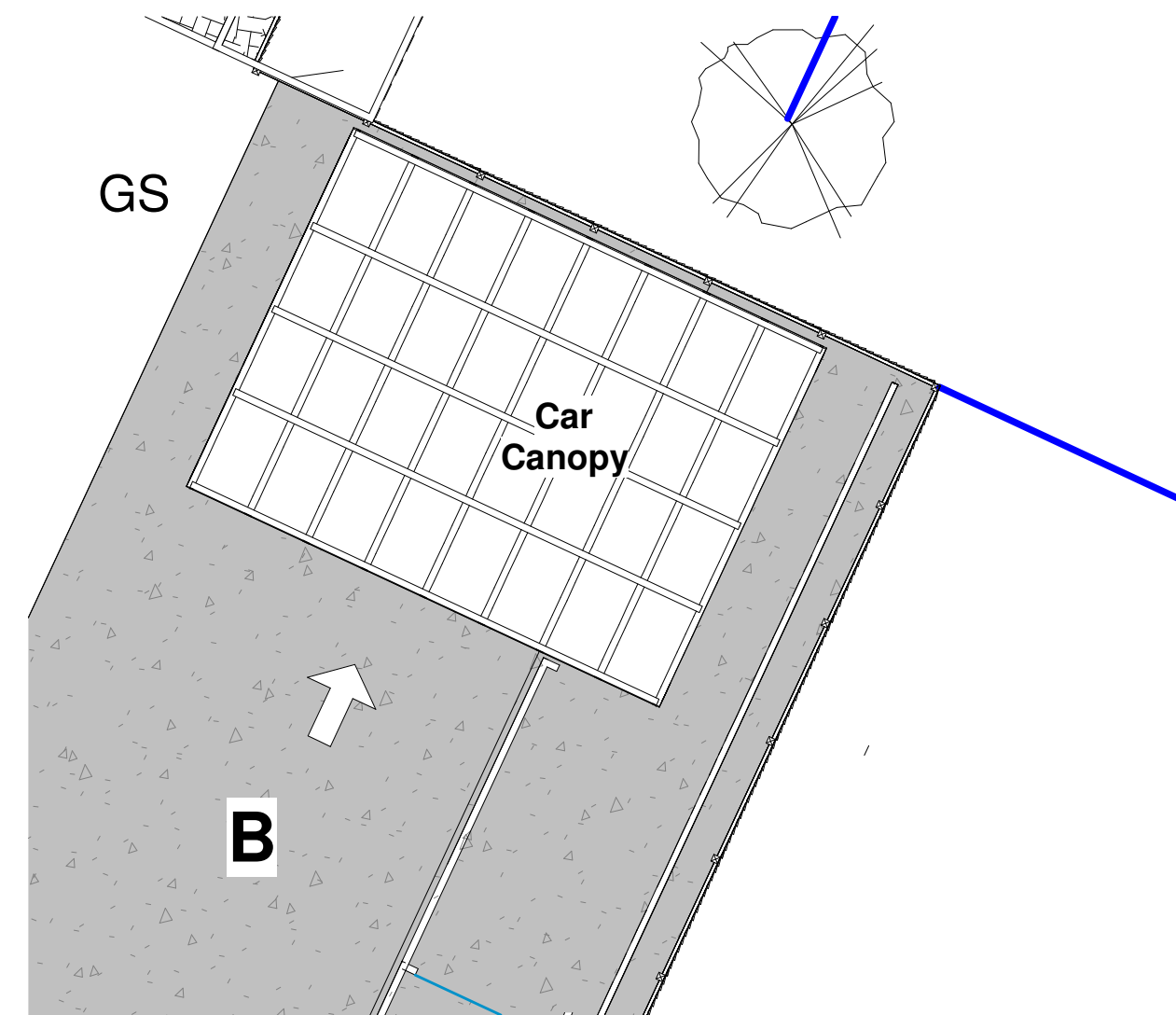
61 North Street, Chichester, West Sussex, PO19 3NB



