



**South Downs**

National Park Authority

**Agenda Item 9  
Report PC07/19**

Report to **Planning Committee**  
Date **14 February 2019**  
By **Director of Planning**  
Local Authority **Horsham District Council**  
Application Number **SDNP/18/04995/FUL**  
Applicant **Wiston Estate**  
Application **Hybrid application (Part Full/Part Outline) for demolition of existing equestrian and agricultural buildings. Change of use of existing buildings and extension of existing Winery to provide enhanced storage, visitor facilities, retail and Cafe. New commercial floorspace (Use Classes B1 and B8), five self-contained holiday let units, closure of existing direct access off the A24 with associated alterations to internal roads. Provision of new permissive Public Right of Way, associated infrastructure, car parking (including single domestic garage) and landscaping works.**  
Address **North Farm, London Road, (A24), Washington, West Sussex, RH20 4BB**

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**Recommendation:**

- 1) That planning permission be granted, subject to the conditions set out in Section 10 of this report and subject to the completion of a S106 agreement, the final form of which is delegated to the Director of Planning, with obligations relating to:
    - Delivery of the permissive path
    - Landscape Management Plan (including SuDS), and,
    - Phasing of the development and associated studies (including Travel Plan).
  - 2) That authority be delegated to the Director of Planning to refuse application SDNP/18/04995/FUL with appropriate reasons if the S106 Agreement is not completed or sufficient progress has not been made within 3 months of the 14 February 2019 Planning Committee meeting.
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**Executive Summary**

The overall aim for the site is 'to create a rural business park, anchored by Wiston Estate Winery'. The aim of the Winery is to expand its offer through an 'integrated blend of production, services, direct sales and visitor and events facilities'. To achieve this, the proposal comprises the demolition, conversion, replacement and extension of the existing winery and employment space that occupies North Farm, Washington. It also proposes the creation of 5 no. self-contained holiday units. This would be supported by an infrastructure package including the closure of the existing direct vehicular access from the A24, improved habitat connectivity, improved routes and wayfinding for users and visitors to the site and surface water drainage that will help improve water quality.

The scheme comes forward following the endorsement of the Wiston Whole Estate Plan (WEP) in July 2017. It represents large-scale rural diversification, which is considered to be a well-thought out

scheme that will deliver multiple benefits and significant improvements to current circumstances. It also follows extensive pre-application discussions – including participation at Design Review Panel - where all parties have engaged in a positive and proactive manner.

The proposal will be delivered in a number of phases over a number of years. Therefore, the applicant has requested a longer time limit of 10 years for the submission of any reserved matters applications associated with the later phases. To ensure a high quality finish and adherence to the landscape led approach would be subject to conditions and a Section 106 Agreement.

Officers have considered the details of the application and are of the opinion that this does not represent major development under para 172 of NPPF.

The application is brought before Planning Committee for consideration owing to the scale of the proposal, the complexities associated with the phasing of the development and as a result of the holding objection issued by WSCC Rights of Way Officer.

## **I Site Description**

- I.1 North Farm is located on the western edge of the Wiston Estate and is approximately 1.3km north of Findon and 2km south of Washington. It is bounded by the A24 dual carriageway along its western edge, with the grade separated junction (overbridge) located immediately to the south. The A24 delineates the route of a dry valley, with the majority of the application site located on the valley floor, although there has been some extension of the built form up the eastern side of the valley. The topography continues to rise beyond the eastern-most building, to a ridgeline that runs broadly northeast to southwest.
- I.2 The North Farm site comprises a collection of buildings ranging from the traditional farmstead dating back to the 18th and 19th centuries at the centre and charting the evolution of the farm through to an extensive turkey rearing and processing enterprise that ceased in the 1980s.
- I.3 The historic core of the site is located close to the A24 and centrally within the site. It comprises a loose group of buildings that are predominantly constructed in flint and brick under plain tile roofs, including the Farmhouse, Threshing Barn, Granary and former animal shelters.
- I.4 To the south of these buildings are a series of modern buildings faced with render and profile sheeting. These buildings are a mix of size (including 2-storey) and scale and predominantly associated with the winery use. The buildings extending eastwards up the valley side are single storey and include former turkey rearing sheds and a converted brick and flint animal shelter. To the north is a collection of large, former grain stores ranging in height from 6m-11.5m. There are also 7 grain silos in a crescent formation, close the A24 boundary. Within this northern section is a group of smaller buildings, including stables.
- I.5 The buildings are in a mix of uses. They include a winery, commercial (B1, B2 and B8), equestrian, agriculture, as well as 7 residential properties (all belonging to the Wiston Estate). The site also contains a number of buildings that have had commercial use, but are presently unused.
- I.6 There are currently 2no. vehicular access points to the site; one from the overbridge to the south and the other directly from the A24 to the west. Bridleway No. 2086, which links the site to the northern edges of Findon village and connects with the wider PRow network on the western side of the A24 (via an 'at grade' uncontrolled crossing) accesses the site via this latter vehicular entrance.
- I.7 The land around the buildings within the Estate is used for growing vines, paddocks as well as further pasture and arable land beyond. The site is relatively open, although there is a network of native hedgerows with some mature trees amongst these. Whilst the western boundary along the A24 is marked by a hedgerow, to both the north and south, as well as along the opposite carriageway, there is a more substantial green belt screening the road from the land beyond. There are no buildings immediately outside the application site, either to the north or south. To the west, beyond the A24, is Windlesham House School, the main buildings associated with which are over 500 metres from the application site.

## 2 Relevant Planning History

2.1 Buildings numbered as per Figure 2.01 of the submitted Planning Statement accompanying the application.

2.2 SDNP/15/02073/FUL – Change of use of grain store to form additional cold store for existing winery (building 32). Approved 08 July 2015

DC/11/1793 – Change of use and associated alterations to redundant cold store building to form additional cold store for existing winery (building 4). Approved 25 October 2011

DC/11/0416 – Demolition of commercial building (B8) and erection of replacement building for B1 or B8 use (building 15). Approved 08 July 2011

DC/11/0413 – Retrospective permission for change of use of redundant farm building to car storage, repair and restoration (building 21). Approved 21 April 2011

DC/10/1166 – Change of use to winery and associated access alterations (buildings 1a, 1b, 2a, 2b, 2c, 2d and 3). Approved 09 August 2010

DC/09/0485 – Retention and continued use of land and buildings for B1 (business), B2 (general industrial) and B8 (storage and distribution) purposes (buildings 5b, 13, 14, 15, 16, 17, 18, 19, 20 and 37). Approved 19 May 2009

DC/08/0811 – Change of use from car repair workshop to winery (certificate of lawful development – proposed) (buildings 1a, 2a, 2b and part of 3) Refused 01 October 2009

DC/07/2433 – Workshop used for car body repairs (ground floor) and storage (first floor) (certificate of lawful development – existing) (buildings 01a and 01b) Approved 09 November 2007

DC/07/1455 – Temporary change of use for B1 use as a workshop for the purpose of plastic recycling business, the receiving, baling and redistribution of waste plastic (building 6). Approved 02 October 2007 (temporary permission for 12 months)

DC/05/0624 – Change of use of 6 buildings to workshop (B1) and storage uses (buildings 15, 16, 17, 18, 19 and part of 37). Approved 02 November 2006

DC/04/2837 – Change of use of land and buildings from agricultural to equestrian use. Approved 17 January 2007

WS/22/99 – Change of use of poultry house to furniture restoration. Approved 13 August 1999

WS/8/99 – Change of use to artist studio. Approved 22 March 1999

WS/10/98 – Change of use of buildings to light industrial use. Approved 25 June 1998

## 3 Proposal

3.1 The applicant seeks ‘to create a rural business park, anchored by the Wiston Estate Winery but also host an integrated blend of production, services, direct sales, and visitor and event facilities’, through the delivery of this large-scale, landscape-led scheme.

3.2 The proposed development has been made through a ‘hybrid’ application; part full planning permission and part outline, with all matters reserved except for access. The hybrid nature of this application reflects the phased nature of the proposed development, which will be further explained in **Section 8 / Appendix 2** of the report. Broadly speaking, Phases 1a and 1b are submitted in full, with Phases 2 and 3 submitted in outline.

