

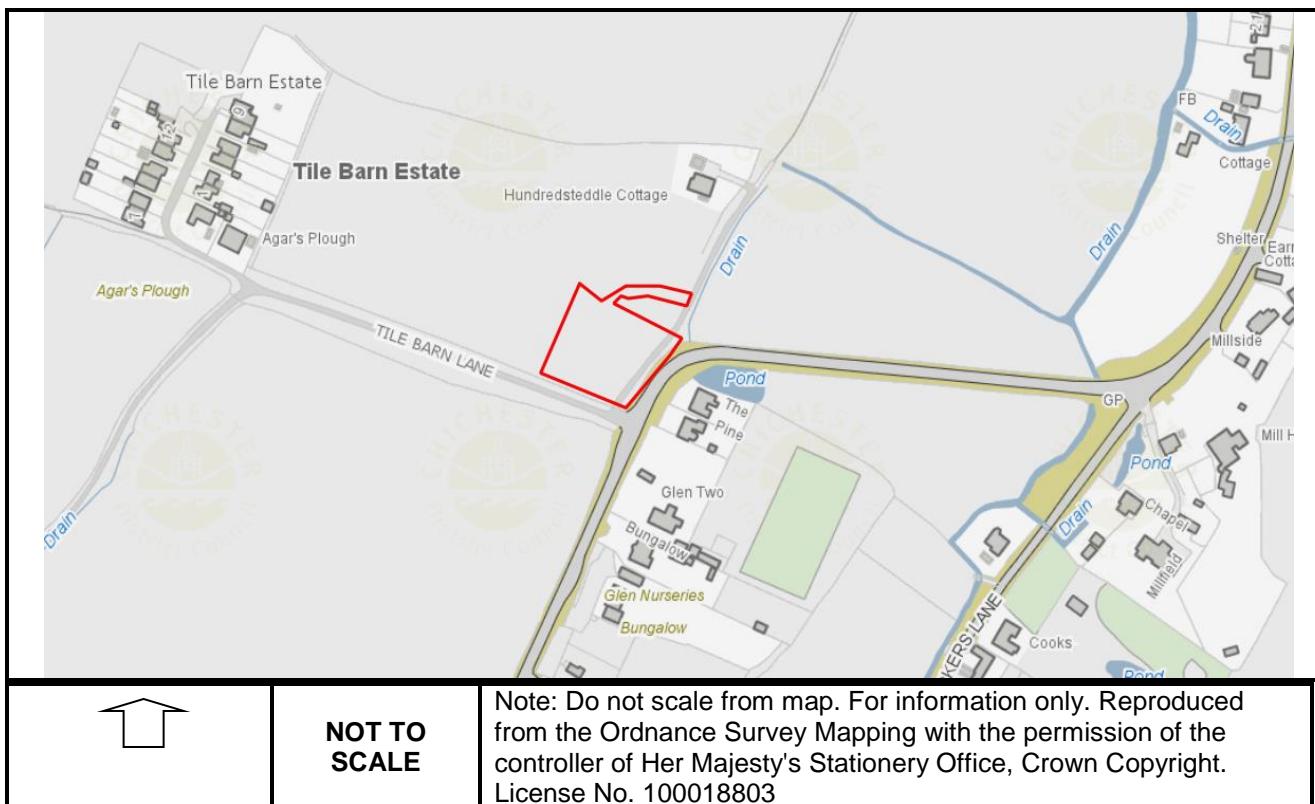
Parish:
East Wittering And Bracklesham

Ward:
The Witterings

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 REFUSE



1.0 Reason for Committee Referral

- 1.1 Parish Objection – Officer recommends Permit.

The application was deferred at the planning committee held on the 11 March 2020 for further investigations, and information as to the alternative siting of the building.

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 Title 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 is 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 a exiting, 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 Stubcroft 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 Bracklesham 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.