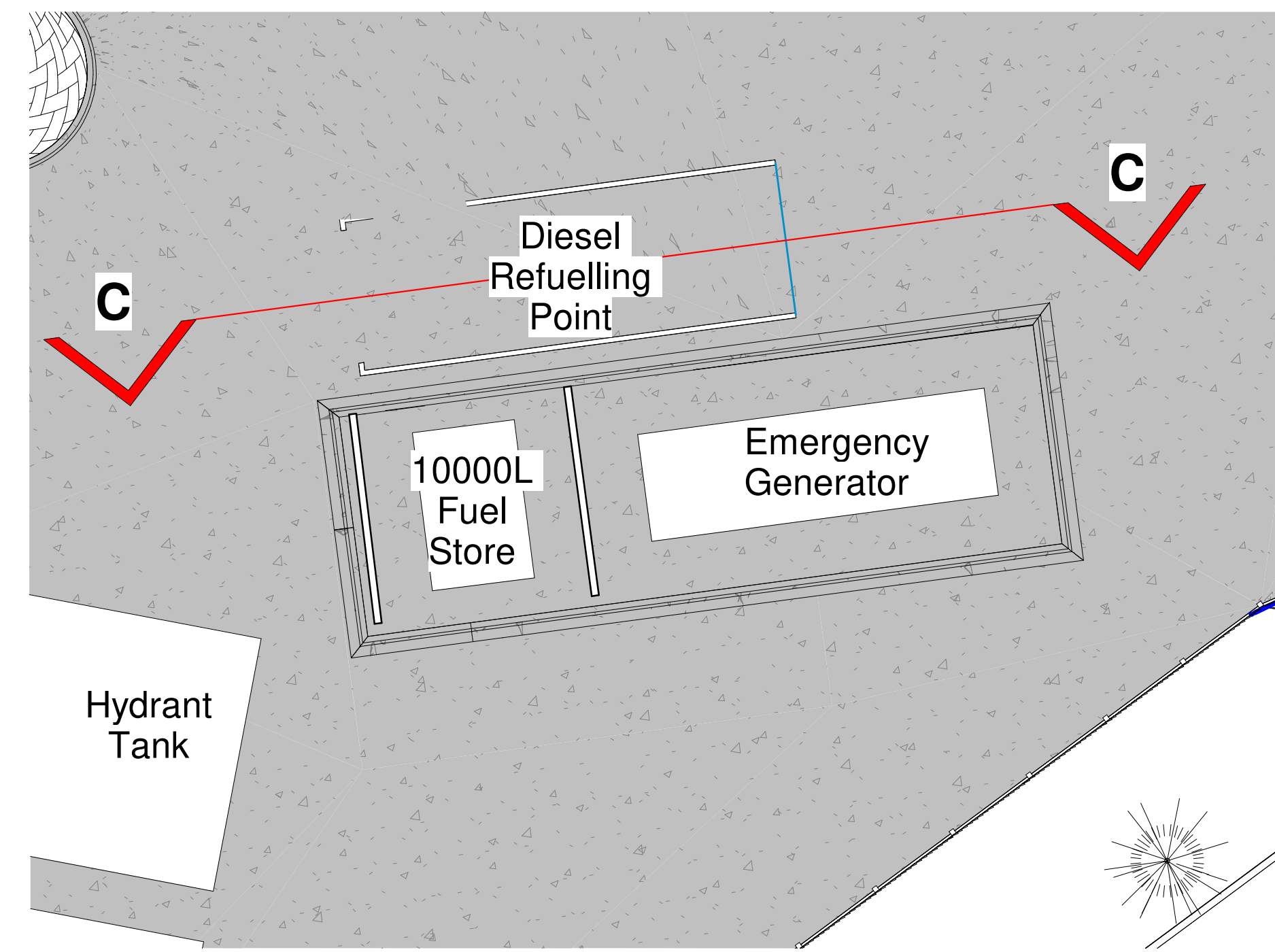




**Site Plan - Bike Shelter and Bin Store**  
1 : 100



**Site Plan - Car Canopy**  
1 : 100



