



Planning, Design & Access Statement

Proposed siting of a Shepherds Hut for use as tourist accommodation
at Land at The Granary, Honeybourne Farm, Truslers Hill Lane,
Albourne, BN6 9DU.

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Introduction

This statement is submitted on behalf of Mr and Mrs Giles in support of an application for Full Planning Permission for '*the proposed siting of a Shepherds Hut for use as tourist accommodation*' ('the proposed development') at Land at The Granary, Honeybourne Farm, Truslers Hill Lane, BN6 9DU ('the site').

This Planning Statement should be read in conjunction with the other supporting information submitted in support of the application which comprises:

- Planning Application Forms and Ownership Certificate;
- Location Plan;
- Block Plan;
- Planning Drawings;
- Heritage Statement.

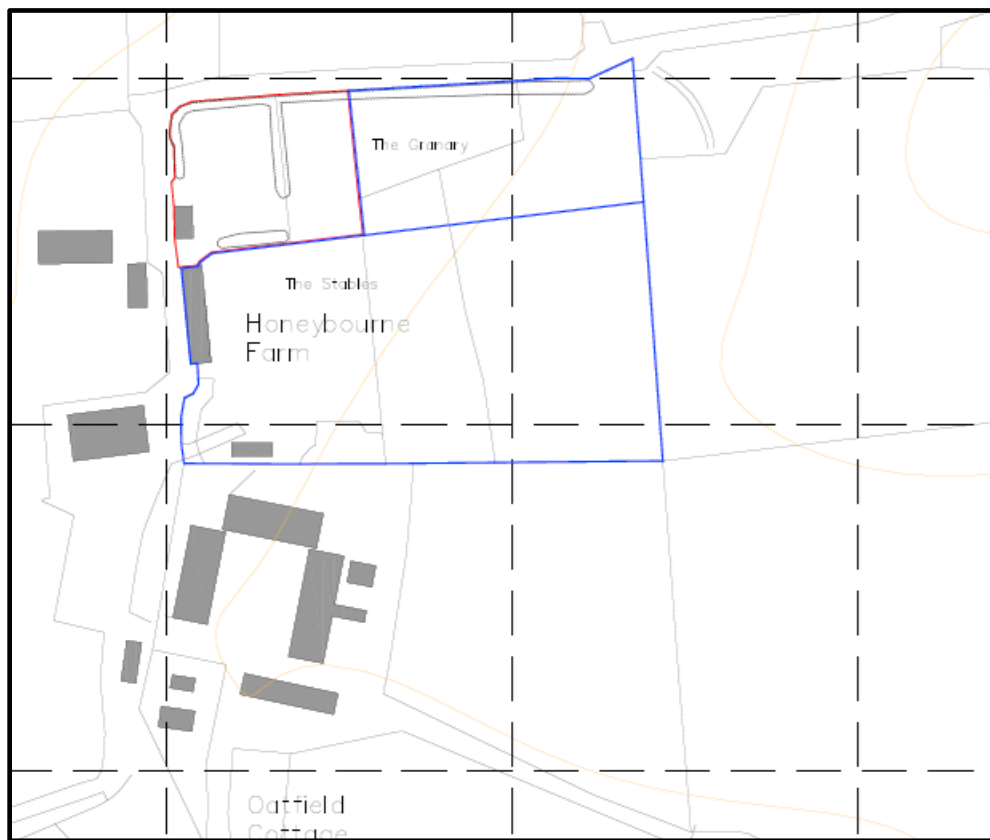
The Site and Surroundings

The Site

The site of the proposed Shepherd's Hut is located on land to the north east of The Stables and to the east of The Granary.

The western boundary is defined by a mature hedgerow, and to the south and east by a field, also within the ownership of the applicant.

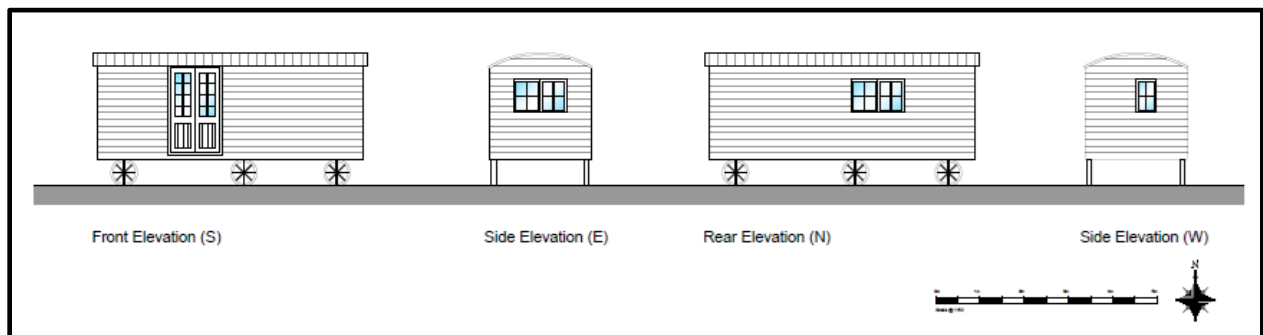
The access to Truslers Hill Lane is via a private track to the north of the site. Truslers Hill Lane is located to the east.