Agricultural Advisor

Having regard to paragraph 83 of the NPPF and policy 45 (Development in the Countryside) of CDC Local Plan, I discussed with Dan both the application and additional submissions from the Applicant (namely photos of existing farm buildings, farm plan, further details on business activity and the proposal, barn floor plan showing use it will be put to with assessment of areas required, email dated 5/6/20 indicating prospect of additional arable land for 20/21 season, plan of Somerley Conservation area, NFU letter 4/11/19, letter from NFU Branch Chairman 20/12/19, email from Red Tractor Assessor 27/4/20 and email from Mike Dare Highways 15/4/20).

Following our last discussion a farm business tenancy agreement of additional land has been provided directly and the Applicant has since advised of other submissions he has made/ has been made on his behalf via the website.

By way of brief summary, I commented as follows:-

1. Requirement for the proposed barn

- As a general comment it is understood that the barn is required to improve the viability of the existing farm business and the diversification enterprises and to enable the overall business operation to expand. The intention to expand the arable enterprise is evident from the new tenancy that has been entered into, which gives increased weight to the need for a grain storage facility.
- It is understood there is no existing grain storage facility at the farm and it is understood there are limitations in creating one within the existing farmstead, having regard to existing buildings and access issues. There are other options for treatment and storage of grain, such as those referred to in the Red Tractor Assessors comments, for example some smaller scale arable enterprises may sell off the back of the combine, seek storage at a third party facility or acquire grain bins. It is appreciated however that an owned storage facility is generally preferable if the enterprise is of adequate scale as it gives greater flexibility in timing in the handling and sale of grain and hence can improve viability of the enterprise. In this case it is understood the arable enterprise has expanded and it is the intention to develop further if other land can be secured.

- In this case it is noted that the proposed barn will also be utilised for other purposes as well, namely fertiliser, machinery and equipment storage. It is understood that the existing buildings available to the farm business are of limited size and scale and are unable to adequately accommodate existing equipment. It is further understood that in addition to the farm arable enterprise the machinery is also used by the applicant for their agricultural contacting business, which includes some land drainage works on farms and for sports pitches (which also uses some specific equipment).

2. Location of proposed barn in relation to farmstead and farming activity

- I understand from both Dan and the Applicant that access to the property is a limiting factor in siting a new barn of this nature having regard to vehicles needing to access it. As it is proposed to be a machinery and grain store, which is designed to provide secure storage, there is no requirement for the barn to be located in close proximity to a farmhouse, which may be different if it were to be utilised for livestock accommodation. It is not uncommon for grain stores to be 'off-lying' from main farmstead. Having regard to the 'owned' land, the proposed location appears sensible from a practical farming perspective, if access to the main road is available.
- It is noted that additional arable land is to be farmed from September 2020, albeit located away from Hundredsteddle Farm. It is not uncommon for blocks of arable land to be farmed away from the main farmsteads, and consequently for grain to be hauled for storage.
- I understand the Applicant has provided additional information on Highway issues.

3. Design and size of the proposed barn

- It is proposed that the barn would be used for grain storage, straw storage, fertiliser storage, machinery storage.
- Based on the original design, I raised queries regarding ventilation and also in respect of the height of the concrete panels (for example whilst grain can be stored in piles, it is usual for grain storage facilities to have higher solid walls than those originally proposed to allow for greater storage capacity and ease of handling). It is noted that the original plan appears to show 'roof lights', the roof cladding is described as fibre cement sheets only which is more consistent with grain storage facilities.
- The Applicant has since advised of changes to the design, for example the height of the grain store walls will be increased, however it is stated this will be an internal configuration and the external appearance will remain as designed. It has also been stated there will also be grain cooling and extractor fans utilised.

- The Applicant has also provided information on perceived space requirements. This has been reviewed against standard data from the Agricultural Budgeting and Costings Book 88th Edition, which has resulted in smaller space requirements for grain storage than assessed by the Applicant, (however it is noted that this is taken from average yield data as opposed to actual yield) together with some variances in other storage requirements. It is noted there should be scope for vehicle movements when moving stocks and equipment. On balance however it is considered that the proposed size is not unreasonable, now that additional arable land has been secured.

