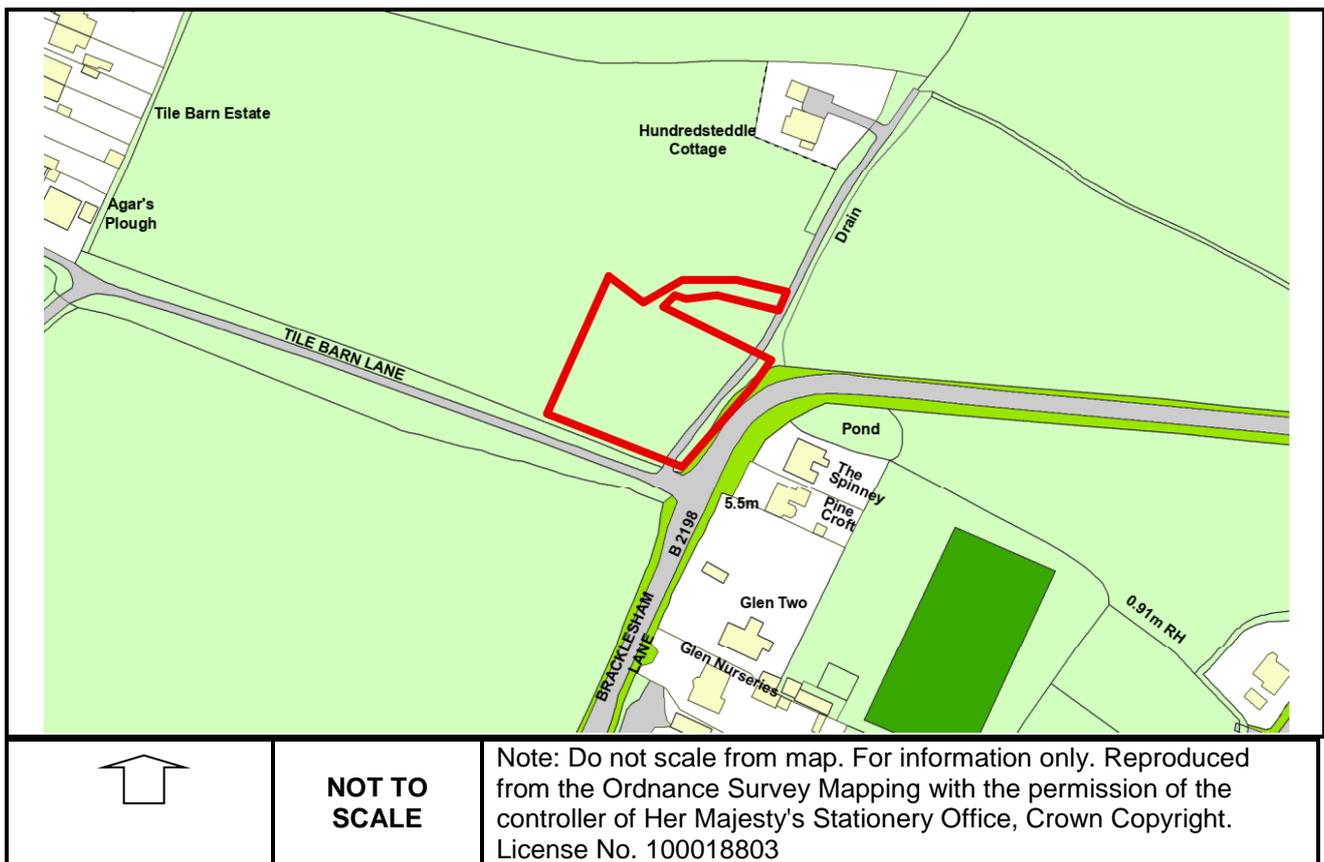


Parish: East Wittering And Bracklesham	Ward: The Witterings
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EWB/19/00431/AGR

Proposal	Grain store and machinery store.		
Site	Hundredsteddle Farm Hundredsteddle Lane Birdham Chichester West Suss PO20 7BL		
Map Ref	(E) 481599 (N) 98740		
Applicant	Mr A Strange	Agent	Mr Stephen Jupp

RECOMMENDATION TO PERMIT



1.0 Reason for Committee Referral

1.1 Parish Objection – Officer recommends Permit.

2.0 The Site and Surroundings

2.1 The application site is located outside of any settlement boundary and is, therefore, within the countryside. Hundredsteddle Farm is located within the Somerley Conservation Area and includes part of the main farmhouse and a number of agricultural buildings, all of which are located within the Conservation Area and the Parish of Birdham.

