



**Proof of Evidence: Andrew Sierakowski  
BSc (Econ)Hons, MSc, GDL, LLM, MRTPI**

**Appendices: Part 5**

**WSCD016 – WSCD025**

Acting County Planning Manager, West Sussex County Council

**Appeal by PJ Brown (Civil Engineering) Ltd.**

**Land East of Dan Tree Farm, London Road,  
Bolney, West Sussex, RH17 5QF**

PINS Ref:  
APP/D3830/C/23/3319435  
MSDC Ref: AP/23/0042

August 2024



**WSCD016**





Application No: **WSCC/077/11/BK**  
**COUNTY MATTER**

**TOWN AND COUNTRY PLANNING ACT 1990**  
**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT**  
**PROCEDURE) (ENGLAND) ORDER 2010**

To Mrs S Wright  
c/o The D & M Planning Partnership  
Riverside Chambers  
20 Bridge Street  
Godalming  
Surrey  
GU7 1HY

In pursuance of their powers under the above mentioned Act and Orders, West Sussex County Council hereby notify you that they **PERMIT** the following development, that is to say:-

**Development of equine rehabilitation and physiotherapy centre comprising treatment block, horse walker, sand school, car park, grass paddocks, exercise track and engineering operation to form a bund adjacent to the A23 (resubmission of WSCC/001/10/BK) at Park Farm Cottage, Broxmead Lane, Bolney, West Sussex, RH17 5RJ**

to be carried out in accordance with your application and plans (as modified by the under-mentioned conditions if any) submitted to this Council on 20 December 2011 (and in accordance with the relevant correspondence a copy of which is attached \*) and subject to the conditions specified hereunder:-

**Commencement**

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

*Reason: To comply with Section 91 of the Town and Country Planning Act 1990.*

Date ..... 11/06/12 ..... Signed .....  
Strategic Planning Manager .....

**\*N.B.** The reasons for imposing the above conditions are as specified after the conditions.  
The words in brackets do not apply unless a copy of the relevant correspondence is attached.  
Your copy of the application, determined as above, is returned herewith for your records.

IT IS IMPORTANT THAT YOU SHOULD READ THE NOTES AT APPENDIX A OF THIS FORM

## Continuation Sheet

---

### Approved Plans

2. The proposed development shall not take place other than in accordance with the approved information and plans, all received on 20 December 2011:

- Block Plan
- Location Plan
- Drawing 0738/06/2E Masterplan;
- Drawing 0738/06/3B Cross-Sections;
- Drawing 0738/06/4B Planting;
- Drawing 0738/06/5 Site as existing and visual survey;
- Drawing 0738/07/1A Ecology; and
- Stable Plans, Sections and Elevations.

and supporting information, save as varied by the conditions hereafter or any variation thereto that may be agreed in writing by the County Planning Authority.

*Reason: To secure a satisfactory development.*

### Timescales

3. Prior written notification of the commencement of the development shall be provided to the County Planning Authority no less than seven days before such commencement. All inert waste deposition required to create the bund shall cease within 24 months of the commencement of the development. Thereafter the bund shall be landscaped in accordance with schemes to be approved by Conditions 17 and 18.

*Reason: To ensure the development is carried out in accordance with the proposed timescales within the application in the interests of amenity.*

### Materials/Finishes

4. No development other than preparatory groundworks shall be carried out until a schedule of materials and finishes to be used for external walls and roof of the proposed treatment block, surfacing/surface edging (including sand school, horse walker, access routes, car park and exercise track) have been submitted to and approved in writing by the County Planning Authority. The approved scheme shall thereafter be implemented in full.

*Reason: In the interests of visual amenity and to ensure a development of high quality.*

5. No development other than preparatory groundworks shall be carried out until a plan detailing the proposed horse walker (including dimensions, materials and finishes) has been submitted to and approved in writing by the County Planning Authority. The approved plan shall thereafter be implemented in full.

*Reason: In the interests of visual amenity and to ensure a development of high quality.*

Date .....11.10.12..... Signed Strategic Planning Manager .....

## Continuation Sheet

---

6. Prior to the commencement of development a schedule of all new fencing and gates shall be submitted to and approved in writing by the County Planning Authority. The schedule shall include details of location, style, and finishes of the fences/gates to be used. The fencing and gates shall thereafter be implemented and maintained in accordance with the approved details.

*Reason: In the interests of the amenity.*

7. No temporary buildings, skips or static plant required during construction operations hereby approved shall be erected or placed on the site until the prior written agreement of the County Planning Authority has been given to their positioning, layout, design, colour and dimensions.

*Reason: In the interests of the visual amenities of the locality.*

### Operational requirements

8. Bund materials shall constitute only inert, uncontaminated material and soils. Prior to the commencement of the development hereby approved a scheme detailing the storage and disposal measures to be taken in the event that contaminated or unsuitable material is brought to the site shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall thereafter be implemented throughout the course of the construction.

*Reason: To avoid unacceptable pollution.*

9. The site shall not be used as the operating base for other goods vehicles, plant or equipment not normally required for earthmoving, grading or deposition of fill material on the site. No vehicles, skips, containers or demountable lorry bodies shall be stored overnight on the site without the prior written approval of the County Planning Authority as to their type, number and location.

*Reason: In the interests of the general amenities of the locality.*

10. Unless otherwise approved in advance in writing by the County Planning Authority there shall be no mechanical processing of imported fill material on site.