On balance, it is considered that there is justification from an agricultural perspective for the proposed barn.

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

10 further third party letters of objection have been received (including comments from the Tile Barn Lane Residents Association), which are summarised as follows:

- That they continue to object and support the comments made by the Tile Barn Lane Residents Association
- Highway Safety
- Questioning who would be responsible if there was a serious accident
- There should be a more suitable site which does not use this junction
- Concerns about the feasibility of articulated HGVs entering forwards

- Proposals would result in material change in usage type and an intensity of the access
- It is possible for large vehicles to access the current site
- Size of the proposal is out of keeping
- Loss of open countryside
- The Planning Committee have the option to grant the application, recommend re-siting the development, or reject the application if the farm unit was said to have nowhere else that was suitable for the development.
- That the current farm track leading from Tile Barn Lane would be re-structured and would not be Permitted Development.
- Using the verge would widen an access onto a classified road and would not be Permitted Development
- It is possible for large vehicles to access the current site

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 Stubcroft 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*”.

6 further third party letters of support have been received which are summarised as follows:

- Current location of the barn is inadequate for modern farm machine and delivery and there isn't enough space to manoeuvre safely or without trespass. The proposed site would alleviate this safety hazard and would be better for residents of Hundredsteddle Lane.
- The proposal would improve the product of the farm and allow machinery to be maintained under good cover
- Road use would be reduced as it would not require transport to hired barns

- Many vehicles use the Tile Barn Lane exit onto Bracklesham Lane
- Could lead to increased employment
- As it is permitted development Highways aspects cannot influence the decision
- The need is essential and we should be supporting local farmers
- Grain lorries from Stubcroft Farm had used Tile Barn Lane as their access onto Bracklesham Lane.

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 **2021**. 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 **2022**. 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.

The application was deferred at the planning committee held on the 11 March 2020 for further investigations, and information as to the alternative siting of the building.

A legal opinion from David Lintott was submitted by the applicants in October 2019, prior to the previous committee meeting and this is appended to this report. This legal opinion concluded that having determined the development is permitted development, is required to confirm that the visual impact can be adequately mitigated, and cannot consider highway matters.

The report before committee on 11 March 2020 stated that '*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.*'

Two further legal opinions have been submitted following the consideration of this item by the planning committee and both are appended to this report:

- A legal opinion from Horatio Waller dated 14 July 2020, instructed and submitted by third parties; and
- A further legal opinion from David Lintott dated 28 July 2020 was submitted by the applicants

In undertaking further investigations, officers have had regard to whether the proposals would constitute permitted development and advice has been provided by the Council's Principal Solicitor. This update to the committee report therefore considers the principle of whether the proposal would be permitted development and whether the proposal would be acceptable in terms of the matters that can be considered under the prior approval process.

Principle of whether the proposal constitutes permitted development

The legal opinions are available in full in the appendices to this report. However for ease some passages of the legal opinions received and the response from the applicants is provided below.

If the proposal includes development that would be within 25 metres of a metalled part of a trunk road or classified road then it cannot be permitted development. With regard to this matter paragraphs 8-11 of the legal opinion from Horatio Waller state: "*8. Access to the proposed building is proposed via a gap in the southern boundary hedgerows on an existing gravel track, a picture of which is included in the Agricultural Justification document. The proposed siting plan (drawing no. 5 rev. E) shows that a new track would be constructed connecting to the existing gravel track, and a turning area would be constructed next to the proposed building. That drawing indicates 25m distances from the adjacent B2198, in order to demonstrate that the new track, which would connect to the existing one, and the building proposed would be more than 25m from a classified road.*"

"9. SAC nevertheless accepts that the existing farm track, which drawing no.5 shows to be partially within 25m of the B2198, will need restructuring to be suitable to accommodate articulated HGVs. That is unsurprising given the appearance of the surface of the track shown in the picture I describe above. In the further information it submitted on 2 July, SAC recognises that:"

"To facilitate better access for HGV lorries, the current farm track leading from Tile Barn lane will be suitable re-structured to better facilitate HGV use and avoid encroachment onto any other area of land to enable manoeuvres to be completed" (sic)."