2.2 The application site itself is located 0.5 km to the south of the main farm, within the Parish of East Wittering and outside of the Conservation Area. The application site lies to the west of Bracklesham Lane (B2198), with public rights of way to the south and to the north east. To the south of the site is Tile Barn Lane, with a mature hedge between. The site has an existing track off Tile Barn Lane, which serves a property to the north of the site known as Hundredsteddle Cottage This lies outside of the applicant's ownership.

3.0 The Proposal

3.1 An application was submitted seeking confirmation as to whether prior approval would be required for the erection of an agricultural building under application 19/00114/PNO. The Council issued a decision, confirming that prior approval would be required to consider the siting, design and external appearance of the building. Further information was then provided relating to these matters, which forms the current application.

3.2 This application proposes an agricultural building measuring 36.4 metres in length, 18.2 metres in width and with an eaves height of 6.8 metres and a ridge height of 9.2 metres. The building would be located on a concrete base, with an access track and a turning area to the north and west.

4.0 History

94/00087/DOM	PER	Detached garage.
94/00153/LBC	WDN	Detached double garage.
94/01487/DOM	PER	Re-site previously approved detached garage.
BI/00024/92	PER	Alterations to BI/38/89, windows, chimney and roof lines
BI/00025/77	PER	Outline - wooden garage
BI/00026/92LB	PER	Alterations to BI/40/89LB, windows, chimney and roof lines

BI/00038/89	ALLOW	Rear roof slope to provide dormer window extension
BI/00040/89LB	ALLOW	Rear roof slope altered to provide dormer window extension
05/01887/PE	REC	Proposal for change of use
05/02881/COU	REF	Change of use of agricultural machinery storage to B1/B8 use (business/industrial storage/distribution).
05/04136/COU	PER	Change of use of former agricultural barns to B1 (Business) use.
18/03294/PNO	PPREQ	Grain store and machinery store
19/00114/PNO	PPNRQ	Grain store and machinery store.
19/02070/PASUR	ADVGIV	Change of use for paddock for a campsite with 8 tents.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	YES
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
EA Flood Zone	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Parish Council's

Birdham Parish Council

Original comments (21/02/2019)

Birdham Parish Council raised a considerable number of concerns this application but after much debate, a decision of No Objection was raised. However, a number of conditions were requested;

1. The colour pallet chosen should reflect that of the Harbour conservancy design guide.
2. Construction should not begin until a suitable landscaping design has been created and once agreed it should be enforced.
3. Any lighting employed on and in the site should be low energy and suitably controlled so as to reduce light pollution.

East Wittering and Bracklesham Parish Council

Further comments (11/12/2019)

Having viewed the substitute plan, East Wittering and Bracklesham Parish Council cannot see how our previous objections have been addressed (outlined below) and, as such, does not support the application:

1. The development will have an adverse impact upon the character and street scene of the neighbourhood, creating over-massing on the site. It will have a deleterious impact upon the semirural aspect of the neighbouring properties in Bracklesham Lane and Tile Barn Lane.
2. The development is contrary to policy 45 of the Local Plan, as it is not well related to the existing farm house and outbuildings on Hundredsteddle Farm, it takes prime arable farming land out of productive use and its scale, siting and design will have a considerable impact upon the landscape of the area. It is also contrary to policy 48 of the local plan, as it will have severe negative impacts upon the openness of the views in and around the coast towards to the South Downs.
3. We have significant concerns about the safety of large articulated vehicles safely completing the turn out of Tile Barn Lane and onto the B2198, particularly those heading North-East towards Chichester. The double bends at Somerley are a well-known accident black spot, and we do not believe that a large vehicle could complete the turning movement without crossing the median line onto the opposite carriageway.

The proposed access to the new development is a public footpath (route no.13) which provides a safe off-road walking route to the beach for holiday makers staying at the nearby caravan parks in Birdham and which is particularly busy in the summer and autumn. This poses a risk to safety as pedestrian users, including families and small children will conflict with large farm vehicles and trailers during the harvest, when activity at the site will be most intensive.