### Full planning permission

3.3 Full planning permission is sought for the following:

- Demolition of wine and general stores, and existing animal shelter
- Construction of new wine store
- Change of use and alterations to existing threshing barn and adjacent animal shelters to create café, associated kitchen, toilets, shower room and stores

- Replacement structures to create reception, shop and new public entrance and further store associated with winery
- Demolition of 7 existing commercial buildings and construction of 3 replacement buildings (one of which is initially proposed to be used in association with the winery for storage on lees)
- Creation of 44 car parking spaces with additional overspill parking areas
- Widening and extension of existing access from grade-separated junction to A24
- Closure of direct vehicular access from A24 through creation of a double bund

#### Outline planning permission

3.4 Outline planning permission is sought for the following:

- Demolition of existing commercial buildings, equestrian and agricultural buildings (including silos) and removal of equestrian sand training paddock
- Construction of commercial buildings occupying a footprint of up to 6230 sqm (gross external area), to be subject to the submitted Design Code
- Provision of 5no. self-contained holiday let units
- New parking areas predominantly located within 'internal courtyard' areas

3.5 The proposed scheme also includes improved surface water drainage works, changes to vehicular and non-motorised routes throughout the site, further planting and landscaping. A new permissive non-motorised user route is proposed around the periphery of the application site and extending north to meet the South Downs Way where it crosses Washington Bostal. Full details of the application proposal can be found in **Appendix 2**, which includes the proposed phasing plan.

## **4 Consultations**

### **4.1 Natural England**

No comments to make on the application.

### **4.2 Environment Agency**

Area acknowledged to have sensitive groundwater sensitivity. No objection, subject to conditions concerning contamination, infiltration of surface water, piling and the provision of a demolition and construction environmental management plan; recommended wording of which has been updated following submission of the further information and to support the phased nature of the proposed development.

### **4.3 Southern Water**

No objection.

### **4.4 WSCC Highway Authority**

No objection, subject to condition securing Construction Environmental Management Plan, access closure, car and cycle parking, travel plan and surfacing of public right of way. The wording of these has been amended to reflect the phased nature of the proposed development.

### **4.5 WSCC Rights of Way**

Holding objection – concerns regarding access to nearby Public Rights of Way and because there may be potential improvements to routes/links that lead onto the wider PROW network.

### **4.6 WSCC Lead Local Flood Authority**

No objection, subject to conditions securing surface water drainage designs, calculations and details of the maintenance/management of SuDS systems.

### **4.7 Environmental Health**

No objection.

#### 4.8 **Ecology Officer**

No objection, following submission of further information regarding the suitability of the site for dormice. Condition requested to secure development is carried out in accordance with ecological mitigation measures proposed.

#### 4.9 **Landscape Officer**

Support: the scheme is a sensitive re-use of the historic core of the farmstead. Interventions through the scheme have been made directly to respond to the site's inherited character and this approach has been encouraged and supported throughout. The site is highly diverse and its mixed uses have created complexities in terms of design and landscape, however it is considered these have largely been overcome in a way that best responds to the site's constraints and opportunities. Conditions securing design code and soft landscaping details are recommended.

#### 4.10 **Design Officer**

Support: This is a very positive development with some sensitive refurbishment of existing historic buildings and contemporary architecture appropriate to context. There are some good landscape interventions appropriate to the landscape character of the site.

Design Review Panel Summary: comments were made regarding the proposed options for positively resolving the relationship between old and new within the Winery, which have been taken forward as part of the evolution of the scheme. Advised the development further east (Phase 1 Commercial and Phase 3 holiday lets) would have greater impact due to their visibility. The Panel pushed the applicant to be confident in their vision for the site and advised on the importance of improving wayfinding and routes around the site. The vines should be a key guide to the architecture on site.

#### 4.11 **Conservation Officer**

No objection, although disappointed to see loss of Building F (as identified in Heritage Statement).

#### 4.12 **British Horse Society**

No objection to principle to proposed redevelopment and fully appreciate benefits likely to be brought in terms of employment, facilities for the enjoyment of tourists and locals and promotion of local products.

Concern raised in regard to the adverse effect on existing PRow and access facilities:

- Environment through which PRow runs would become very busy
- Proposed permissive path should be formally dedicated as a bridleway
- 'At-grade' crossing on A24 is dangerous for NMU use – route should be diverted to overbridge.

#### 4.13 **Washington Parish Council**

Strongly support the proposals. Members praised the imaginative and sympathetic design put forward for the North Farm site, welcoming improved employment opportunities, and for visitors and residents to be able to access and enjoy local products and services from the South Downs.

### 5 **Representations**

5.1 No third party comments have been received in relation to this planning application.

### 6 **Planning Policy Context**

6.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory development plan in this area comprises the saved policies of the **Horsham District Core Strategy 2007** and the **Horsham District General Development Control Policies 2007**. The development plan policies and other material considerations considered relevant to this application are set out in section 7, below.

## National Park Purposes

- 6.2 The two statutory purposes of the SDNP designation are:
- To conserve and enhance the natural beauty, wildlife and cultural heritage,
  - To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

If there is a conflict between these two purposes, conservation takes precedence. There is also a duty to foster the economic and social wellbeing of the local community in pursuit of these purposes.

## **7 Planning Policy**

### National Planning Policy Framework (NPPF) and Circular 2010

- 7.1 Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 (DEFRA Circular) and The National Planning Policy Framework (NPPF) which was issued and came into effect on 24 July 2018. The DEFRA Circular and NPPF confirm that National Parks have the highest status of protection and the NPPF states at paragraph 172 that great weight should be given to conserving landscape and scenic beauty in the National Parks and that the conservation of wildlife and cultural heritage are important considerations and should also be given great weight in National Parks.
- 7.2 The NPPF has been considered holistically in the determination of this application, although it is considered that the following sections are of particular relevance:
- Section 2: Achieving Sustainable Development
  - Section 4: Decision-making
  - Section 6: Building a strong, competitive economy
  - Section 8: Promoting healthy and safe communities
  - Section 9: Promoting sustainable transport
  - Section 11: Making effective use of land
  - Section 12: Achieving well-designed places
  - Section 14: Meeting the challenge of climate change, flooding and coastal change
  - Section 15: Conserving and enhancing the natural environment
  - Section 16: Conserving and enhancing the historic environment
- 7.3 In addition to the above, it is considered that paragraphs 7, 8, 10, 11, 47, 48, 80, 83, 84, 102, 103, 108, 109, 117, 118, 124, 127, 148, 153, 163, 170, 172, 184, 189, 192 and 197 of the NPPF are relevant to the determination of this application.

### Major Development

- 7.4 Officers are of the view that the proposal does not constitute major development for the purposes of paragraph 172 of the NPPF (2018), and accompanying footnote 55, advising that 'major development' in designated landscapes is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.
- 7.5 The following Development Plan policies set out below, have been assessed for their compliance with the NPPF and are considered to be compliant with the NPPF.

### Development Plan Policies

- 7.6 The following policies of the **Horsham District Core Strategy 2007** are relevant to this application:
- CPI - Landscape and Townscape Character
  - CP2 - Environmental Quality
  - CP3 – Improving the Quality of New Development
  - CPI0 – Employment Provision
  - CPI1 – Employment Sites and Premises
  - CPI5 – Rural Strategy

- CPI8 – Tourism and Cultural Facilities
- CPI9 – Managing Travel and Widening

7.7 The following policies of the **Horsham District General Development Control Policies 2007** are relevant to this application:

- DC1 – Countryside Protection and Enhancement
- DC2 – Landscape Character
- DC5 – Biodiversity and Geology
- DC7 – Flooding
- DC8 – Renewable Energy and Climate Change
- DC9 – Development Principles
- DC23 – Sustainable Farm Diversification
- DC24 – Conversion of Agricultural and Rural Buildings for Industrial, Business or Residential Uses
- DC25 – Rural Economic Development Sites and the Expansion of Existing Rural Commercial Sites/Intensification of Uses
- DC26 – Replacement Buildings for Commercial Uses in the Countryside
- DC39 – Tourism
- DC40 – Transport and Access

7.8 The Pre-Submission version of the **South Downs Local Plan** (South Downs Local Plan) was published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for public consultation between 26th September to 21st November 2017, and the responses considered by the Authority. The Plan was submitted to the Secretary of State for independent examination in April 2018. The Submission version of the Local Plan consists of the Pre-Submission Plan and the Schedule of Proposed Changes. It is a material consideration in the assessment of this planning application in accordance with paragraph 48 of the NPPF, which confirms that weight may be given to policies in emerging plans following publication. The Local Plan process is in its final stage before adoption with consultation on relatively minor Main Modifications started on 1st February 2019. Based on the very advanced stage of the examination the draft policies of the South Downs Local Plan can be afforded almost full weight.