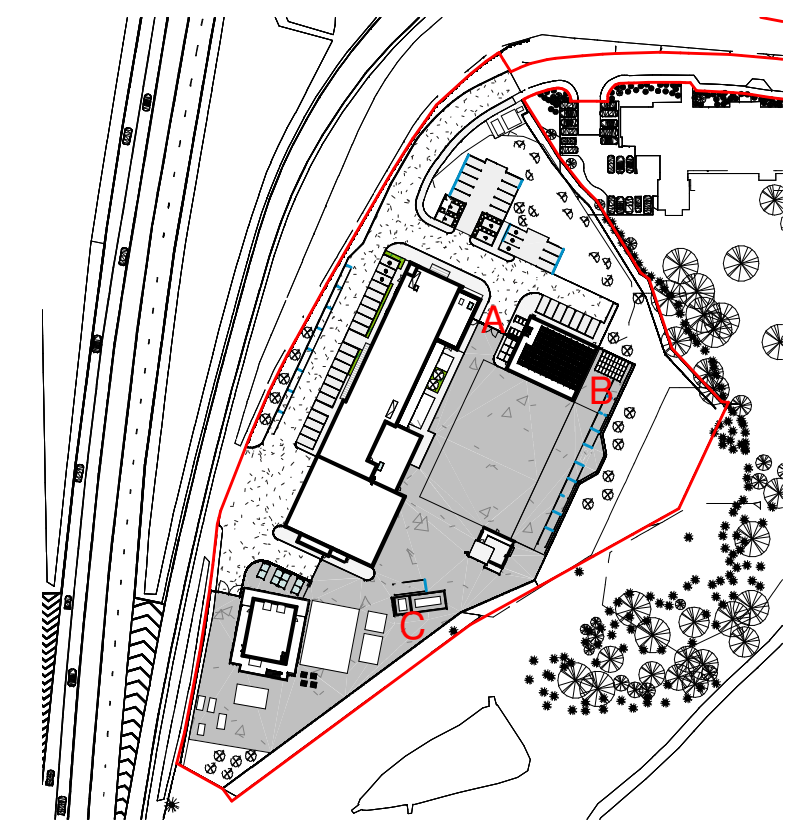
**Site Plan - Fuel Store, Emergency Generator, Sprinkler Pump Room and Sprinkler Tank**  
1 : 100