“10. A site plan showing one method of re-structuring the existing farm track was set out in an earlier application for prior approval under reference 1803294PNO (drawing no. 5 rev. A). On the basis of this plan which shows the resurfacing and rerouting of the existing farm track, constituting development within 25m of the B2198, the Council decided, in relation to that earlier application, that the development proposed would not benefit from permitted development rights due to the prohibition in GPDO, Part 6, A.1 (h).”

“11. No plan or details describing the proposed re-structuring of the existing farm access appear to have been provided in relation to the latest application. The siting plan (drawing no. 5 rev. E) provided with the present application shows no restructuring or rerouting with respect to the existing farm track, and no development within 25m of the B2198.”

The full quote of the information submitted by the applicant referred to in the legal opinion states:

“6. Tile Barn Lane resident’s Association correctly state that the land to the south of the intended Tile Barn lane access is not owned by the Applicant. The land to the North however is owned by the Applicant and this is currently lined by a significant hedge in excess of 12 foot.

To facilitate better access for HGV lorries, the current farm track leading from Tile Barn lane will be suitable re-structured to better facilitate HGV use and avoid encroachment onto any other area of land to enable manoeuvres to be completed.

Regardless, the HGV lorry in this picture was an extended lorry used to transport an extremely rare and large item of equipment and as such this type of lorry is not used frequently if at all.”

Further information was submitted by the applicant's on 6th August, stating:

“The Applicant submitted detail at the outset of this Application as to the layout for the proposed barn, together with access. These proposals do not in any way alter existing highways within a 25m proximity of any classified road and are available for perusal both on the portal and below within the attached image.

The proposed barn with access from the existing farm track outside of a 25m proximity to any classified road enables articulated HGV's to manoeuvre and return onto the B2198 without encroachment onto any parcel of land not within the Applicant's ownership in keeping with the swept path analysis. The new access is what was being referred to by the previous 'restructuring' comment.

The existing farm track is already currently in use by articulated HGV's. There is no requirement for the existing farm track to be altered to facilitate such use.”

Having had regard to the available legal opinions and the information submitted by the applicant it is considered that although the description of the proposal does not refer to alterations to an access there are inconsistencies with the references to the need to restructure the existing track, and the swept path analysis submitted suggests that there would at least be the need to widen the existing surface of the

access onto Tile Barn Lane, even if that is within the applicant's ownership. In considering this, officers have also had regard to application 18/03294/PNO which included revisions to the access onto Tile Barn Lane, which is a further indication that the proposals would most probably require alterations to the access.

As such, officers consider that due to the location of the alterations which would be required as a direct result of the proposal, they would fail to comply with criterion (h) of Part 6 of the GDPO which states that development is not permitted if: "*any part of the development would be within 25 metres of a metalled part of a trunk road or classified road*".

In addition, it is important to take into account Article 3(6) of the GDPO which restricts permitted development rights in certain circumstances related to highways where there is a danger to those using the highway. Article 3(6) states that '*The permission granted by Schedule 2 does not, except in relation to development permitted by Classes A, B, D and E of Part 9 and Class A of Part 18 of that Schedule, authorise any development which requires or involves the formation, laying out or material widening of a means of access to an existing highway which is a trunk road or classified road, or creates an obstruction to the view of persons using any highway used by vehicular traffic, so as to be likely to cause danger to such persons.*'

The swept path analysis submitted with the application demonstrates that it would not be possible for vehicles to enter/exit the site without causing an obstruction to vehicles using Bell Land as a result of the vehicles crossing the central line when turning out of the site, and this is of particular concern due to the visibility available when travelling along Bell Lane due to the significant bend north of the junction with Tile Barn Lane. It is therefore considered that the proposal would likely cause danger to users of the highway. On this basis the proposal would conflict with Article 3(6) of the GPDO and therefore the proposal does not constitute permitted development.