7.9 The following policies of the South Downs Local Plan are considered relevant to this application:

- SD1 – Sustainable Development
- SD2 – Ecosystem Services
- SD4 – Landscape Character
- SD5 – Design
- SD6 – Safeguarding Views
- SD7 – Relative Tranquillity
- SD8 – Dark Night Skies
- SD9 – Biodiversity and Geodiversity
- SD11 – Trees, Woodland and Hedgerows
- SD12 – Historic Environment
- SD17 – Protection of the Water Environment
- SD19 – Transport and Accessibility
- SD20 – Walking, Cycling and Equestrian Routes
- SD21 – Public Realm, Highway Design and Public Art
- SD23 – Sustainable Tourism
- SD25 – Development Strategy
- SD34 – Sustaining the Local Economy
- SD35 – Employment Land
- SD40 – Farm and Forestry Diversification
- SD41 – Conversion of Redundant Agricultural or Forestry Buildings
- SD45 – Green Infrastructure

- SD48 – Climate Change and Sustainable Use of Resources
- SD49 – Flood Risk Management
- SD50 – Sustainable Drainage Systems
- SD54 – Pollution and Air Quality
- SD55 – Contaminated Land

7.10 The **Storrington, Sullington and Washington Neighbourhood Plan 2018-2031** (SSWNDP) was submitted for Examination in May 2018, with the Examiner issuing his report in November 2018. The Main Modifications proposed as a result of the Examiner's recommendations are currently undergoing consultation concluding on 08 March 2019. Based on the current stage of preparation, the policies within the SSWNP are currently afforded considerable weight. The relevant policies of the SSWNP are:

- 1 – A Spatial Plan for the Parish
- 4 – North Farm
- 8 – Countryside Protection
- 14 – Design
- 15 – Green Infrastructure and Biodiversity
- 18 – Traffic and Transport
- 19 – Car Parking

South Downs Partnership Management Plan

7.11 The South Downs Partnership Management Plan (SDPMP) was adopted on 3 December 2013. It sets out a vision and long term outcomes for the National Park, as well as 5 year policies and a continually updated Delivery Framework. The SDPMP is a material consideration in planning applications and has some weight pending adoption of the SDNP Local Plan.

7.12 The following policies are considered to be of particular relevance to this application:

- General Policy 1 – conserve and enhance the natural beauty and special qualities of the landscape
- General Policy 2 – develop landscape-scale partnerships and initiatives to focus on enhancing key ecosystem services
- General Policy 3 – protect and enhance tranquillity and dark night skies
- General Policy 4 – create more, bigger, better-managed and connected areas of habitat
- General Policy 9 – significance of historic environment is protected
- Farming Policy 13 – support viability of farm businesses through appropriate diversification developments
- Farming Policy 14 – develop market for and production of sustainable drink products with a South Downs National Park provenance
- Water Policy 25 – Actively promote water efficiency measures
- General Policy 28 – improve and maintain rights of way and access land
- General Policy 29 – enhance the health and well-being of residents and visitors by supporting the use of the National Park as a place for healthy outdoor activity and relaxation
- General Policy 31 – raise awareness and understanding of National Park, that inspire and celebrate strong sense of place
- Visitor and Tourism Policy 43 – support the development and maintenance of appropriate recreation, tourism and visitor hubs
- General Policy 50 – Housing and other development should be closely matched to the social and economic needs of local people
- General Policy 52 – enhance local production by developing local economic supply chains
- General Policy 55 – promote opportunities for diversified economic activity, where it enhances special qualities



- 7.13 The outcomes of the SDPMP are also a material consideration. Relevant outcomes include 1, 2, 3, 4, 5, 6, 8 and 10.

#### Whole Estate Plans

- 7.14 The **Wiston Whole Estate Plan (WEP)** was endorsed by the SDNPA Policy and Resource Committee on 20 July 2018. The endorsement of the WEP means the contents are now a material consideration when assessing planning applications within the Estate. The WEP sets out the context and background for the evolution of the Wiston Estate and details how projects and the management approach of the Estate will directly support the 11 Outcomes currently sought within the SDNP Partnership Management Plan. Relevant outcomes identified in the WEP include:

- Expansion and creation of business park;
- Expansion to Wiston Winery to create wine tours and direct sales infrastructure;
- Enhance access and understanding of the natural environment, and
- Estate scale water quality strategy.

## **8 Planning Assessment**

- 8.1 The applicant has sought to find a suitable use for the site since the loss of the turkey rearing business in the 1980s. As the planning history indicates, this has been through somewhat piecemeal diversification mainly focussed on the development of the winery and the creation of a series of business, industrial and storage uses in existing buildings. The winery, operational since 2010, has continued to expand and the Estate recognises the additional benefits the business could deliver, such as benefit to the visitor economy, alongside its future expansion.

- 8.2 The hybrid application represents a whole site redevelopment that proposes a comprehensive and well justified scheme, which incorporates future expansion plans for the winery and flexible delivery of improved and new employment space in accordance with the emerging SSWNDP. The proposed development is rooted in the Wiston WEP (which was endorsed by the SDNPA in 2017), and development plan policy requirements, and will deliver on the Estate Vision. This Vision is to see the Estate flourish; for it to be an inspiration for excellent engagement with a living landscape. This approach supports the Purposes of the National Park and both adopted and emerging development plan policy. The main issues for consideration with regard to this application are:

- Impact on landscape character and visual impact (including dark skies)
- Effect on heritage asset
- Impact on ecology and arboricultural interests
- Accessibility, highway safety and sustainable travel
- Ground conditions, drainage and flood risk
- Noise and residential amenity
- Phasing and Implementation

Please note, the design of the scheme is considered as part of each of the above sections, so has not been singled out as a separate issue. This is in line with the landscape-led consideration of the application. The scheme's compliance with the SDLP emerging ecosystem services policy is also assessed in this manner.

#### Landscape Character and Visual Impact

- 8.3 The application site sits in the bed of a dry valley and extends up the chalk slope, surrounded by open downland. The topography of the immediate surroundings forms a small enclave which results in the site feeling remote and 'nestled', despite the proximity to the A24. The proposed development seeks to remain broadly within the confines of the existing built form associated with the site. This will conserve the perceived confinement of the site and continuation of the response to the topography.
- 8.4 The application is accompanied by a Design Code, which provides a suite of key principles to guide the future development and includes parameters for height, scale, external appearance

of buildings and sourcing of materials (with timber, flints and clay tiles largely sourced from within the Estate). One such principle is for the new commercial buildings to be sited to create a hard edge and further enclose the farmstead, in a manner similar to existing. This would provide screening for the less characteristic activity associated with a farmstead, i.e. car parking, which is inherent with the proposed use. The Design Code and principles within have been well received by officers. In particular, the local sourcing of material has been commended.

- 8.5 There is a highly legible historic core to the farmstead, around which other Estate uses have evolved. This character has influenced the overall approach to the scheme with significant value being attached to the core area. The palette of materials proposed helps to highlight this and the cultural significance associated to the historic core maintained through how users and visitors to the site are guided and able to experience the farmstead. It is considered that this would be a successful demonstration of how to integrate contemporary design into a historic landscape.
- 8.6 A key element of the proposed development is the closure of the existing access directly from the A24. The Local Highway Authority have made clear that this access is no longer fit for use even with the existing level of vehicular activity (and will be further discussed in the sub-section regarding highway safety). The scheme proposes a double bund, with the outer (1.5m high) bund adorned with a flint-filled gabion wall (1.5m high). It is acknowledged that generally the creation of bunds rarely supports landscape character, however the proposed bund would also deliver multiple benefits; improved noise attenuation for the overall site, habitat creation and connectivity and the potential to mitigate air pollution from the A24. There is a strong green belt against the A24 to the north and south of the site as well as against the opposite carriageway. In this respect, the enclosure of the site from the road is not uncharacteristic. Ultimately, the benefits the bund could bring (which would be secured by planning condition) have helped to balance the impact in landscape character terms of the bunds themselves and the loss of the farm's historic entrance.
- 8.7 There is a mix of external lighting present across the site, with the intention to better rationalise this through the Design Code. Lighting would be primarily located along the access roads and within car parks, and integrated into the building design for future phases, which is proposed to be supplemented by low level wooden bollards and column luminaires where necessary. All lighting would be installed to ensure there is no upward light and that light spill is minimised. This can be further controlled by planning condition.
- 8.8 Overall it is considered that the key landscape principles outlined in the submission, for both the full and outline aspects of the scheme, are characteristic of the landscape and will conserve the landscape character of the wider area. There are net gains to be made through the rationalisation of uses across the site, which for example, will better screen aspects such as car parking. It is therefore considered the proposed development accords with development plan policies, including the emerging SSWNDP and SDLP, and will conserve the International Dark Night Skies Reserve status.