T0718

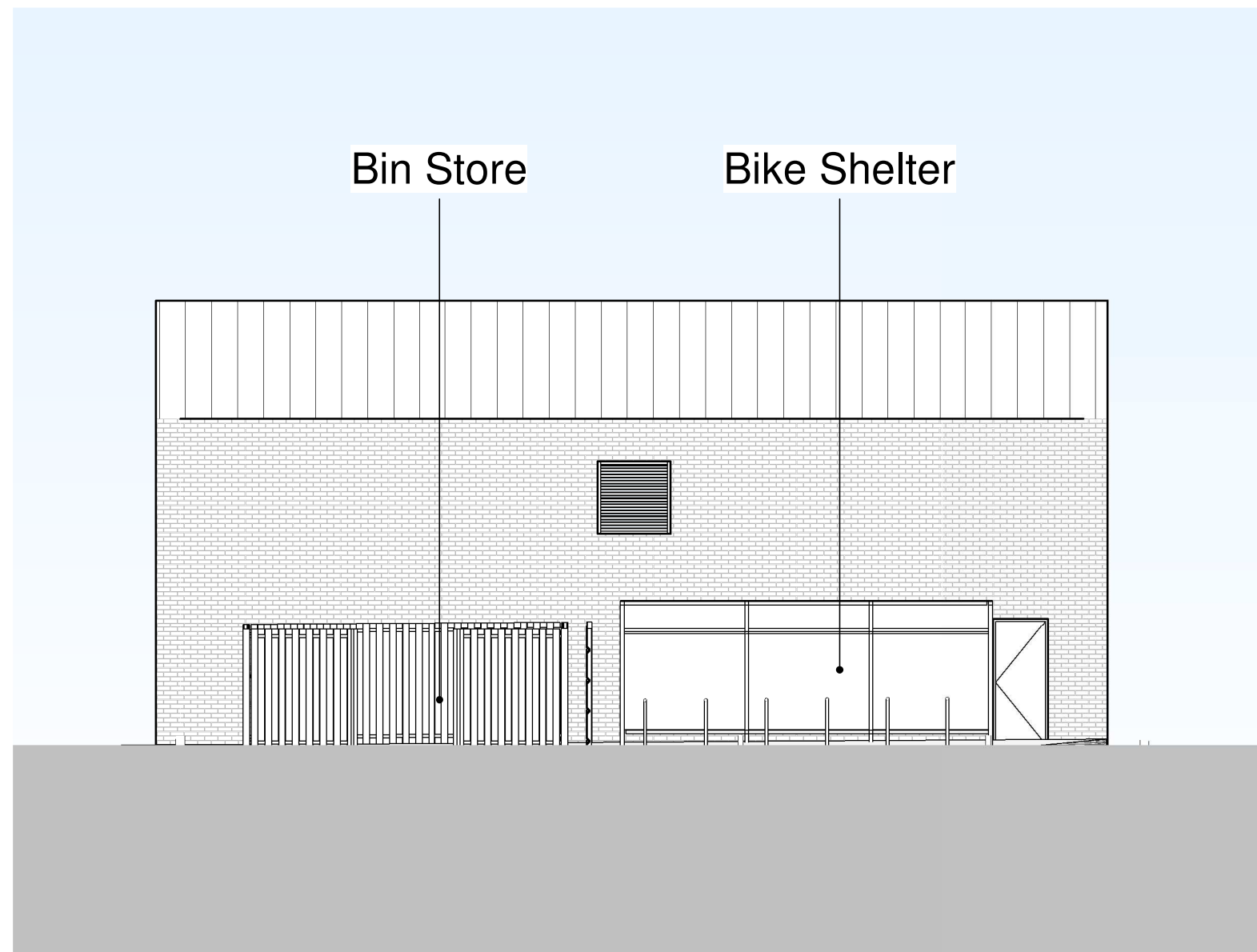
Appendix 4  
Item 5

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Rev	Amendments	By	Chkd	Date
P5	PLANNING	DH	MCZ	22/09/2020