Consideration of prior approval matters

Notwithstanding the above, a further assessment of the matters considered as part of the prior approval process has also been undertaken. Where the principle of the development is established Article 3(1) of the GPDO is clear in that planning permission is granted for the classes of development described as permitted development in Schedule 2 . By article 3(2), any permission granted by paragraph (1) is subject to any relevant exception, limitation or condition specified in Schedule 2, and in this instance the conditions include the requirement to seek prior approval. The legal opinions provided present opposing views as to whether highway safety can be considered as part of the consideration of the siting of the development where the principle of a development is established by the GPDO such that an application for prior approval can be refused or whether since the principle has been established for an agricultural building the siting presenting least harm should be accepted.

In respect of this consideration Horatio Waller states ‘.... *the author of the report assumes incorrectly that the remit of the Council is establishing the “most favourable siting” or the siting that would result in the “least harm”, in light of the site constraints that exist in relation to this farmholding. That in my view is a legally erroneous approach. It presupposes that it is not open to the Council to conclude that there is no adequate location on the farmholding in which the building could be located, considering siting, design and external appearance matters and the constraints of the farmholding.*’ The opinion concludes that unlike the consideration following an Outline permission, ‘...*where prior approval is required for Class A agricultural development, the GPDO does not require the authority to start from the premise that the agricultural unit in question can appropriately accommodate the proposed development, and its remit is limited to identifying the most favourable location and access having regard to siting, design and external appearance. The authority can lawfully find that there are no acceptable locations on the agricultural unit for the proposed development, having regard to siting, design and external appearance.*’

In the legal opinion of Mr David Lintot dated 28 July 2020 it is stated that: ‘*Article 3(1) of the GPDO provides that planning permission is granted for the classes of development described as permitted development in Schedule 2 . By article 3(2), any permission granted by paragraph (1) is subject to any relevant exception, limitation or condition specified in Schedule 2 . Schedule 2, Part 6, Class A relates to agricultural development and is set out insofar as is relevant in my previous advice. Permission is granted for Class A development provided it comes within the detailed limitations set out in A and does not fall foul of the detailed exceptions in A.1. The detailed exceptions in A.1 form part of the development for which permission is granted: see *Regina 3 (Marshall) v East Dorset District Council [2018] EWHC 226 (Admin) [2018] P.T.S.R. 1508 at [33].**

and

‘*In Regina (Marshall) v East Dorset District Council [2018] EWHC 226 (Admin) [2018] P.T.S.R. 1508 at [58] Lang J. noted (obiter) that issues of “siting, design and external appearance of the building” could properly include the impact on neighbouring properties and a particular listed building. Nowhere does she purport to state that such issues could operate so as to enable a Council to withhold prior approval for any form of permitted development. Such a conclusion would conflict with the conclusions of Richards L.J. set out above that the conditions, including that relating to prior approval, cannot affect the principle of development. It would ignore the fact that the GDPO has already taken a position on the issue of principle in recognition of the importance of agriculture and its operational needs. In doing so the GDPO has included a detailed list of exceptions which prescribe the extent of the development for which permission is granted.’*

The legal opinion from David Lintott dated 28 July 2020 therefore concludes that ‘.... *the planning officer has in my view correctly recognised both that highways considerations are only relevant to the extent that they are affected by the siting of any development, and that the principle of the development is established through the GDPO.*’

Having regard to Article 3(6) of the GPDO which restricts permitted development where such development would cause a danger to highway users and following careful consideration of the proposal and the opinions provided, officers are of the view that it is relevant to consider highways matters which are linked to the siting of the development. Whilst the principle may be established for an agricultural building under part 6 of the GPDO, although not in this case for the reasons presented above, the Local Planning Authority can determine that there are no acceptable locations on the agricultural unit for the proposed development, having regard to siting, design and external appearance.

