



Application Number and Registration Date	MO/2019/0131 (Detailed) 24-Jan-2019
Applicant	Mr P Phillips
Case Officer	Katrina Sullivan-Watkins
Amendments /amplifications	
Committee Date	1 May 2019
Ward(s)	Capel, Leigh & Newdigate
Proposal	Creation of a vehicle access (and associated track) from Horsham Road (A24).
Site Description	Land East of Horsham Road, Capel, Dorking, Surrey, RH5 5JH

RECOMMENDATION: Approve subject to conditions

Summary

The application site comprises an agricultural field located on the eastern side of Horsham Road, to the south of Capel. The application seeks planning permission for the creation of a new access with an associated track.

The development would provide access to an agricultural barn that was granted under Prior Approval in October 2017 (MO/2017/1645) but is not yet built. As such it is considered that the development would be of an appropriate use within the countryside beyond the Green Belt.

The proposal would result in a loss of hedgerow fronting Horsham Road, however this stretch of road is characterised by a number of accesses including one on the opposite side of Horsham Road. It is considered that the proposals would not give rise to any significant harm to the character of the area. The proposal is also considered to be acceptable in highways safety terms.

1. Development Plan

1.1. Beyond Metropolitan Green Belt

2. Relevant Planning History

MO/2017/1645	Prior notification for the erection of an agricultural barn of 24.6 metres x 18.1 metres for the storage of hay and machinery associated with hay protection	Prior Approval Not Required 11/10/2017
--------------	--	---

3. Description of Development

North



3.1. The application site is an agricultural field known as, Land East of Horsham Road. It is located on the east of the A24, Horsham Road, to the south of Capel. The land, which extends to approximately 8.37 hectares (20.7 acres) is used for hay cutting. The field is enclosed to the north, east and south by mature vegetation, trees and woodlands.

3.2. The current application seeks planning permission for the formation of a new agricultural access off Horsham Road to the application site. The proposed access would have a width of 6 metres with a 10.5 metre bellmouth. The first 15 metres of the associated track would be surfaced with concrete, as would the hardstanded area in front of the barn that would be used for turning and parking. It is proposed that the main length of the access road would be surface in a hardcore material. The proposed use would be to serve an agricultural barn which was permitted under a prior notification for the storage of hay and machinery associated with hay protection, but is not yet built. The access would be used by private light goods vehicles and occasionally by lorries.

- 3.3. In support of the proposals, the applicants state that that the new access is required for the agricultural business on the site to be serviced. It is acknowledged that there was a previous access onto the site from Rusper Road, through the adjacent field. The applicants go on to state that the owner of the adjacent field has been approached, however is unwilling to provide access through the field as it would cause damage to existing crops.
- 3.4. Under permitted development, the applicants would be able to provide an area of hardstanding and the provision of a private way provided that the development would not be within 25 metres of a metalled part of trunk road or classified road.

4. Consultations

- 4.1. SCC Highways: The proposed development has been considered by The County Highway Authority who have no objection subject to the recommended conditions.

5. Representations

- 5.1. 7 representations were received raising the following summarised concerns:

- Not all properties in the area were formally consulted

Officer Comment: The Council undertook a full consultation in accordance with the Regulations.

Highways Issues

- Horsham Road is a very busy road, not a 'quiet rural road' as described in the transport report which has many inadequacies
- People speed over the 50mph speed limit
- It is difficult to pull out of existing driveways due to the speed of cars
- Amount of speed and traffic already an issue in this area, this application combined with the Auclay Brickworks application would create a serious road safety problem
- The bends of the A24 are dangerous and many accidents have occurred in the location of the proposed access and the access will cause more accidents
- The road is deemed dangerous by the County Council and the proposal would compromise the ability to improve future safety of the road
- Visibility is very poor and trimming of hedges is not done regularly
- No provision for the proposal to allow for continued safe cycling on path from Clockhouse to Clarkes Green

Officer comment: The Surrey County Council Highways Authority have been consulted on this application and raise no objection.

Alternative Access

- The application states there was evidence of a previous access, however there is no history to suggest an access from the application site onto the A24

Officer comment: The previous access which has been referred to, is the access onto Rusper Road. This has been amended in the highway access report.

- Alternative track from the site to Rusper Road which has been used to transport hay to and from the site to service the agricultural business – why is this not being used?

Officer comment: The applicants have stated that the owner of the adjacent field which leads onto Rusper Road was approached, however they were unwilling to provide access through the field as it would cause damage to existing crops.

Intention of the application

- The highway access report refers to proposed dwelling which suggests the site will be used to provide future residential development

Officer comment: The highway access report has been amended so that it does not refer to a proposed dwelling and instead references the agricultural barn which it is intended to serve.

- Provision of access could make the site attractive to other non-agricultural businesses

Officer comment: This application is for the creation of an access and associated track to serve an agricultural barn.