Original comments (13/03/2019)

East Wittering and Bracklesham Parish Council OBJECTS to this application on the following basis:

1. The development will have an adverse impact upon the character and street scene of the neighbourhood, creating over-massing on the site. It will have a deleterious impact upon the semi-rural aspect of the neighbouring properties in Bracklesham Lane and Tile Barn Lane.
2. The development is contrary to policy 45 of the Local Plan, as it is not well related to the existing farm house and outbuildings on Hundredsteddle Farm, it takes prime arable farming land out of productive use and its scale, siting and design will have a considerable impact upon the landscape of the area. It is also contrary to policy 48 of the local plan, as it will have severe negative impacts upon the openness of the views in and around the coast towards to the South Downs.
3. We have significant concerns about the safety of large articulated vehicles safely completing the turn out of Tile Barn Lane and onto the B2198, particularly those heading North-East towards Chichester. The double bends at Somerley are a well-known accident black spot, and we do not believe that a large vehicle could complete the turning movement without crossing the median line onto the opposite carriageway.

The proposed access to the new development is a public footpath (route no.13) which provides a safe offroad walking route to the beach for holiday makers staying at the nearby caravan parks in Birdham and which is particularly busy in the summer and autumn. This poses a risk to safety as pedestrian users, including families and small children will conflict with large farm vehicles and trailers during the harvest, when activity at the site will be most intensive.

6.2 WSCC Highways

Further comments (13/08/2019)

This latest consultation response seeks to bring together all the recently submitted documents provided in support and in representation of the application.

It is important to note that the prior notification application before me is made under Schedule 2, Part 6, Class A of the General Permitted Development Order (GPDO) for the erection of a building reasonably necessary for the purpose of agriculture. This only allows the Local Planning Authority (LPA) to consider the siting, design or external appearance of the building.

It is not within the remit of the Local Highways Authority (LHA) to determine if the proposed meets the conditions set out within Schedule 2, Part 6, Class A of the GPDO.

On this basis the comments in this consultation response should be considered as advice only at this stage.

Context:

The proposal seeks the erection of a grain store and machinery store at Hundredsteddle Farm, Hundredsteddle Lane, Birdham. Access will be achieved via a point of access from a private access track, part of which is also considered a public right of way FP13. This track then adjoins Tile Barn Lane, a private access way, before immediately adjoining the maintained highway network via Backlesham Lane (B2198). Backlesham Lane is subject to a 40 mph speed limit at this point, though given the alignment of the road approaching vehicle speeds would not be anticipated at 40 mph.

Overtaking is prohibited in this location by the presence of double solid white lines. The LHA accepts the principle that the provision of such a storage building will allow the farm to store produce and equipment on site more efficiently potentially reducing the need for delivery and collection from the site by large HGV's.

Current Access Arrangements:

The applicant has stated that currently unloading and servicing takes place from the public highway near the former Bell Inn circa 700 metres north of the application site. There is a clear highway benefit in reducing or removing such a practice from the public highway. However, there is some conjecture from local representations as to how much this practice is occurring or if it is required.

The applicant has submitted a statement from Bosham Transport Limited which states that they have used the Backlesham Lane / Tile Barn Lane access arrangements for a number of years serving the site. This statement also indicates that the Hundredsteddle access is not suitable for larger vehicles due to its single track nature. A similar statement has been provided by G Gentle & Sons indicating that the Backlesham Lane / Tile Barn have been used to serve the site as existing.

Vehicle tracking plans (1871-002 and 1871-003) have been provided to demonstrate the limitations of access via Hundredsteddle Lane. These show that 3rd party land would be required to improve these internal access arrangements. The LHA is minded to view that such limitations of access are an existing situation. (This was primarily intended to relate to the corner annotated that the track needed widening at a 90 degree bend in Hundredsteddle Lane. On review of the location plan, this corner is within the blue edge and, therefore, 3rd party land would not be needed to improve this. 3rd Party Land would be needed to implement any additional widening Hundredsteddle Lane towards Bell Lane, again these 'limitations' as previously discussed would be considered existing situations.)

Intended Access Arrangements:

Access to the proposed building would be directly achieved via an existing internal farm track part of which is also considered a public right of way FP13. This track then adjoins Tile Barn Lane, a private access way, via an existing, albeit unmade, point of access from the internal farm track. Tile Barn Lane then immediately adjoining the maintained highway network via Backlesham Lane (B2198) via an informal bellmouth type junction. Such an arrangement will result in large farm vehicles being required to perform a hairpin turn manoeuvre if access the site from the north or leaving the site and heading north.