#### Effect on Heritage Asset

- 8.9 The historic core of the application site (i.e. farmhouse, granary, threshing barn, animal housing and shelter) are considered to represent non-designated heritage assets. All but the farmhouse are included as part of the proposed development, with the threshing barn and animal shelters proposed for re-use. The manner of conversion is considered to be sensitive to the buildings features and reflect appropriate uses of the buildings. The animal housing will be partly rebuilt, with the roof structures re-laid with clay tiles sourced from elsewhere on the Estate. These buildings will therefore retain their traditional, historic character, with only a modest impact on their historic fabric, whilst providing a long-term viable use associated with the winery to support the overall diversification of the site.
- 8.10 The animal shelter, which has previously been converted (building 12 as on existing site plan) is proposed for removal. Partial retention of this building has been considered as part of the design process, however the level of intervention required to retain worthy parts of the building is considered by the applicant to be in excess of the heritage value. The removal of

this building would widen the space to allow a better flow for visitor traffic, parking provision and the non-vehicular traffic through the site. As a result of discussions with officers, it is proposed to introduce a low-level flint wall broadly along the position and alignment of the removed building. This will serve to break up the parking area and indicate the inclusion of the parking area as part of the historic farmstead. On balance, the removal of the building is therefore considered to be acceptable.

- 8.11 The removal of more modern structures in close proximity to the historic farmstead buildings provide room for these buildings to be experienced and understood and considered to be a significant benefit. The new buildings have been designed and located to complement the historic character, applying traditional forms and scale of building with more contemporary use of materials (vertical irregularly sized timber cladding). The roof scape retains the capacity to delineate between the old and the new, through use of different materials, when viewed from higher up within the site and beyond. These are measures that are considered to conserve and enhance the cultural heritage and improve the experience of the heritage assets on the site. It is considered that the application is in accordance with development plan policies concerning the historic environment and with both the Purposes and Duty in terms of cultural heritage and understanding and enjoyment of the National Park.

#### Ecology and Arboricultural Interests

- 8.12 The application has been accompanied by a suite of preliminary ecological assessments and supplementary surveys for protected species (bats and reptiles). These have identified a number mitigation and enhancement measures that are built into the overall scheme and would deliver multiple benefits. Further habitat connectivity has been identified, through the supplementing of existing hedgerows, provision of the bunds and filling in of gaps, where they are appropriate to the landscape setting. A translocation site has also been identified just beyond the eastern boundary of the application site (within the Wiston Estate) for slow worms, which is considered to be acceptable. Further information has been provided throughout the course of the application to demonstrate dormice are not currently present on the site.
- 8.13 The site does not contain a significant number of mature trees, as these are not characteristic of the landscape. Where trees are present, they are part of the established field pattern of the site or alongside the western boundary with the A24 dual carriageway. There is some small-scale removal of trees identified as part of the proposal, which is considered to be adequately compensated through the wider soft landscaping strategy for the site proposed as part of the Design Code and landscape masterplan. The effect of the scheme on ecology, trees and hedgerows is considered to accord with the relevant development plan policies and Purpose 1 of the National Park.

#### Accessibility, Highway Safety and Sustainable Travel

- 8.14 The application proposal includes the closure of the direct vehicular access from the A24, however as the site is already served by a further access from the grade-separated junction to the south, there are minimal works required to secure suitable and safer vehicular access. Several of the more recent permissions include conditions requiring the southern access to be used, as it was considered by the Local Highway Authority that the direct access from the A24 was unsafe. Minor works involving the cutting back of vegetation, to improve visibility from the access, are proposed and considered acceptable.
- 8.15 The closure of the existing vehicular access from the A24 also results in the need to consider a diversion of the bridleway that accesses the site at the same point. This is undertaken via separate legislation (S257 of the Town and Country Planning Act 1990) and is considered as part of further report, for Committee's consideration at Agenda Item 10. The impact of the development on rights of way users is however a consideration for this planning application.
- 8.16 One of the points of concern raised by 3<sup>rd</sup> parties is there may be potential improvements to routes/links that lead onto the wider PRow, which could be delivered as part of the development. Specifically, the diverting of the PRow along the western carriageway of the

A24 and across the existing grade-separated junction into the site from the southern access. This option was considered early on in pre-application discussions, but owing to the complexities of securing such a route (which is not entirely within the applicant's land ownership), it was decided to pursue this as a separate matter. This was discussed with WSCC at pre-application stage, who raised no concerns regarding the procedure and proposed diversion route. There are ongoing discussions about the possible delivery of this route with WSCC and the relevant landowners, with a written commitment having been provided by the applicant to this effect. Officers consider that it would be unreasonable to delay the determination of this planning application until after the conclusion of such discussions. The proposed diversion route is acceptable and necessary to enable this development to take place.

- 8.17 Currently, there is no indication as users (both vehicular and those by non-motorised means) enter the site that they are entering a 'shared space', when arriving from the west. This can lead to confusion about which route users should follow and who has right of way. The proposed development provides a rationalisation of the uses within the site, through more carefully designed zones of particular uses and clearly defined routes through the site. Vehicular traffic will already be aware of the change in character of the site when they enter from the south and the majority of interaction with non-motorised traffic will not occur until they are well within the site boundaries. The majority of commercial traffic will follow the main spine road through the site, which runs north/south through the site. There is proposed to be a more formal non-motorised route leading down to the winery buildings from the north that will further serve to improve the safety for all non-motorised users. This will be surfaced in resin bonded gravel. The spine road is proposed to be surfaced in tarmac, which is considered to be acceptable, given the purpose and short length. All secondary routes and spaces will either be finished with gravel, new concrete or remain unchanged (existing concrete surface). Final details of surfacing materials can be secured by condition, to ensure that the surfacing of the proposed future route of the diverted bridleway is suitable for all users.
- 8.18 The site is in a rural location, which is not well served by public transport. A Framework Travel Plan (FTP) has been submitted as part of the application, which aims to reduce the number of car drivers to the site by 10% over the next 5 years. There are a number of strategies within the FTP aimed at promoting non-car modes of transport in order to minimise the impact of car-based travel on the local highway network and the environment. The applicant also proposes to introduce a permissive path, linking from the public bridleway in the southeast of the site, broadly following the site boundary and along an existing track to meet the South Downs Way at Washington. Whilst in itself this path does not need planning permission, the benefits it will bring, not least in providing an additional circular route incorporating a section of the South Downs Way without interacting with the A24, are acknowledged to align with the Park's Purpose 2 objectives. It is considered reasonable to secure, using the S106 Agreement, a permissive path suitable for use by pedestrians, cyclists and equestrians.
- 8.19 Based on the scale of the development and the nature of the uses, it is proposed the development will incorporate 325 spaces, of which 50 are to be provided for flexible use by means of an overflow car park. The car parking has been broken up across the site and located within building enclosures so as to limit the scope of visual harm caused by the proposed parking. 66 cycle parking spaces are also proposed. It is considered that notwithstanding the high number of spaces, the layout and form of the development is successful in reducing the risk of visual harm arising from car parking, whilst maintaining the farmstead character of the site. This is in accordance with the relevant policies of the development plan.

#### Ground Conditions and Flood Risk

- 8.20 The site is within Flood Zone 1 and risk of river/sea flooding is therefore low. It is also considered that the site is at low risk from ground water flooding. A comprehensive package of surface water drainage measures are proposed based on the favourable groundwater conditions that allow for the use of infiltration SuDS techniques. These make

use the topography and existing landscape features whereby surface water would be directed to 1 of 4 infiltration basins. It is noted that groundwater sensitivity is high on the site and the Environment Agency have met with the applicant to discuss the SuDS proposals. Following the submission of the further information, the Environment Agency is satisfied the techniques proposed are suitable for the site. The SuDS package has been well integrated into the overall masterplan for the site and will enhance the visitor experience within the site. It will deliver multiple benefits including improved water quality and additional habitat. Overall it is considered this is in accordance with development plan policies.

#### Noise and Residential Amenity

- 8.21 There are 6no. existing dwellings within the North Farm site, which are to remain unchanged by this proposal, save for the construction of a new detached garage to serve the farmhouse. All dwellings are within the Estate ownership and are within the southern part of the site. The application would understandably lead to an expansion in activity, particularly associated with the winery use, however the dwellings have historically been part of an active farm environment and the diversification that has occurred over the last 30 years. The whole-scale rationalisation of the North Farm site, with improved delineation of the activity zones, improved access and enhanced setting of the overall site, including the noise attenuation measures achieved through the introduction of the bund and through other aspects of the landscape strategy are considered to enhance the overall amenity for those occupying the dwellings.