Provision of barn

- Where it is proposed to place the barn is in the most productive area of the field
- The size of the field would not require a barn of that size with associated road works to store equipment.

Officer comment: This application is for the creation of a vehicle access and associated track to service the agricultural barn which has already been permitted under a prior notification application.

6. Main Planning Policies

6.1. Government Guidance

National Planning Policy Framework
Section 15 – Conserving and Enhancing the Natural Environment

6.2. Mole Valley Core Strategy

CS14 – Townscape, Urban Design and the Historic Environment

6.3. Mole Valley Local Plan

ENV3 – Development in Countryside beyond the Green Belt
ENV22 – General Development Control Criteria
MOV2 – The movement implications of development
MOV5 – Parking Standards

6.4. Capel Neighbourhood Development Plan

CA-ESDQ3 Design and character

7. Main Planning Issues

- 7.1. The main planning issues for consideration are the impact of the proposed access and associated track on the character of this part of Horsham road, and highways issues raised by the proposals

Policy Considerations

- 7.2. The site is located within the Countryside Beyond the Green Belt. Paragraph 170 b) of the NPPF states that Planning policies and decisions should contribute to and enhance the natural and local environment by:

Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

- 7.3. Policy ENV3 of the Mole Valley Local Plan refers to Development in the Countryside Beyond the Green Belt and states the following:

In rural areas not covered by the Green Belt, and outside the area of Ockley defined in accordance with Policy RUD3, the countryside will be protected for its own sake, and development adversely affecting its open character will not be permitted.

Development within the countryside beyond the Green Belt will only be acceptable for the reasonable needs of agriculture, and forestry or comprises essential facilities for outdoor sport and outdoor recreation, mineral extraction and waste disposal.

- 7.4. The proposed development is for the formation of a new access and associated track in order to service an agricultural business. The barn that the access would serve was approved in October 2017 under application MO/2017/1645 but is not yet built. It is therefore considered that the development would be an acceptable use in the countryside beyond the Green Belt.

Impact on the Character of the Area

- 7.5. Core Strategy Policy CS14 seeks to ensure that new development respects and enhances the character of the area.
- 7.6. Mole Valley Local Plan Policy ENV22 sets out the general development control criteria against which applications will be assessed. Criterion 1 requires that development should be appropriate to the site in terms of its scale, form and appearance. Criterion 3 requires that development should respect the character and appearance of the locality. Criterion 4 requires new development to have regard to attractive features of the site such as trees, hedge, walls or buildings that contribute to the character of the locality. Criterion 6 requires new development to provide safe access to the site.
- 7.7. The proposed access with associated track would be located in an area of countryside beyond the Green Belt. The access would have a width of 6 metres and would result in the loss of some hedgerow along the frontage of Horsham Road. It is considered that the loss of hedgerow in this location would only have a minor impact on the character of the area.
- 7.8. Along this stretch of road, there are a number of dwellings and buildings which benefit from an access off the A24, some with an associated track. It is considered that the proposal would not be out of character with the surrounding area.

Highways Issues

- 7.9. The formation of the proposed access and associated track would be used by private light goods vehicles and occasionally by lorries servicing the agricultural barn which was permitted under a prior notification application.
- 7.10. Horsham Road is subject to a speed limit of 50mph, which would normally require visibility splays of 2.4m 'x' distance by 160m 'y' distance. The speed survey which was undertaken to determine the actual speed of traffic at the site show average speeds to be 40mph Northwest bound, and 43mph Southeast bound.
- 7.11. The applicants have demonstrated that visibility splays of 2.4m by 160m can be achieved. The Highway Authority notes that regular trimming of the vegetation would need to take place to maintain these visibility splays and recommends a condition for this.
- 7.12. The access and proposed track has been designed to allow vehicles to enter and exit the site in a forward gear. The introduction of hardstanding to the front of the barn would mean that a vehicle could be parked while a larger vehicle could still manoeuvre and turn within the site to ensure that they can both enter and exit in a forward gear.
- 7.13. The Surrey County Council Highways Authority is satisfied that the proposed access and associated track can be operated safely. The proposal is therefore considered meet the objectives of the NPPF and to satisfy policies MOV2 and MOV5 of the Mole Valley Local Plan.

Conclusion

- 7.14. It is considered that the proposed creation of access and associated track to serve an agricultural barn on the eastern side of the A24, Horsham road, would be acceptable and is compliant with advice set out in the NPPF and with Mole Valley Local Plan Policies ENV3, ENV22, MOV2 and MOV5.

8. Recommendation

Permission be GRANTED subject to the following conditions:

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

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents and plan numbers 7236-300 Rev A, 7236-101 Rev A, 7236-102 and 7236-101 contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. No vehicle shall access the site from Horsham Road unless and until the proposed vehicular access to Horsham Road hereby approved has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

4. The development hereby approved shall not be first used unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

5. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

Informatives

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

2. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149.)
3. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
4. The developer is advised that any increase in the proposed vehicle movements will need to be reassessed.