Tile Barn Lane itself current serves 16 houses and a substantial caravan park at Stubbcroft Farm. A bus stop is located immediately south of the access point. The applicant has provided swept path tracking plans 1587-002 and 1587-003 to demonstrate movements of a tractor and trailer and tractor and grain trailer at the Backlesham Lane / Tile Barn Lane access arrangements. These plans reveal that the geometry of the access is suitable to facilitate such vehicle movements.

It should be noted that for such movements a left hand turn out of the site will require the vehicle to cross the centreline of the Backlesham Lane carriageway. The applicant states that the building sought would allow for operational efficiencies that would overall reduce movements and spread the vehicular activity at the site. While in principle the LHA accept this the applicant has not quantified this statement with actual vehicle movements.

The LHA would question if a tractor and trailer / tractor and grain trailer would be the largest vehicles accessing in the site. Other supporting documentation states that the site is being served via articulated HGV's so it is questioned why tracking for such vehicles has not been provided?

The applicant has not provided any visibility splays at this access point, or demonstrated the forward visibility approaching from either direction.

Intensification of Use:

In order for any unacceptable impact on highway safety, contrary to the National Planning Policy Framework (paragraph 109), to be substantiated, it must first be demonstrated that a material intensification of use is occurring at the site access point. The principle of the application seems to be to relocate some of the existing farming operations to the new building and provide additional storage provision. The applicant has not quantified how many movements will be relocated to the Backlesham Lane / Tile Barn access. While, in principle, it may be the case, is not clear from the documents provided if this proposal will result in a significant decrease in vehicular activity for the site in general. This has not been quantified by the applicant. It also needs to be taken into account that the Tile Barn Lane junction does seem to already facilitate some vehicular activity associated with the site in addition to those created by 16 dwellings and the caravan park.

Local Representations:

There has been significant local representation to the proposal, including the submission of a Transport Technical Note prepared by Highway Planning Limited. The key findings from this document are:

If the existing practice of HGVs stopping on Bell Lane to unload is creating a safety problem, this can be addressed via the involvement of the police.

No explanation as to why smaller vehicles could not be used to serve the site with the existing access arrangements.

Swept path tracking of a 15.5m articulated lorry and grain tanker would require significant widening of the existing access and bellmouth.

Swept path tracking of a 15.5m articulated lorry and grain tanker performing a left turn out of the site requires significant overrun into the opposing flow of vehicles on Bracklesham Lane.

North of the access, a maximum visibility splay of 2.4 x 73 metres is achievable. Design Manual for Roads and Bridges Standards for a 40 mph road would require visibility splays of 120 metres.

The LHA is minded to agree with the principle findings of this Technical Note. It should be noted that visibility splays of 73 metres would be considered acceptable, using the Design Manual for Roads and Bridges (DMRB) calculation coefficients for stopping sight distance, for approach speeds of 33 mph.

WSCC operates a departure from standards to allow recorded road speeds to be used with DMRB stopping sight distance calculation coefficients; this departure from standards would require the support of a 7 day automated speed survey. The LHA would also advise that if 85th percentile wet weather speeds were recorded below 40 mph there would likely be justification to apply the Manual for Streets (MfS) calculation coefficient for stopping sight distance. For 39 mph this would equate to 63 metres. Given the alignment of Bracklesham Lane at this point such speeds may exist but a 7 day automated speed survey would be required to demonstrate this with any certainty. Splays south of the access have not been demonstrated by either the applicant or the objectors.

Conclusions:

On balance, the LHA would advise that the documents provided to date do not allow for determination that safe and suitable access is achievable. The LHA appreciates that highways matters are not to be considered under Schedule 2, Part 6, Class A of the GPDO. As such, if the LPA is minded to conclude that the application does not meet the conditions of Schedule 2, Part 6, Class A of the GPDO, any subsequent full application should be supported by way of a Transport Statement. Within this, the applicant should either demonstrate that the access point will not be subject to a material change in type / quantity of vehicle movements or demonstrate that the access is safe and suitable. The applicant may wish to consider creating a new point of access which does not require

hairpin type movement and accords to current guidance and standards. The applicant may also wish to enter into pre-application discussions with WSCC as the LHA.