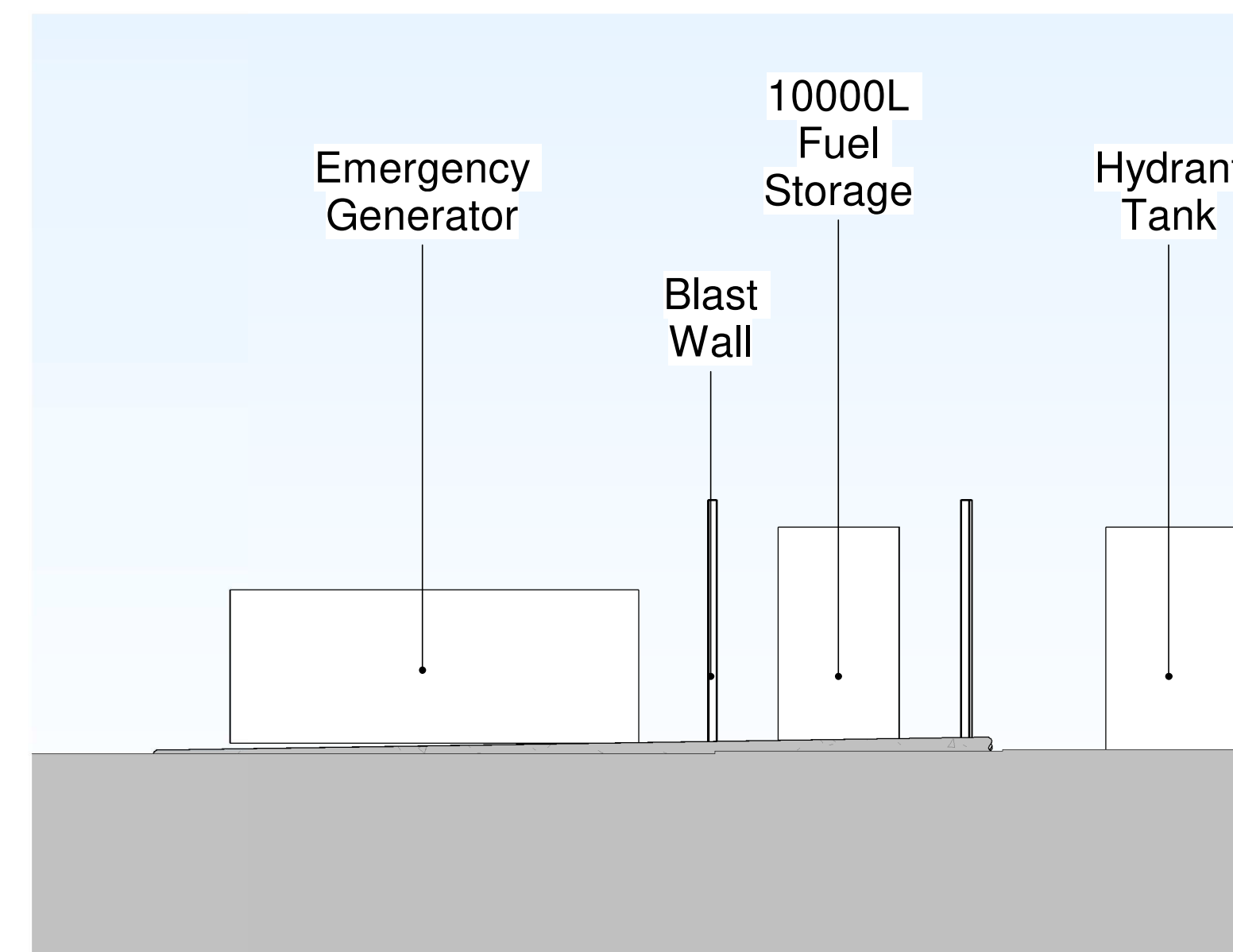
**Site Plan - Key**  
1 : 2000



**A - Elevation - Bike Shelter and Bin Store**  
1 : 100



**B - Broxap Canopy  
BXMW/CWASH**



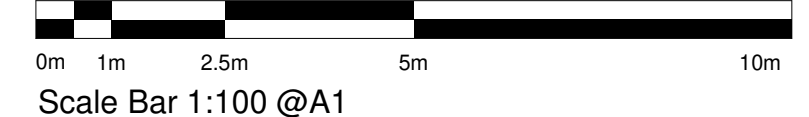
**C - Elevation - Fuel Store, Emergency Generator, Sprinkler Pump Room and Sprinkler Tank**  
1 : 100

**Note:**  
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**Note:**  
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Project  
 Willmott Dixon  
 Horsham Fire Station and Training Centre

Drawn by: DH  
 Checked by: MB  
 HNW Project No.: 19038  
 Date Created: FEB 2020

Scale  
 A1 - As indicated

Drawing Title  
 Site Buildings - Plans and Elevations

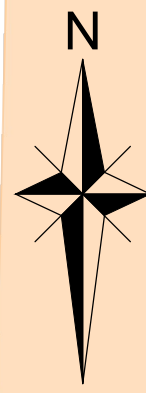
Drawing status: Planning  
 Revision: P5