In conclusion, it is considered that the proposals would require the material widening of an existing access. The proposed development therefore requires or involves the formation, laying out or material widening of a means of access to an existing highway which is a trunk road or classified road, so as to be likely to cause danger to such persons and therefore Article 3(6) of the GPDO prohibits the proposal. Furthermore, the proposal would include works within 25m of a metalled classified road or trunk road and as such the proposal would fail to meet the requirements of Part 6 of the GPDO. Further, in the event it were to be determined that the proposal would constitute permitted development, it is considered that it is reasonable for the local planning authority to consider highway safety as part of the prior approval process, and the proposal would not be acceptable in this respect.

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 rotovators 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 where 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 where 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 screen 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 would be harmful to the wider landscape. Any visual harm would be limited aided by mitigation in the form of landscaping.

As detailed above the need for the development was considered in the previous prior notification application and was found to be acceptable. The need for the building was not raised as an issue in the previous committee report.

The Agricultural Advisor instructed by the Council considers that on balance, it is considered that there is justification from an agricultural perspective for the proposed barn. Therefore, officers consider that this still remains acceptable.

As stated in the Principle of Development section, officers are of the view that it is relevant to consider highways matters which are linked to the siting, which differs from the previous report. WSCC commented in the original report that the documents provided to date do not allow for determination that safe and suitable access is achievable.

Since this time, the applicant has submitted further information for consideration.

The proposed siting of the barn is directly related to highway matters in that the location has been selected as the access from Hundredsteddle Lane is not capable of handling articulated lorries as it is too narrow and the corner is too sharp. In addition, if the existing buildings where 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.

In term of access from Tile Barn Lane details have been submitted to demonstrate that existing farm traffic does cross the centre line of the carriageway when turning left (north) from Tile Barn Lane onto Bracklesham Lane.

Enquiries have been made by the applicant as to whether warning signage and/or a 'no left turn' from Tile Barn Lane.

Comments provided directly to the applicant on these matters from WSCC have been submitted as part of the application:

'With regards to advisory no right [sic] turn sign. This would be down to you to risk assess in that if you felt that signs were necessary, then you could potentially consider private advisory signage which could be sited on private land subject to suitability; although the signage should not be the mandatory signs used on the highway as this could cause confusion, although in addition to this you could also consider briefing drivers / update works operations (method statements risk assessment).'

'With regards to warning signs, then depending on the situation for example if you had periods of heavy usage planned you could potentially consider temporary signage to cover the period of operation. Although given that there is a good safety record at this location and that you will be utilising an existing access then unless the level or type of usage has altered significantly then this may not be necessary.'

Details have been submitted to demonstrate that existing farm traffic does cross the centre line of the carriageway when turning left (north) from Tile Barn Lane.

The applicants have also submitted information to assert that there would be no material intensification of the use of the access and that proposals would allow a reduction in traffic movements from the Tile Barn Lane entrance/exit:

'The access point at Tile Barn Lane is already a farm access route used by articulated HGV lorries on occasion. This access is also currently used by tractors and trailers during harvest to transport grain and/or cereal to suitable external storage facilities.'

'Hundredsteddle Farm is an arable farm of 79 acres. Using a broad-brush approach, in the event that the entire farm was used to produce wheat, 395 tonnes of grain would be harvested.'

'Hundredsteddle farm has never had on site storage facilities for grain and/or cereal intended for consumption. Mr Stuart Strange (The Applicant's father) has lived on the farm for in excess of 55 years and is able to confirm either external facilities or storage facilities on other farms also within his ownership prior to 2016 were used for this purpose. This was due to the age and inappropriate structure of the existing barn buildings at Hundredsteddle Farm, even in the 1950's.'

'Tractors and trailers currently remove grain and/or cereals to external storage facilities during harvest at Hundredsteddle farm. Each tractor and trailer carries 14 tonnes of grain and/or cereal. This equates to 21 loads or manoeuvres in a northerly direction or left hand 'hairpin' turn direction along the B2198. This is all within the season of the heaviest use of the B2198 for tourists.'