Original comments (26/03/2019)

Context:

The proposal seeks the erection of a grain store and machinery store at Hundredsteddle Farm, Hundredsteddle Lane, Birdham.

Access will be achieved via a new point of access from a private access track, part of which is also considered a public right of way F.P.13. This track then adjoins Tile Barn Lane, a private access way, before adjoining the maintained highway network via Backlesham Lane (B2198). Backlesham Lane is subject to a 40 mph speed limit at this point, though given the alignment of the road approaching vehicle speeds would not be anticipated at 40 mph.

The Local Highway Authority accepts that the provision of such a storage building will allow the farm to store produce and equipment on site more efficiently reducing the need for delivery and collection from the site by large HGV's. There is a clear highway benefit to this particularly with the existing arrangements where unloading takes place from the public highway near The Bell Inn circa 700 metres north of the application site.

Access:

Access from Bracklesham Lane onto the access ways that lead to the application site seem restricted. The applicant should provide swept path tracking to demonstrate how large agricultural / articulated vehicles will manoeuvre from Bracklesham Lane onto Tile Barn Lane and then onto the access way and into the site.

The applicant should also clarify if this point of access is currently used to access and service the farm.

While it is appreciated this proposal will not in itself increase vehicular activity for the farm it would be beneficial to have a view as to how much vehicular activity the buildings will generate.

The Local Highway Authority would then be able to determine to what extent an intensification of use is occurring at this access point onto the maintained highway network. This is in order to determine if other adequacies of the access point, such as visibility, need to be demonstrated.

6.3 Third Party Representations

39 letters of objection have been received (including comments from the Tile Barn Lane Residents Association and the Campaign to Protect Rural England- Sussex), which are summarised as follows:

- The accident safety record for the B2198 is worse than the national average
- The proposal would have a significant harmful impact on highway safety.

- The existing access is unsafe.
- No assessment has been provided to demonstrate that there are no other existing facilities which are suitable and available to meet any identified storage need.
- The proposed siting is in a green field site away from the existing farmstead or group of buildings.
- The proposed building is more than four times larger than is required to store the average maximum yield.
- The isolated location of the application site has a harmful impact on the landscape and the rural character of the area.
- The application is for a very large machinery and grain store, to serve what is a very small farm. There are buildings available at the farm which could be used for this use or where new ones could be built.
- No evidence that transport to a grain store needs to be in such vehicles.
- This would be a very dominant structure in an open and rural part of Somerley (much of which is a Conservation Area).
- The development is out of scale, being far too large for this small farm.
- Light pollution/Noise pollution
- Misleading points in the Agricultural Justification

11 letters of support have been received (including from the National Farmers Union), which are summarised as follows:

- No doubt that the applicant needs a large barn to store the farm machinery with which he works, and also to store grain at certain times of the year.
- We have to take into account that the entrance/exit to Tile Barn Lane is used frequently by caravanners staying at Stubbcroft Camp site. Some of these caravans are very large, and are slow to get to the correct carriageway on the road. This has been going on for many years now
- Good to see this investment into local agricultural business
- Farmers need to have a suitable and fit for purpose yard for their operations and would create jobs
- It is still essential, that in order to function efficiently it needs to have modern storage facilities for growing crops such as :- Wheat, Barley, Peas, Beans, and Oil Seed Rape.
- Great for the local economy
- Would reduce traffic and support our local farmers
- Sympathetically sits in the landscape
- Planning Practice Guidance describes prior approval as a "*light-touch process which applies where the principle of the development has already been established.... [where] It is important that a local planning authority does not impose unnecessarily onerous requirements on developers and does not seek to replicate the planning application system*".

7.0 Planning Policy

- 7.1 The proposal should comply with the criteria set out within Class A - agricultural development on units of 5 hectares or more, Part 6 to Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). In considering the merits of the application, Part 6 limits the Council's consideration to siting, design and external appearance of the building. In consequence, the planning policies relevant to the consideration of this application are as follows:

Policy 45: Development in the Countryside

Policy 48: Natural Environment

Chichester Local Plan Review Preferred Approach 2016 - 2035

- 7.2 Work on the review of the adopted Local Plan to consider the development needs of the Chichester Plan Area through to 2036 is now well underway. Consultation on a Preferred Approach Local Plan has taken place and following detailed consideration of all responses to the consultation, the Council had planned to publish a Submission Local Plan under Regulation 19 in March 2020. However, this is currently under review and a revised timetable will be published, in due course. Following consultation, the Submission Local Plan will be submitted to the Secretary of State for independent examination. In accordance with the Local Development Scheme, it is anticipated that the new Plan will be adopted by the Council in 2021. In the light of the above, at this stage, it is considered that very limited weight should be attached to the policies contained within the Local Plan Review.