Drawing Name  
 HBC-HNW-XX-ZZ-DR-A-3275

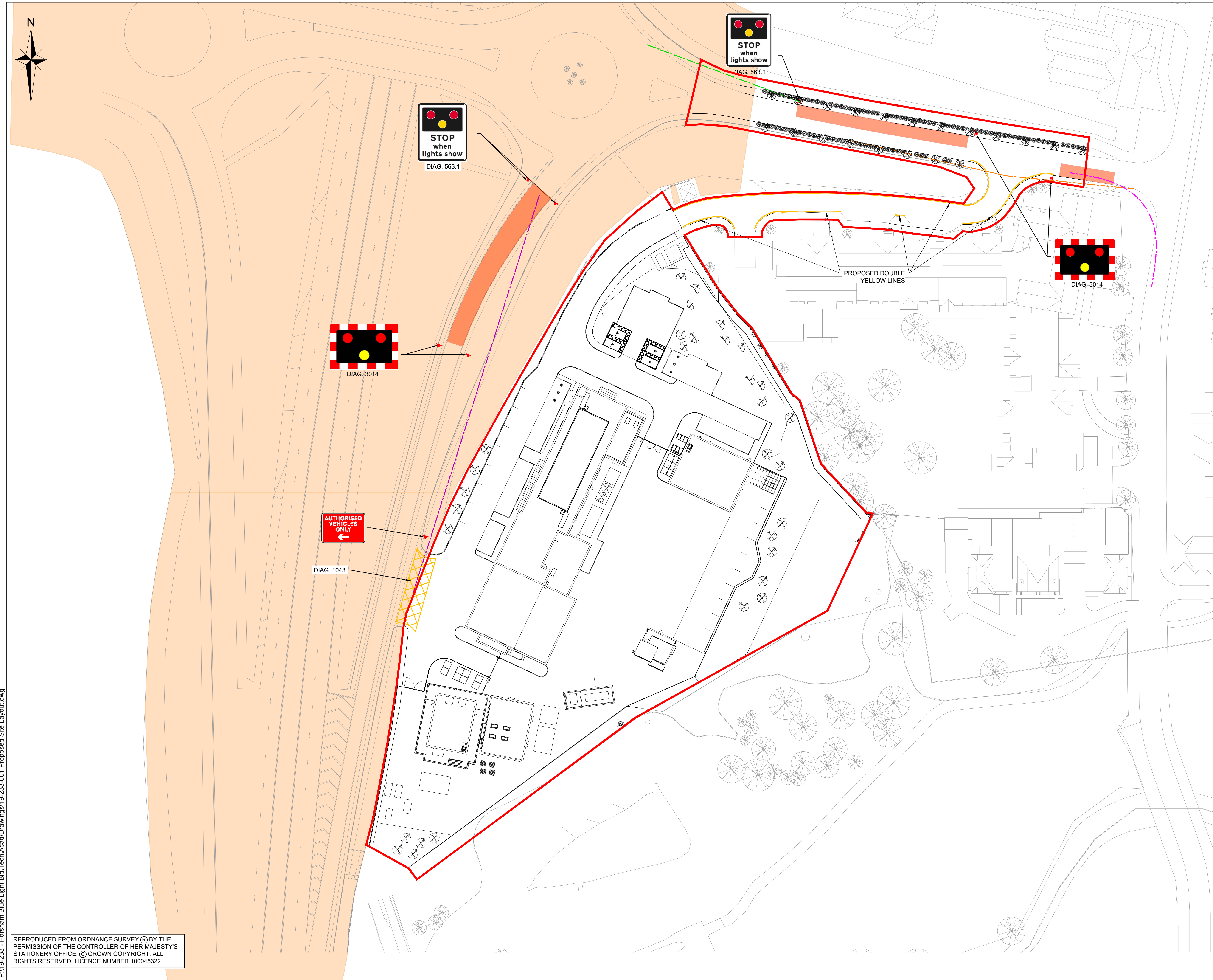
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hnw architects





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NOTES

- KEY
- SITE BOUNDARY
  - HIGH FRICTION SURFACING
  - ▶ PROPOSED SIGNAL
  - 2.4m x 120m VISIBILITY SPLAY (40mph DMRB)
  - 2.4m x 43m VISIBILITY SPLAY (30mph MFS)
  - 47m STOPPING SIGHT DISTANCE (31mph MFS)
  - 17m FORWARD VISIBILITY (15mph MFS)