#### Phasing and Implementation

- 8.22 The proposed comprehensive redevelopment of North Farm is of a scale that external investment is required in order to enable its delivery. As part of the preparation of this application, the applicant has obtained specialist advice on financing the development. At this stage, it has been established that the Phase 1 works (as outlined in Appendix 2) can secure funding. The works that are the subject of the outline permission (Phase 2 and 3), will require additional sources of funding. The business model being pursued envisages leverage of additional financing following the successful delivery of the Phase 1 works. It is anticipated that the delivery of additional revenue from the increased capacity production of the winery and diversification into a visitor facility, and the enhanced value and revenue of the Phase 1 commercial works will enable funding to be secured for the outline application areas of commercial and holiday-let development.
- 8.23 This approach reflects the structure of the hybrid application, namely the intention to deliver the full application area as the Phase 1 works, and to then deliver the outline application in one or more subsequent phases. For this reason, the applicant has requested a longer time limit, before the submission of any reserved matters associated with the later phases. Following discussions with officers, a request for 10 years, rather than 3 years has been made. For the reasons outlined above, officers are satisfied that in this instance, an increased time limit would be appropriate. The application has come forward following the development of a WEP and in-depth, constructive pre-application discussions. There is a clear commitment on the part of the applicant to delivering a policy compliant development with a number of net gains and enhancements. The detailed Design Code, which accompanies the application, would ensure that the future phases uphold the high quality design and landscape led approach that has led to this stage.
- 8.24 During the course of the application, and owing to circumstances beyond the control of the applicant, there became a more pressing need to deliver further storage (on lees) associated with the winery. One of the proposed replacement commercial buildings coming forward in Phase 1 has subsequently been earmarked for providing this, at least for the next 3 years. The principle of this is considered to be acceptable and further information has been submitted in support of Phase 1a, to remove the need for any pre-commencement conditions.

#### SI06 Requirements

- 8.25 The phased nature of the application requires the controlled delivery of a number of management documents, including the SuDS and wider landscape maintenance and

management. It also potentially leads to the requirement for future reserved matters applications to update surveys and reports submitted as part of the current application (for example the protected species surveys). It is considered that a SI06 Agreement would be the appropriate mechanism to secure such documents. The delivery of the permissive path would also be secured via this mechanism.

## **9 Conclusion**

- 9.1 Through conception of a strong vision, which has been borne out of the WEP, the proposed development represents a sensitive reuse of the historic core of the farmstead, develops existing diversification, improved visitor experiences and access, and provides space for small business and tourist accommodation. It would make better use of existing suitable, and worthy of retention buildings, conserving and enhancing the cultural heritage and improving knowledge and understanding of the National Park. The development of the commercial units through this phased approach ensures that the units to be provided will be flexible and suited to the end user, whilst demonstrating lower environmental cost and a positive impact on the quality of life of tenants, which is a requirement of the allocation policy in the emerging SSWNDP.
- 9.2 There are a variety of net gains to be provided by the core development, including improvements to the non-motorised user environment within the site and improved habitat connectivity. The inclusion of the permissive path to provide improved non-motorised user access to landmarks such as Chanctonbury Ring, without having to interact with vehicular traffic is also recognised. There will be no adverse impact on landscape character, wildlife or cultural heritage.
- 9.3 It is therefore considered that the proposal would accord with the relevant planning policies within the Horsham District Core Strategy 2007, Horsham District General Development Control Policies 2007, the South Downs Local Plan, the Storrington, Sullington and Washington Neighbourhood Development Plan, the NPPF, South Downs National Park Partnership Management Plan 2014-2019 and the Purposes of the National Park.

## **10 Reason for Recommendation and Conditions**

- 10.1 The proposal is recommended to be approved subject to the completion of the SI06 Agreement and the following conditions:

### **Time Limits and Plans**

1. The development which forms Phase 1a and Phase 1b (building 1 – 5 as shown on drawing number 6516-ECE-00-XX- PL-A-A508) hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended)

2. The development which forms Phase 2 and Phase 3 (buildings 6 – 17 as shown on 6516-ECE-00-XX-PL-A-A508) hereby permitted shall begin before the expiration of ten years from the date of this permission, or before the expiration of two years from the date of the approval of the last Reserved Matters, as defined in condition 3 to be approved, whichever is the later. This period has been imposed bearing in mind the particular circumstances of the application.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3. No development on each geographically discrete phase of the development that forms part of Phase 2 and 3 hereby permitted shall commence until details of the:
  1. Layout of the site
  2. Scale of the buildings
  3. External appearance of the buildings
  4. Landscaping of the site

(herein after called “the Reserved Matters”) have been submitted to and approved in writing by the Local Planning Authority. Application for the approval of the Reserved Matters shall be made within ten years of the date of this permission. The development shall accord with the approved details and shall be submitted in accordance with the approved Design Code received 07 December 2018.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

4. The development hereby permitted shall be carried out in accordance with the plans and documents listed below under the heading “Plans and Documents Referred to in Consideration of this Application.

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

#### **All Phases**

5. With the exception of buildings 1, 4 and 5 (used in association with the winery) the existing building at the north end of the site used for the storage of wine and the building used for meat processing associated with Chanctonbury Game, the commercial buildings forming part of Phase 1A and Phase 2, as shown on drawing number 6516-ECE-00-XX-PL-A-A508, shall be used for B1 and B8 purposes as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To enable the Local Planning Authority to regulate and control the development of the land.

6. The shop and café hereby permitted shall only be used for purposes ancillary to the overall operation of Wiston Winery.

Reason: The uses are acceptable on the basis they provide enhanced visitor and tourist experience associated with the Winery, but may be contrary to policy without this association.

7. The self-contained holiday units hereby permitted shall be used for holiday accommodation only and shall be used for no other purpose (including any other purpose within Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any Order revoking and re-enacting that Order with or without modification).

Reason: To maintain the availability of the site as short-term holiday accommodation.

8. If, during development of the subsequent phases (Phases 1B, 2 and 3), contamination not previously identified is found to be present on those parts of the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

9. Piling and using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development, does not harm groundwater resources in line with paragraph 170 of the NPPF.

10. Development shall proceed in accordance with the measures set out in the Preliminary Ecological Appraisal Survey & Day-time Bat Roost Assessment, Reptile Presence / Absence Survey Report and Bat Emergence / Re-Entry Survey Report by Lizard Landscape Design and Ecology (September 2018) and the addendum dated 13 December 2018 (ref no: LLD1298 / Rev 03, Lizard Landscape Design Limited). Any such approved

measures shall thereafter be implemented in strict accordance with the agreed details and with all measures maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: to provide ecological protection, compensation and enhancement in accordance with Wildlife & Countryside Act 1981 (as amended), NERC Act 2006 and NPPF.

11. The development hereby permitted shall be carried out in accordance with the External Lighting Plan (drawing number: 17066-DG-XX-00-DR-E-6330-S2 P4), including the location and style of light fixture, unless otherwise agreed in writing by the Local Planning Authority. There shall be no other external lighting, including security lighting installed on the site.

Reason: To safeguard Dark Night Skies and the environment of the surrounding countryside.

12. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that this phase of the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 170 of the NPPF.

13. Prior to any part of the permitted development being brought into use, a Verification Report demonstrating the completion of works set out in the approved remediation strategy (as detailed in the Combined Geotechnical and Ground Contamination Risk Assessment dated 06 July 2018) and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the subsequent areas of the site do not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

This condition is in line with paragraph 170 of the NPPF.

14. No unit shall be first occupied until the car parking serving the respective unit has been constructed in accordance with the approved site plan number 6516-ECE-00-XX-PL-F505 rev A3. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

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

**PHASE IA (Buildings 1, 2 and 3 of drawing no. 6516-ECE-00-XX- PL-A-A508)**

15. Prior to any development commencing as part of Phase IA above slab level, full details of the surface water drainage serving Phase IA, which shall follow the principles of sustainable drainage as far as practicable, shall be submitted to and approved by the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the Phase IA development shall take place until the approved works have been completed. The surface water drainage system shall be retained as approved thereafter.

Reason: To ensure satisfactory surface water drainage.

16. Prior to any development commencing as part of Phase IA above slab level, a schedule of external materials, finishes and samples to be used on the development of Phase IA shall be submitted and approved in writing by the Local Planning Authority. This shall be provided in accordance with the approved Design Code received 07 December 2018. Thereafter the development shall be carried out in full accordance with the approved schedule and samples.



Reason: To safeguard the appearance of the building and the character of the area and to enable the Local Planning Authority to properly consider the development.