National Policy and Guidance

- 7.3 Government planning policy now comprises the National Planning Policy Framework, February 2019 (NPPF), paragraph 11 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development,
For decision-taking this means:

a) approving development proposals that accord with an up-to-date development plan without delay; or

b) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 7.4 Consideration should also be given to Sections 2 (Achieving Sustainable Development), Section 4 (Decision-Making), Section 12 (Achieving Well-Designed Places).

7.5 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main considerations are as follows:

- i) Principle of the development
- ii) Siting, design and external appearance of the building
- iii) Other matters and material considerations

i) Principle of the development

8.2 An application was submitted to the Council seeking confirmation as to whether prior approval would be required for the erection of an agricultural building under Part 6 of the GDPO (Planning reference: 19/00114/PNO). The Council confirmed that prior approval would be required. Whilst recognising that the principle of the development is established through the provisions of the GPDO, this enables it to consider the siting, design and external appearance of the building. Further information was then provided relating these matters and this now forms part of the current application. Any final approval must accord with the requirements of Part 6 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

8.3 Part 6 of Schedule 2 of the General Permitted Development Order (GDPO) Class A permits the erection of an agricultural building on units of 5 hectares or more, provided that it is not within a separate parcel of land which is less than 1ha in area and if it is considered to be reasonably necessary for the purposes of agriculture within the unit. Based on the information submitted to the Council, it is considered that the requirements set out within Part 6 of the 2015 GPDO (as amended) have been met and the principle of the development is considered to be acceptable.

ii) Siting, design and external appearance of the building

8.4 The application has been amended since its original submission, re-orienting the building with its length along the hedge row to the south. The dimensions of the proposed building are set out in paragraph 3.2 of this report would measure 36.4 metres in length, 18.2 metres in width and would have an eaves height of 6.8 metres and a ridge height of 9.2 metres.

- 8.5 The steel portal framed building would be used to accommodate two large tractors, four trailers of varying size, a seed drill, fertiliser spinner, a plough, five secondary cultivation equipment, three rollers, an excavator, sprayer, two rotorvators and a pick-up truck. The proposed barn would have 3 bays, each of which would be divided by retaining concrete walls. Each bay would have its own roller shutter door and personnel door. As the farm is larger than 30 hectares in area, the farm is required to grow a minimum of three different crops in order to meet compliance with regulations. Each crop is sold at different times of the year and this creates the need to store the crop in the proposed bays.
- 8.6 It is understood that the family business growing combinable crops such as wheat, oil seed rape, beans, peas and barley, with wheat capable of yielding well above the national average at 12.5 tonnes per hectare.

Siting of the Development

- 8.7 There are a number of existing agricultural buildings located at the main farm but because of their limited size and poor accessibility, they are understood not to be suitable for the demands of modern agriculture. They still have limited potential use for the storage of smaller machinery and for a small proportion of bagged seed. These buildings are accessed from Hundredsteddle Lane, which is a narrow road and which passes close by several privately owned dwellings. The road is not accessible for articulated lorries, as demonstrated by the fact that the applicant has provided tracking to demonstrate this. The existing farm buildings could not be used to store grain, because the walls are not sufficiently reinforced and the barns are not watertight. The applicant has advised that the capacity of the barns only allows storage of approximately 30% of their machinery. The remaining items are left outside, leaving farm machinery outside negatively affects farm profitability.
- 8.8 The current access road is not capable of handling articulated lorries as it is too narrow and the corner is too sharp. Notwithstanding the above, if the existing buildings were to be used or a new building proposed at the main grouping, this would require a new access road from the southern end of the farm. This would have a visual impact on the landscape, located within the Conservation Area and would be in close proximity to neighbouring houses. Deliveries to the Farm currently occur via Hundredsteddle Lane, which is unable to accommodate articulated HGV's. HGVs are therefore currently offloaded on the main B2198, which is likely to cause highway concerns. WSCC Highways have expressed some concerns with use of the existing access on to Tile Barn Lane, however, there are no preferable existing access points to the farm that could accommodate the required vehicular movements and would result in a better or safer access. As the principle of the development is established through the GPDO the remit of the Local Planning Authority is limited to establishing the most favourable siting of the building, rather than the consideration as to whether the principle of development in itself is acceptable.
- 8.7 The applicant has provided detailed information in order to demonstrate that there is a need for the new grain store. During the previous prior notification application, the issue of need was considered in terms of whether there was agricultural justification for the development. Whilst this application also considered that prior approval was required, the issue of need was not raised as a concern and it is considered that the need for the barn has been demonstrated to be necessary.