The Proposal

Planning permission is sought for '*proposed siting of a Shepherds Hut for use as tourist accommodation*' ('the proposed development').

The proposed Shepherds Hut is 6 metres in length and 3 metres in width. It has a curved galvanised roof and corrugated cladding. It will be supplied by Holmes Hill Shepherds Huts.



Parking and Access

Car parking for the holiday let will be adjacent to 'The Granary' and utilise an existing area of hardstanding. Vehicular access will be via the private road which joins Truslers Hill Lane which is to the north east of the site.

Drainage

The Shepherds Hut will drain to an existing klargester which is adjacent to the house.

Planning Assessment

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 state that in making any determination under the Planning Acts the determination should be made in accordance with the Plan unless material considerations indicate otherwise. In this case the development plan for the area and that apply to this proposal are contained within the National Planning Policy Framework 2024 (NPPF), the Mid Sussex District Plan 2014 – 2031 (MSDLP) and the Albourne Neighbourhood Plan (2016).

The revised National Planning Policy Framework (NPPF) was published in December 2024.

The Mid Sussex District Plan (MSDP) was adopted on 28th March 2018. The MSDP replaces the Mid Sussex Local Plan (2004), with the exception of any saved policies. The MSDP sets out the Council's vision and objectives for Mid Sussex as well as the overall strategy for achieving the vision and strategic objectives.

The Albourne Parish Neighbourhood Plan 2014-2031 was 'made' in September 2016.

Planning Policy Designations

The application site lies within the countryside, outside any defined built-up area boundary. The site is within the setting of Wick Farmhouse which is a Grade II Listed Building.

The following planning policies are relevant to the consideration of the application:

Economy

Paragraph 88 of the NPPF sets out that in order to support a prosperous rural economy '*planning policies and decisions should enable:*

- a) The sustainable growth and expansion of all types of business in rural areas both through conversion of existing buildings and well-designed new buildings;*
- b) The development and diversification of agricultural and other land-based rural businesses;*
- c) Sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- d) The retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.'*

The application site is within the countryside, where Policy DP12 of the MSDP is applicable and it seeks to protect the countryside in recognition of the intrinsic character and beauty. Accordingly, development is not usually permitted in the countryside unless it maintains and where possible enhances rural character and where there is a specific Local Plan policy which is supportive of the proposals.

The MSDP contains a variety of policies/objectives which are supportive of 'small scale' tourism uses provided that the rural character of the area is maintained. These are further detailed below.

Tourism

Chapter 8 of the NPPF sets out how to build a strong and competitive economy. Paragraph 88 of the NPPF (as discussed above) is specifically supportive of rural tourism.

In addition to the strategic objectives, Policy DP14 sets out that the following development will be permitted, provided that there is no conflict with Policy DP12 and DP13 of the MSDP.

New small-scale economic development including tourism related development will be permitted within the countryside provided that it supports sustainable growth and the vitality of the rural economy and where possible it uses previously developed sites.

Diversification of activities on existing farm units will also be permitted provided that they are of a scale which is consistent to the location of the farm holding and would not prejudice the agricultural use of a unit.

Sustainable tourism is supported by Policy DP19 of the MSDP. The strategic objectives of this policy are similar to Policy DP14 as referred to above.

Policy DP19 states that *'tourism related development in the countryside (defined as the area outside of the built-up area boundaries on the Policies Map), including extensions to existing facilities, visitor accommodation and the re-use of rural buildings will be permitted provided that it supports the sustainable growth of the rural economy and maintains or where possible enhances the quality of the rural landscape character of the District in accordance with Policy DP12 Protection and Enhancement of the Countryside.'*

Policy ALE2 of the Neighbourhood Plan 'Tourism', states that small scale, low impact development will be supported. New development for tourism is expected to meet a series of criteria including (a) not be in conflict with the characteristics of the open countryside of the Neighbourhood Plan area, (b) not result in a severe traffic impact, (c) provide for an appropriate level of parking, (d) not result in a loss of amenity to neighbouring properties.

Heritage

Paragraph 207 of the NPPF states that *'in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets; importance and no more than is sufficient to understand the potential impact of the proposal on their significance.'*

Paragraph 210 states that *'in determining applications, local planning authorities should take account of (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and (c) the desirability of new development making a positive contribution to local character and distinctiveness.'*

Policy DP34 of the MSDP seeks to protect listed buildings and their settings. It is stated that this will be achieved through understanding the significance of the listed building and the setting which is *'proportionate to the importance of the building and the potential impact.'* It is also stated that *'special regard'* will be given to protecting the setting of a listed building.