17. Prior to any development commencing as part of Phase IA above slab level, details of the soft landscaping associated with each element of the permitted development within Phase IA shall be submitted to and approved in writing by the Local Planning Authority. This shall be provided in accordance with the approved Design Code received 07 December 2018 and the planting carried out in accordance with the approved details. The plans shall include, but are not limited to the following:

- Species
- Planting sizes
- Planting methods including tree pit design and support proposals (underground guying etc.)
- Ground preparation
- Surface dressing, where appropriate
- Grassing / turfing operations
- Seed mixes
- Written specification for soil amelioration including cultivations, planting methodology, establishment and maintenance operations
- Any bunding and swales (including cross-sections)

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

18. Prior to any development commencing as part of Phase IA above slab level, details of the hard landscaping associated with each element of the permitted development shall be submitted to and approved in writing by the Local Planning Authority. This shall be provided in accordance with the approved Design Code received 07 December 2018 and the works carried out in accordance with the approved plans. The plans shall include, but are not limited to the following:

- Hard materials (including car parking areas)
- Layout of surfaces including any kerbs, edges, steps and ramps
- Location and details of any street furniture, including bollards
- Any tree grilles and tree pit surfaces
- Drainage proposals including gullies, surface covers, surface water channels, surface levels and falls
- Proposed and existing levels and falls

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

19. The construction of Phase IA of the development shall be carried out in accordance with the details provided in the North Farm Redevelopment Phase IA Construction and Environmental Management Plan dated January 2019, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety and to protect the environmental and residential amenity of the area.

20. All vehicular traffic to Phase IA hereby permitted shall access and egress the site from the grade separated junction over the A24 slip road and no traffic associated with the Phase IA development shall access or egress the site directly from the A24, southbound carriageway.

Reason: In the interests of road safety.

21. No unit within Phase IA shall be first occupied until covered and secure cycle parking spaces and bin storage serving Phase IA have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and to provide suitable locations for bins, in the interests of amenity.

22. Upon first occupation of the development, approved Travel Plan 6516-ITR-00-XX-RP-A401c shall thereafter be implemented as specified within the approved document.

Reason: To encourage and promote sustainable transport.

**Phase IB (Buildings 4 to 6 of drawing no. 6516-ECE-00-XX- PL-A-A508)**

23. No development shall commence on works within Phase IB, including demolition, hereby permitted until the update to the Construction and Environmental Management Plan cover this phase of the works has been submitted and approved in writing by the Local Planning Authority. The development thereafter shall be carried out in accordance with the approved details unless otherwise agreed in writing.

Reason: In the interest of highway safety and to protect the environmental and residential amenity of the area.

24. No development approved by this planning permission shall commence (other than as part of Phase IA) until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
  - All previous uses;
  - Potential contaminants associated with those uses;
  - A conceptual model of the site indicating sources, pathways and receptors; and
  - Potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (1) and (2) above and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete, and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

The requirements in items 2 to 4 above can be complied with after demolition of any existing buildings on the site has been completed but prior to any development commencing.

Reason: To ensure that the subsequent phases of development are not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework (NPPF).

25. Prior to any development commencing as part of Phase IB, full details of the surface water drainage serving Phase IB, which shall follow the principles of sustainable drainage as far as practicable, have been submitted to and approved by the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the Phase IB development shall take place until the approved works have been completed. The surface water drainage system shall be retained as approved thereafter.

Reason: To ensure satisfactory surface water drainage.

26. Prior to any development commencing as part of Phase IB above slab level, a schedule of external materials, finishes and samples to be used on the development of Phase IB has been submitted and approved in writing by the Local Planning Authority. This shall be provided in accordance with the approved Design Code received 07 December 2018. Thereafter the development shall be carried out in full accordance with the approved schedule and samples.

Reason: To safeguard the appearance of the building and the character of the area and to enable the Local Planning Authority to properly consider the development.

27. Prior to any development commencing as part of Phase IB above slab level, sample panels demonstrating the vertical timber cladding and flintwork shall be constructed on site and approved in writing by the Local Planning Authority. This shall be in accordance with the approved Design Code received 07 December 2018. The cladding and flintwork comprised within the development (Phase IB and all future phases) shall be carried out and completed to match the approved panels and shall be retained permanently as such, unless prior written consent is obtained from the Local Planning Authority for any variation.

Reason: In the interests of preserving the character and setting of the historic farmstead and to ensure a development of high quality.

28. Prior to any development commencing as part of Phase IB above slab level, details of the soft landscaping associated with each element of the permitted development within Phase IB shall be submitted to and approved in writing by the Local Planning Authority. This shall be provided in accordance with the approved Design Code received 07 December 2018 and the planting shall be carried out in accordance with the approved details. The plans shall include, but are not limited to the following:

- Species
- Planting sizes
- Planting methods including tree pit design and support proposals (underground guying etc.)
- Ground preparation
- Surface dressing, where appropriate
- Grassing / turfing operations
- Seed mixes
- Written specification for soil amelioration including cultivations, planting methodology, establishment and maintenance operations
- Any bunding and swales (including cross-sections)

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

29. Prior to any development commencing as part of Phase IB above slab level, details of the hard landscaping associated with each element of the permitted development shall be submitted to and approved in writing by the Local Planning Authority. This shall be provided in accordance with the approved Design Code received 07 December 2018 and the works carried out in accordance with the approved details. The plans shall include, but are not limited to the following:

- Hard materials (including car parking areas)
- Layout of surfaces including any kerbs, edges, steps and ramps
- Location and details of any street furniture, including bollard
- Any tree grilles and tree pit surfaces
- Drainage proposals including gullies, surface covers, surface water channels, surface levels and falls
- Gabion walls
- Proposed and existing levels and falls

Reason: In the interests of amenity and conserving and enhancing the landscape character of the area.

30. Prior to works commencing on the conversion of the Threshing Barn and Animal Shelter to provide the café and associated facilities as shown on drawing number 6516-ECE-01-01-PL-A-F530 rev A2, details of the proposed extraction and ventilation equipment required to service these shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: In the interests of environmental and residential amenity.

31. No part of development within Phase 1B shall be first occupied until such time as the existing vehicular access onto the A24 has been physically closed in accordance with approved drawing 6516-ITR-00-XX-PL-D-A408 (part of Addendum to Transport Statement).

Reason: In the interests of road safety.

32. No part of the development within Phase 1B shall be first occupied until such time as the vegetation clearance as shown on drawing number - 6516-ITR-00-XX-PL-D-A402 (within Transport Statement) has been carried out.

Reason: In the interests of road safety.

33. Prior to the occupation of development within Phase 1B and notwithstanding the surfacing proposals as shown on drawing number 6516-ECE-00-XX-PL-A-F509, details of the construction specification for any new areas of path associated with the diverted Public Right of Way FP2086 shall be provided and surfaced in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure the safety and amenity associated with any users of the path.

**Phases 2 and 3 (buildings 7 – 17 as shown on 6516-ECE-00xXX-PL-A-A508)**

34. No development shall commence on works within Phases 2 and 3 (or any geographically discrete phase that may have been approved within these Phases), including demolition, hereby permitted until the update to the Construction and Environmental Management Plan covering this phase of the works has been submitted and approved in writing by the Local Planning Authority. The development thereafter shall be carried out in accordance with the approved details unless otherwise agreed in writing.

Reason: In the interest of highway safety and to protect the environmental and residential amenity of the area.

35. No development shall commence on works within Phases 2 and 3 (or any geographically discrete phase that may have been approved within these Phases), until full details of the surface water drainage serving Phases 2 and 3, which shall follow the principles of sustainable drainage as far as practicable, have been submitted to and approved by the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any of the Phases 2 and 3 development shall take place until the approved works have been completed. The surface water drainage system shall be retained as approved thereafter.

Reason: To ensure satisfactory surface water drainage.

36. The details pursuant to Phases 2 and 3 shall be carried out in adherence with the approved Design Code received 07 December 2018.

Reason: To ensure the later phases of development are in accordance with key principles established for developing the site and to maintain the high standard of design appropriate to the sensitive landscape.

## **I1 Crime and Disorder Implications**

I1.1 It is considered that the proposal does not raise any crime and disorder implications.

## **I2 Human Rights Implications**

I2.1 This planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

## **I3 Equality Act 2010**

I3.1 Due regard has been taken of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010.

## **I4 Proactive Working**

I4.1 The SDNPA, during the pre-application process and the consideration of the current application, has worked with the applicant to ensure a development is brought forward that conserves and enhances the natural beauty, cultural heritage and wildlife of the Park.