'The proposed development will enable grain and/or cereal to be stored on site at Hundredsteddle farm. This grain would not be removed from Hundredsteddle farm until optimal selling markets.'

'When grain is sold, it is only transported in bulk, to reduce overheads. This is done via HGV articulated lorries, which on average transport 29 tonnes. As such, through the use of the proposed development for storage, only 13 loads would be required to transport Hundredsteddle farms' grain and/or cereal, which reduces use of the entrance / exit by 8 occasions for this purpose.'

'Even when a good market is available, a shrewd farmer retains some grain and/or cereal in case the market still further improves. As such, theoretically 12 calendar months are available for completing the 13 manoeuvres as opposed to a concentration of use when the roads are already at capacity.'

The Agricultural Advisor references that the proposed barn will also be utilised for grain and other purposes ‘...namely fertiliser, machinery and equipment storage. It is understood that the existing buildings available to the farm business are of limited size and scale and are unable to adequately accommodate existing equipment. It is further understood that in addition to the farm arable enterprise the machinery is also used by the applicant for their agricultural contracting business, which includes some land drainage works on farms and for sports pitches (which also uses some specific equipment).’

Supporting information has been submitted to assert that the applicant has chosen to create a further company called AMS Plant Limited to simply hold all equipment used by Hundredsteddle Farm. There will be no hire of equipment to third parties. This equipment is also used by AMS Contracting, which is a company designed to enable farm diversification. All machinery used by AMS Contracting off site is already transported using the Tile Barn Lane Access.

Notwithstanding the above, the siting of the proposed building is directly relevant to the above use, and the traffic generation and type has not been quantified. The provision of a larger building could reasonably lead to an intensification of that business or hire taking place, ancillary to the agricultural activities. The result is that it is considered the proposal would result in a form of development that would cause danger to such persons, by virtue of crossing the centre line of the carriageway, and insufficient information has been submitted to demonstrate that this would not be the case or that the proposals would not result in a material intensification of use.

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 reflect 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.

Comments on the design have been by the Agricultural Advisor commissioned by the Council.

They comment that they raised queries regarding ventilation and also in respect of the height of the concrete panels (for example whilst grain can be stored in piles, it is usual for grain storage facilities to have higher solid walls than those originally proposed to allow for greater storage capacity and ease of handling). It is noted that the original plan appears to show ‘roof lights’, the roof cladding is described as fibre cement sheets only which is more consistent with grain storage facilities.

The Applicant has since advised of changes to the design, for example the height of the grain store walls will be increased, however it is stated this will be an internal configuration and the external appearance will remain as designed. It has also been stated there will also be grain cooling and extractor fans utilised.

As such the design and external appearance remains 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.

The proposed development would require works to an existing private way as part of this development which is within 25 metres of a metalled part of a trunk road or classified road and therefore the development is not permitted under Part 6 Class A of the GPDO by virtue of A.1(h), and as such the works do not constitute Permitted Development.

In addition the siting would require works which would requires or involves the formation, laying out or material widening of a means of access to an existing highway which is a trunk road or classified road, so as to be likely to cause danger to such persons and so Article 3(6) of the General Permitted Development Order prohibits the proposal.

Insufficient information to demonstrate that the siting of the proposal would not result in a material intensification of use to the access from Tile Barn Lane onto Bracklesham Lane in a manner that would create an obstruction to the view of persons using the highway by vehicular traffic, so as to be likely to cause danger to such persons, by virtue of crossing the centre line of the carriageway. Therefore this application is recommended for refusal.

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 | Refused |
| PLAN - The Location Plan | 1A | | 14.01.2019 | Refused |
| PLAN - Block Plan | 2A | | 14.01.2019 | Refused |
| PLAN - SUBSTITUTE PLAN 15.11.19 PROPOSED SITING (A1) | 05 | REV E | 06.12.2019 | Refused |

For further information on this application please contact Martin Mew on 01243 534734

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