Design

Chapter 12 of the NPPF sets out how to achieve well-designed places. Paragraph 131 of the NPPF states that *'the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*

Policy DP26 of the MSDP provides planning policy guidance on character and design in development. Policy DP26 states that *'all development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside.'* All applicants will be required to meet a series of criteria including the following:

- *'Is of high-quality design and layout and includes appropriate landscaping and greenspace';*
- *'Creates a sense of place addressing the character and scale of the surrounding buildings and landscape';*
- *'Does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking in to account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution';*
- *'Incorporates well integrated parking that does not dominate the street environment, particularly where high-density housing is proposed';*
- *'Optimises the potential of the site to accommodate development.'*

Transport - Access

Chapter 9 of the NPPF sets out the Government's approach to promoting sustainable transport. When considering applications for development, paragraph 115 of the NPPF states that it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users;
- c) Design reflects current national guidance;
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.'

Paragraph 116 states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

DP21 of the MSDP sets out the planning policy for transport. The strategic policy objectives include *'to create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.'*

Policy DP21 states that decisions on development proposals will take account of several criteria including the following:

- *'The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see Policy DP14: Sustainable Rural Development and the Rural Economy);*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages.*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively;*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.'*

Assessment

All planning policies for the rural economy are supportive of the development of sustainable rural tourism within the countryside – paragraph 88 of the NPPF and Policies DP14 and DP19 of the District Plan are applicable.

Policy DP14 is specific in its requirement that development of this nature will be supported provided that it is small in scale and would promote the sustainable growth and vitality of the rural economy. As the site is within the countryside there is also much policy emphasis upon protection of the countryside for its own sake in recognition of its natural character and beauty. This is also reflective of paragraph 88 of the NPPF where rural tourism is required to respect the character of the countryside.

The proposal comprises the siting of a single Shepherds Hut on land adjacent to The Granary. Parking will be on existing hardstanding adjacent to The Granary and the Shepherds Hut will be accessed on foot through the garden of The Granary. The Shepherds Hut will be managed by the applicant who lives at The Stables and who will be on hand to provide assistance when required.

Paragraph 88 of the NPPF is permissive of well-designed new buildings within the countryside for the purposes of sustainable rural tourism. The proposed Shepherds Hut will be locally sourced and will consist of materials which complement the local environment, including the setting of the Grade II Listed Building. The Shepherds Hut will be removable from the land, as it is fixed to wheels.

The proposed Shepherds Hut will not be visible from Wick Farmhouse and will be screened from views by The Granary and a mature hedge. It will not be visible within the setting of the Granary due to the mature hedge and the siting has been specifically selected by the applicant to ensure that this is the case.

There may be some limited visibility from the private access track which runs to the north, however this would be minimal. The proposal is small in scale and is temporary in nature, being only sited on the land. The proposed materials consisting of corrugated cladding are simple and rural and will blend in with the rural setting.

Farm settings evolve over time and the proposed Shepherds Hut is a simple and modern example of the diversification of a farmstead. Allowing visitors to stay in the Shepherds Hut also invites guests to experience the rural setting and to understand the history of the environment. There would be no domestic paraphernalia associated with the Shepherds Hut, a car parking space is available at The Stables and drainage for the Shepherds Hut will be connected to the existing Klargesters.

As such, there would not be an adverse impact on the setting or significance of the Grade II Listed Building or the Non-Designated Heritage Assets.

The proposal for the Shepherds Hut is therefore policy compliant consisting of a well-designed and small-scale rural tourism development which will promote the sustainable growth of the rural economy in this area.

Conclusion

Planning permission is sought for '*proposed siting of a Shepherds Hut for use as holiday accommodation*' ('the proposed development') at Land at The Granary, Honeybourne Farm, Truslers Hill Lane, Albourne, BN6 9DU ('the site').

Planning policy is supportive of sustainable rural tourism provided that the scale and design are appropriate for the rural environment.

The proposals are small in scale, consisting of a single Shepherds Hut on land adjacent to The Granary. The proposal therefore complies with both National and District Plan Policy consisting of a low impact sustainable use of land within the countryside which will provide benefits for the rural economy.

A local manufacturer (Holmes Hill Shepherds Huts) has been selected to supply and construct the proposed Shepherds Hut – they are handcrafted locally using high quality materials and using traditional materials and techniques.

There will be no adverse impact upon the setting or significance of Wick Farmhouse and the Non-Designated Heritage Assets (The Granary and The Stables). This small scale and sensitive scheme to provide tourist accommodation is well screened and temporary in nature.

Paragraph 8 of the NPPF requires that development is sustainable which encompasses three interrelated objectives – economic, environmental and social objectives. The proposal would contribute to the rural economy, will not adversely impact upon the historic setting and will allow visitors to explore the countryside using the Public Rights of Way networks, improve their well-being by connecting with nature. As such the proposals constitute sustainable development which is compliant with planning policy objectives.