### **TIM SLANEY**

**Director of Planning**

**South Downs National Park Authority**

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Appendices

1. Site Location Map
2. Proposed Development (Phases and Key Plan)
3. Plans Referred to in Consideration of this Application

SDNPA  
Legal Services & Major Planning Projects and Performance Manager

Consultees

Background Documents

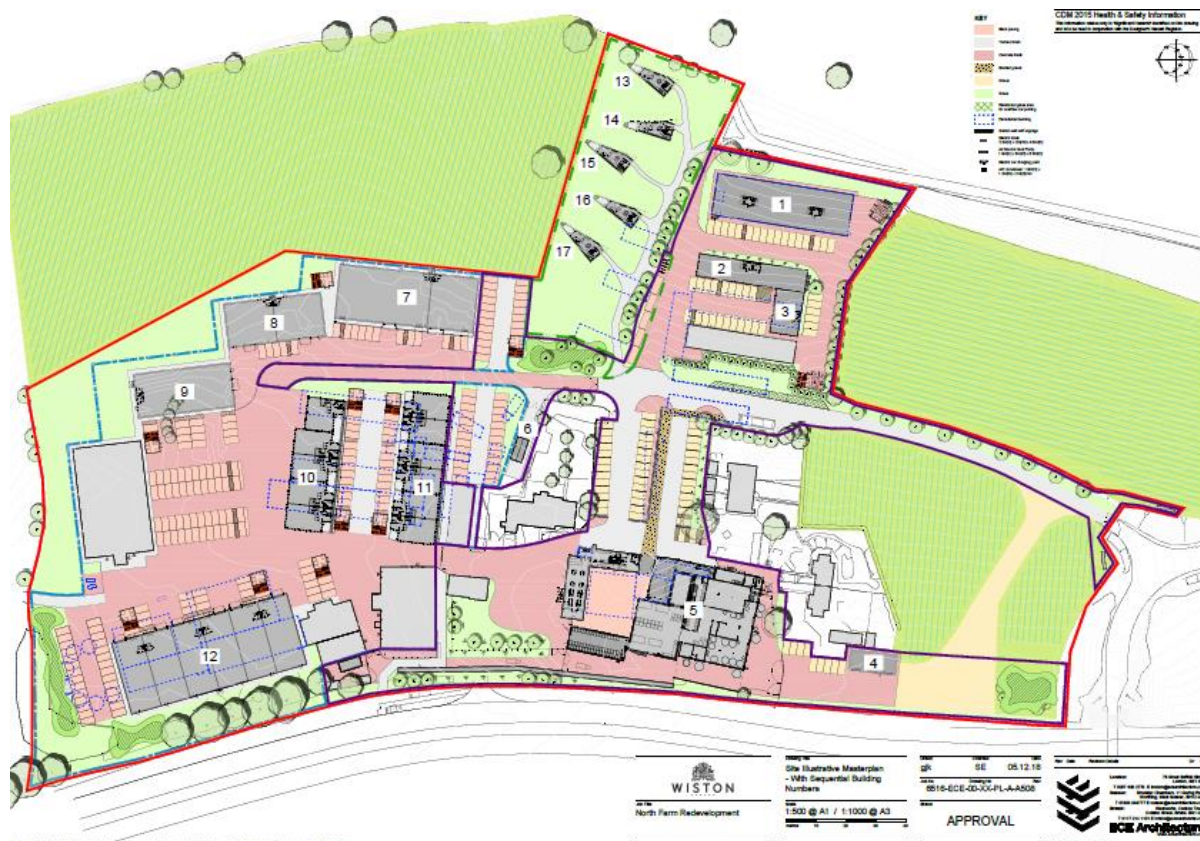
[Full details of all application documents, plans and consultation responses](#)  
[National Planning Policy Framework 2018](#)  
[South Downs Local Plan](#)  
[South Downs National Park Partnership Management Plan 2014-2019](#)  
[Horsham District Core Strategy](#)  
[Storrington, Sullington and Washington Neighbourhood Plan](#)  
[Wiston Whole Estate Plan](#)

**Agenda Item 9 Report PC07/19 Appendix I  
Site Location Map**



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## Agenda Item 9 Report PC07/19 Appendix 2 Proposed Development (Phases and Key Plan)



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Building Number (if applicable)	Proposal	Phase
1	Replacement building (no change in floorspace) to be used for storage associated with winery. Photovoltaics on roof	IA
2 and 3	Replacement buildings (no overall change in floorspace) for commercial use (B1 or B8)	IA
	Covered, detached cycle parking and bin storage.	IA
	Eastern infiltration basin (part of overall SuDS package)	IA
4	New detached store to serve winery	IB
5	Demolition of existing wine and general stores located along the northern and eastern periphery of main wine area.	IB
5	Construction of new wine store (c.160sqm) to form closed courtyard south of the Threshing Barn, to be clad (vertically) in timber under a metal profile sheet roof.	IB
5	Change of use of Threshing Barn and adjacent animal shelter (to the east) to café, kitchen and restroom facilities, with glazing infills and clay tile roof over animal shelter.	IB
5	Replace structure south of animal shelter to create public entrance, shop and reception, clad in timber under metal profile sheet roof.	IB
	Closure of existing direct access from A24, to be stopped up with double bund. Service access associated with the winery to run in between. Bunds will be 1.5m in height. Outer bund, adjacent to A24 to have gabion wall (flint) providing a maximum of 1.5m additional height visible from A24, extending south to meet the existing open-ended lean-to that forms part of the winery.	IB
	Demolition of former cattle shed and creation of 44 space car parking facility to east of winery. Construction of flint wall along broad alignment of demolished building to demarcate NMU access through site.	IB

**Agenda Item 9 Report PC07/19 Appendix 2  
Proposed Development (Phases and Key Plan)**

	Widening of existing access with grade separated junction. Extension of existing access drive 130m to the north, in preparation for Phase 2.	1B
	Creation of 2 overspill parking areas to the east and west of the extended access drive.	1B
	Coach drop-off point west of Phase 1A.	1B
6	New detached garage to serve farmhouse.	1B
	Southern infiltration basin (part of overall SuDS package)	1B
	Demolition of existing commercial buildings used for motor vehicle repair, demolition of equestrian buildings and removal of equestrian sand training paddock, and demolition of agricultural buildings and silos.	2
	Existing buildings used for storage of wine and in association with meat processing retained and unaltered by scheme (light green on plan).	2
7-12	Construction of commercial buildings occupying a footprint (GEA) Of up to 6230sqm. Parameters plan and above plan provide detail of the intention to site buildings parallel to the A24, broadly on the footprint of existing buildings, c.3 buildings aligned along the eastern edge of the site, between the new car park and existing wine store, and 2 buildings aligned in parallel with an east-west ridgeline, north of the farmhouse.	2
	Parking predominantly located within internal courtyards.	2
	Provision of 2 linked infiltration basins (as part of an overall SuDS package).	2
1-3	Over-cladding of buildings to match Phase 2 commercial units	2
13-17	Demolition of 1 existing building in B2 use and construction of 5 self-contained holiday let units, occupying a footprint of up to 261sqm. These will reflect and respond to the sloping topography of the site.	3



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Plans Referred to in Consideration of this Application**

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

Plan Type	Reference	Version	Date on Plan	Status
Plans - Site Location Plan	6516-ECE-00-XX-PL-A-A500	A2	03.10.2018	Approved
Plans - Proposed Winery Ground Floor Plan	6516-ECE-01-00-PL-A-F530	A2	03.10.2018	Approved
Plans - Existing Site Plan	6516-ECE-00-XX-PL-A-A 501		26.09.2018	Approved
Plans - Proposed Permissive Route	6516-ECE-00-XX-PL-A-A 506	A1	26.09.2018	Approved
Plans - Existing Site Sections	6516-ECE-00-XX-PL-A-A 522		26.09.2018	Approved
Plans - Existing Building Use	6516-ECE-00-XX-PL-A-A 523		26.09.2018	Approved
Plans - Site Illustrative Masterplan	6516-ECE-00-XX-PL-A-F 505	A3	26.09.2018	Approved
Plans - Phase I Demolition Site Plan	6516-ECE-00-XX-PL-A-F 526		26.09.2018	Approved
Plans - Existing and Proposed Acoustic Bund Elevations	6516-ECE-00-XX-PL-A-F 543		26.09.2018	Approved
Plans - Proposed Site Sections	6516-ECE-00-XX-PL-A-F 544	A1	26.09.2018	Approved
Plans - Existing Winery Ground Floor Plan	6516-ECE-01-RF-PL-A-F 510		26.09.2018	Approved
Plans - Existing Winery First Floor Plan	6516-ECE-01-RF-PL-A-F 511	A1	26.09.2018	Approved
Plans - Existing Winery Roof Plan	6516-ECE-01-RF-PL-A-F 512	A1	26.09.2018	Approved
Plans - Proposed Winery First Floor Plan	6516-ECE-01-RF-PL-A-F 531	A2	26.09.2018	Approved
Plans - Proposed Winery Roof Plan	6516-ECE-01-RF-PL-A-F 532	A2	26.09.2018	Approved
Plans - Existing Winery Elevations - East	6516-ECE-01-XX-PL-A-513	A2	26.09.2018	Approved
Plans - Existing Winery Elevations - South	6516-ECE-01-XX-PL-A-F 514	A2	26.09.2018	Approved
Plans - Existing Winery Elevations - West	6516-ECE-01-XX-PL-A-F 515	A2	26.09.2018	Approved
Plans - Existing Winery Elevations - North	6516-ECE-01-XX-PL-A-F 516	A2	26.09.2018	Approved
Plans - Existing Winery Sections - Sheet 1	6516-ECE-01-XX-PL-A-F 517	A2	26.09.2018	Approved
Plans - Existing Winery Sections - Sheet 2	6516-ECE-01-XX-PL-A-F 518	A2	26.09.2018	Approved