G LAYOUT UPDATED	MS	BM	BM	29/05/20	
F LAYOUT UPDATED	MS	BM	BM	01/04/20	
E LAYOUT UPDATED	MS	BM	BM	26/03/20	
D CHANGES FOLLOWING S1RSA COMMENTS	MS	BM	BM	16/03/20	
C VISIBILITY SPLAY ADDED	MS	BM	BM	05/03/20	
B LAYOUT UPDATED	MS	BM	BM	13/02/20	
A LAYOUT UPDATED	MS	BM	BM	06/02/20	
Rev	Amendments	Dwn	Chk	App	Date

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Job Title		
HORSHAM BLUE LIGHTS		
Drawing Title		
PROPOSED SITE LAYOUT		
Client		
WILLMOTT DIXON		
Scale	Date	Designed
1:500 @A1	JAN 20	
Drawn	Checked	Approved
MS	BM	BM
Job No	Drawing No	Rev
19-233	19-233/001	G



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- Figure dimensions only to be taken from this drawing, do not scale. Dimensions to be checked on site.
- For civil and structural matters including existing and proposed services, sub-base construction and site structures (including retaining walls over 500mm height) refer to information by others.
- The original version of this drawing was produced in colour - monochrome copies should not be relied upon to accurately reflect all drawing elements.

**KEY**

	Existing tree to be removed
	Existing tree to be retained and protected in accordance with BS 5837:2012 - refer to arboricultural report TCP, TRRP, TFP by Ardeo dated 27.02.20
	Proposed trees
	Proposed specimen shrubs
	Site boundary
	Root protection area - refer to arboricultural report TCP, TRRP, TFP by Ardeo dated 27.02.20
	Grassland / wildflower meadow
	Proposed grass area
	Proposed native shrubs planting
	Proposed ornamental planting - shrubs and herbaceous
	Proposed block paving for car parking, laying pattern: herringbone, colour dark grey or similar approved
	Proposed pedestrian block paving, colour natural or similar approved
	Proposed vehicular asphalt
	Proposed concrete paving
	Proposed block paving, color light grey or similar approved
	Proposed 2nd. of newt pond - refer to ecologist's report
	Proposed road kerb
	Proposed high containment kerb
	Proposed road barrier
	Proposed 2m ht. timber close board fencing with metal post. Measures included to allow free movement of wildlife.
	Proposed 3m ht. timber acoustic fencing with metal post
	Proposed brick fire-resistant wall (height varies) (refer to engineer's specification)
	Proposed 1.2m ht. timber post and rail fence to match existing
	Existing 1.2m ht. timber post and rail fence
	Proposed 2m ht. timber closeboard gate - single leaf - double leaf
	Proposed 2m ht. weldmesh gate - single leaf - double leaf
	20475 Spot height (mm)
	1:30 Fall
	Area of separation from LPG
	Prohibited parking area to allow vehicle movement
	Indicative location of drainage
	Indicative proposed contour for bunding formation



P11	14.01.21	AS	-	Fence to south revised
P10	01.12.20	AS	-	Planting to the garage added
P09	26.10.20	AS	-	New architectural models
P08	23.09.20	LC	RB	Fence to LFF revised, as meter moved; added hedge to southwest boundary
P07	27.06.20	LC	AS	Training tower position revised; motorcycle parking
P06	26.05.20	LC	AS	Site layout revised in line with architectural changes
P05	01.04.20	LC	AS	Revised annotations
P04	31.03.20	LC	AS	Revised car park layout; site boundary
P03	27.03.20	LC	AS	Revised annotation; site components
P02	19.03.20	LC	AS	Revised levels; site layout; bunding along boundary
P01	25.02.20	LC	AS	First issue
rev.	date	by	chk	notes
<b>project</b> Horsham Fire Station				
<b>title</b> Landscape Proposals				
<b>status</b>	Planning	<b>1:500</b>		<b>@ A1</b>
<b>dwg no</b>	HBC-TFC-00-00-DR-L-1001			
<b>references</b>	HBC-HW-ZZ-ZZ-GR-A-2100			



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