- 8.8 If a new building were to be located close to the existing complex of buildings, a new access track would be required crossing the field. This would have a greater impact to the Conservation Area. The applicant has provided reasons as to why the proposal can't be located within the main farm grouping. The location of building isolated from the main farm group is not uncommon within a countryside setting.
- 8.9 The location of the building has been amended since its submission re-orientating the building in line with the hedge to the south. The building would therefore be partly screened to the south by the existing mature hedge row. There are also public right of ways to the immediate east of the site which forms the access to Hundredsteddle Cottage, and further to the west of the site. In order to mitigate the visual impact of the development, the applicant has included a landscaping scheme to the west, north and east, incorporating new tree belts and meadow land.
- 8.10 Given the buildings orientation, along the hedge row and landscaping to other elevations, the building mass and bulk would be reduced. While the building would be visible from public view points and it is not considered to be harmful to the wider landscape. Any visual harm would be limited aided by mitigation in the form of landscaping.

Design and external appearance of the building

- 8.11 The proposed building would be constructed from box profile steel sheet with a cement fibre roof, the existing colour of the walls would be green with a grey roof. The building would measure 36.4 metres in length, 18.2 metres in width, with an eaves height of 6.8 metres and a ridge of 9.2 metres. The design of the building reflects its use as an agricultural building. The height of the building is a requirement for the movement of material and trackers within and around the building. The design and external appearance is therefore considered acceptable.

Other Matters

- 8.12 The principle of the development is considered acceptable under Part 6 of the GDPO, the only matters to consider are sitting, design and external appearance of the building. In considering these matters the council considered other locations for the development, while having regard to the constraints of the existing farm complex, access and highways implications, ecological matters, light pollution and neighbouring impact. It is therefore considered that given the development is acceptable in principle, under Part 6 of the GDPO the sitting, design and external appearance of the building would result in the least harm having regard to those matters.
- 8.13 Comments have been received that the hardstanding would exceed the 1000 sq metres limited by Part 6 of the GDPO. However, Part 6 Class A, paragraph A.2 (2) (c) gives permitted development right for the deposit of material to form a hard surface necessary for agricultural purposes, with the proviso that if the area to be covered exceeds 0.5 ha the prior notification procedure applies. Therefore this can be considered under the current application but is not considered under the 1000 sq metres limit.

Conclusion

8.14 The proposed development by way of its size, siting and design of the development within an open would not result in adverse impacts to the character and appearance of the rural area. The proposed development would therefore accord with Policies 45 and 48 of the Local Plan and the guidance contained within the National Planning Policy Framework.

RECOMMENDATION

PERMIT subject to the following conditions and informatives:-

1. The development must be carried out within a period of 5 years from the date on which approval is given.

Reason: In accordance with the current GPDO 2015 (as amended).

2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Decided Plans".

Reason: For the avoidance of doubt and in the interests of proper planning.

3. All planting and seeding comprised in the approved details of landscaping as per approved plan 05 REV E be carried out in the first planting and seeding seasons following the completion of the building and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenities and to ensure visual integration of the building into the natural landscape.

Decided Plans

The application has been assessed and the decision is made on the basis of the following plans and documents submitted:

Details	Reference	Version	Date Received	Status
PLAN - Proposed Elevations and Floor Plans	18-51667		14.01.2019	Approved
PLAN - The Location Plan	1A		14.01.2019	Approved
PLAN - Block Plan	2A		14.01.2019	Approved
PLAN - SUBSTITUTE PLAN 15.11.19 PROPOSED SITING (A1)	05	REV E	06.12.2019	Approved

For further information on this application please contact Daniel Power on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PMM2WUER0UX00>