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Plans - Existing Courtyard Elevations	6516-ECE-01-XX-PL-A-F 519	A2	26.09.2018	Approved
Plans - Existing Courtyard Elevations - Sheet 2	6516-ECE-01-XX-PL-A-F 520	A2	26.09.2018	Approved
Plans - Existing Courtyard Elevations - Sheet 3	6516-ECE-01-XX-PL-A-F 521	A2	26.09.2018	Approved
Plans - Phase 1 Winery Extent of Works 3D Axo	6516-ECE-01-XX-PL-A-F 525		26.09.2018	Approved
Plans - Artistic Illustrations Sheet 2	6516-ECE-01-XX-PL-A-F 527	A1	26.09.2018	Approved
Plans - Artistic Illustrations - Sheet 3	6516-ECE-01-XX-PL-A-F 528	A1	26.09.2018	Approved
Plans - Artistic Illustrations - Sheet 4	6516-ECE-01-XX-PL-A-F 529	A1	26.09.2018	Approved
Plans - Proposed Winery Elevations - East	6516-ECE-01-XX-PL-A-F 533	A2	26.09.2018	Approved
Plans - Proposed Winery Elevations - South	6516-ECE-01-XX-PL-A-F 534	A2	26.09.2018	Approved
Plans - Proposed Winery Elevations - West	6516-ECE-01-XX-PL-A-F 535	A2	26.09.2018	Approved
Plans - Proposed Winery Elevations - North	6516-ECE-01-XX-PL-A-F 536	A2	26.09.2018	Approved
Plans - Proposed Winery Sections - Sheet 1	6516-ECE-01-XX-PL-A-F 537	A2	26.09.2018	Approved
Plans - Proposed Winery Sections - Sheet 2	6516-ECE-01-XX-PL-A-F 538	A2	26.09.2018	Approved
Plans - Proposed Winery Sections - Sheet 3	6516-ECE-01-XX-PL-A-F539	A2	26.09.2018	Approved
Plans - Proposed Winery Sections - Sheet 4	6516-ECE-01-XX-PL-A-F 540	A2	26.09.2018	Approved
Plans - Proposed Courtyard Elevations	6516-ECE-01-XX-PL-A-F 541	A2	26.09.2018	Approved
Plans - Proposed Courtyard Elevations - Sheet 2	6516-ECE-01-XX-PL-A-F 542	A2	26.09.2018	Approved
Plans - Proposed External Signage	6516-ECE-01-XX-PL-A-F 545	A1	26.09.2018	Approved
Plans - Proposed Building D - Plans and Elevations	6516-ECE-01-XX-PL-A-F552		26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Site Access	6516-ECE-02-XX-PL-A-O 570	A1	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Phasing Zones	6516-ECE-02-XX-PL-A-O 571	A1	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Building Zones	6516-ECE-02-XX-PL-A-O 572	A1	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Building Zones Height	6516-ECE-02-XX-PL-A-O 573	A3	26.09.2018	Approved

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Plans Referred to in Consideration of this Application**

Plans - Phase 2 Parameter Plan - External Space	6516-ECE-02-XX-PL-A-O 574	A1	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Phase 2 - Building 1	6516-ECE-02-XX-PL-A-O 575	A2	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Phase 2 - Building 2	6516-ECE-02-XX-PL-A-O 576	A2	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Phase 2 - Building 3	6516-ECE-02-XX-PL-A-O 577	A3	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Phase 2 - Building 4	6516-ECE-02-XX-PL-A-O 578	A2	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Phase 2 - Building 5	6516-ECE-02-XX-PL-A-O 579	A2	26.09.2018	Approved
Plans - Phase 2 Parameter Plan - Phase 2 - Building 6	6516-ECE-02-XX-PL-A-O 580	A2	26.09.2018	Approved
Plans - Tree Constraints Plan - Sheet 1 of 2	6516-LIZ-00-XX-PL-G-A 601	02	26.09.2018	Approved
Plans - Tree Constraints Plan - Sheet 2 of 2	6516-LIZ-00-XX-PL-G-A 602	02	26.09.2018	Approved
Plans - Tree Retention and Protection Plan - Sheet 1 of 2	6516-LIZ-00-XX-PL-G-A 604	02	26.09.2018	Approved
Plans - Tree Retention and Protection Plan - Sheet 2 of 2	6516-LIZ-00-XX-PL-G-A 605	02	26.09.2018	Approved
Plans - PROW Diversion - Plan and Details	6516-ECE-00-XX-PL-A-F 509		07.12.2018	Approved
Plans - Phase I Site Masterplan	6516-ECE-00-XX-PL-A-F 504	A6	07.12.2018	Approved
Plans - Phase IA and Phase IB Site Masterplan	6516-ECE-00-XX-PL-A-F 507	A1	07.12.2018	Approved
Plans - Illustrative Masterplan - Sequential Building Numbers	6516-ECE-00-XX-PL-A-A 508		07.12.2018	Approved
Plans - Refuse and Cycle Compound Details	6516-ECE-00-XX-PL-A-F 546		07.12.2018	Approved
Plans - Site Survey	1310-HED-00-00-DR-L-A 101	P2	07.12.2018	Approved
Plans - Proposed Building A and B Ground Floor Plan	6516-ECE-01-XX-PL-A-F 550	A2	07.12.2018	Approved
Plans - Proposed building A and B Elevations	-ECE-01-XX-PL-A-F 553	A2	07.12.2018	Approved
Plans - Proposed Building C Elevations	6516-ECE-01-XX-PL-A-F 554	A2	07.12.2018	Approved
Plans - Tree Removal Plan	1310-HED-00-00-DR-L-A 102	P2	07.12.2018	Approved
Plans - Site Sections	1310-HED-00-00-DR-L-A 103	P2	07.12.2018	Approved
Plans - Phase I Landscape Proposals Plan	0-HED-00-00-DR-L-F 101	P2	07.12.2018	Approved

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Plans Referred to in Consideration of this Application**

Plans - Phase 1 Soft Landscape Strategy	1310-HED-00-00-DR-L-F 102	P2	07.12.2018	Approved
Plans - Acoustic Bund Landscape Proposals	1310-HED-00-00-DR-L-F 103	P2	07.12.2018	Approved
Plans - Detail Plan - Landscape Courtyard	1310-HED-00-00-DR-L-F105	P2	07.12.2018	Approved
Plans - Phase 2 Landscape Proposals Plan	1310-HED-00-00-DR-L-O 101	P2	07.12.2018	Approved
Plans - Phase 1 Drainage Strategy Overview	15260-HOPXX-GF-DR-CDR01	P10	07.12.2018	Approved
Plans - Phase 1 and 2 Drainage Details	15260-HOPXX-GF-DR-CDR02	P5	07.12.2018	Approved
Plans - Phase 1 Surfacing Details	15260-HOPXX-GF-DR-CDR04	P4	07.12.2018	Approved
Plans - Proposed Building C Ground Floor Plan	6516-ECE-01-00-PL-A-F551	A2	07.12.2018	Approved
Plans - Proposed Building D Plans and Elevations	6516-ECE-01-XX-PL-A-F552		26.09.2018	Approved
Plans - Building Zone Heights	6516-ECE-02-XX-PL-A-O573	A3	26.09.2018	Approved
Reports - Design Code		F	07.12.2018	Approved
Reports - Design and Access Statement			26.09.2018	Approved
Reports - Transport Statement			26.09.2018	Approved
Reports - Transport Statement - Technical Note (Addendum)			07.12.2018	Approved

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