*Reason: In the interests of amenity.*

11. Unless otherwise agreed in advance and in writing by the County Planning Authority no construction operations or deliveries of inert waste materials shall take place and no plant, machinery or vehicles associated with the construction of the development hereby permitted shall operate, outside the hours of:

07.30 and 17.00 Monday to Friday,

07.30 to 13.00 Saturday,

and no work shall occur on Sundays, Bank or Public Holidays.

*Reason: To protect the amenities of occupiers of nearby residential properties*

Date .....11/06/12..... Signed  
Strategic Planning Manager .....

## Continuation Sheet

---

12. No plant, equipment or vehicle shall be used on the site unless fitted and operated at all times with silencing measures to a standard not less than the manufacturer's UK standard specification for that equipment.

*Reason: In the interest of the amenity.*

13. A copy of this decision notice together with the approved plans and any schemes and/or details subsequently approved pursuant to this permission shall be kept at the site office at all times and the terms and contents thereof shall be made known to supervising staff on the site.

*Reason: To ensure the site operatives are conversant with the terms of the planning permission.*

14. A record shall be kept on site of the volumes of inert waste material deposited at the site for each working day during the construction period. The records shall detail the number of HGV loads, the volume of material for deposit within each HGV load and be a complete record from the first day of deposition. The record shall remain on site and be made available for inspection upon request of the County Planning Authority.

*Reason: To enable the County Planning Authority to monitor the progress of the development and ensure completion in the duration proposed in the application, in the interests of the general amenities of the locality.*

### Lighting

15. Unless otherwise agreed in writing by the County Planning Authority there shall be no external artificial lighting installed on the site.

*Reason: In the interests of the visual amenities of the area and to protect highway safety.*

### Dust Suppression

16. Prior to the commencement of the development hereby approved, a scheme detailing the measures to be taken for the suppression of dust shall be submitted to and approved in writing by the County Planning Authority. Thereafter, the approved scheme shall be implemented in full throughout the period of construction operations hereby approved.

*Reason: In the interests of the amenity and highway safety.*

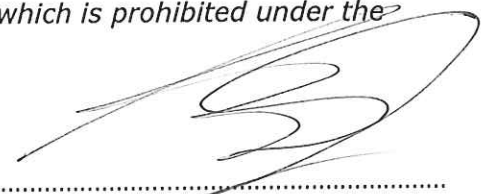
Date ..... 11/06/12 .....

Signed  
Strategic Planning Manager ..... 

**Continuation Sheet****Landscape/phasing**

17. Prior to the construction of the bund a phasing plan detailing the progressive construction of the bund over the implementation period, volumes of material required, and the extent and height of the bund for each phase, shall be submitted to and approved in writing by the County Planning Authority. The bund shall thereafter be constructed in accordance with the approved phasing plan.
- Reason: To ensure the bund is landscaped in appropriate timescales in the interests of the general amenities of the locality.*
18. Prior to the commencement of development a revised landscaping scheme and planting/seeding schedule noting species plant sizes, seeding and proposed numbers, densities and phased implementation throughout construction shall be submitted and approved in writing by the County Planning Authority. Thereafter, the approved landscaping scheme shall be implemented in full. Any trees, shrubs or plants which within a period of 5 years from planting are removed or become seriously damaged, diseased or die shall be replaced in the next planting season with others of such size and species as may be agreed in writing with the County Planning Authority.
- Reason: In the interests of the amenity and of the environment of the development.*
19. Topsoil shall only be stripped when, as far as practicable, in a dry and friable condition. In addition all topsoil shall be used on site and shall be stored at a height of no more than 2m in location/s to be approved in writing by the County Planning Authority.
- Reason: To prevent damage to, and ensure the reuse of, existing soils on site.*
20. For the duration of construction activity hereby approved all retained trees are to be protected in accordance with BS5837:2005 'Trees in relation to construction'.
- Reason: In the interest of environmental amenity.*
21. Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of Japanese Knotweed on the site shall be submitted to and approved in writing by the County Planning Authority. The method statement shall include proposed measures to prevent the spread of Japanese Knotweed during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.
- Reason: To prevent the spread of invasive species, which is prohibited under the Wildlife and Countryside Act 1981.*

Date .....11/06/12.....

Signed  
Strategic Planning Manager .....



## Continuation Sheet

---

### Ecology

22. Large woody plants programmed for removal are only to be cleared outside the bird breeding season (March to August inclusive). The plants can be removed at any time if an ecologist confirms that there are no breeding birds using them (Ref: Breeding birds - Wildlife and Countryside Act 1981).

*Reason: In the interests of ecology.*

23. Prior to the commencement of the development hereby approved a scheme detailing the specification of the proposed pond as detailed in Drawing No. 0738/06/2 Rev D 'Masterplan' dated 11/06, including design measures to ensure a positive contribution to the nature conservation value of the site, shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented in full, with the pond constructed, within 6 months of the commencement of the development.

*Reason: In the interests of biodiversity.*

24. Prior to the commencement of the development hereby approved, details of proposed ecological enhancements, including enhancements to existing wet interests, shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall thereafter be implemented in full.

*Reason: To ensure biodiversity is enhanced.*

### Water

25. Prior to the commencement of the development hereby approved a scheme of surface water drainage (based on sustainable drainage principles, incorporating ecological enhancements where practicable, and including details of how the scheme will be maintained and managed during construction and upon completion, taking into account the provisions of the submitted Flood Risk Assessment) shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall thereafter be implemented in full.

*Reason: To ensure that the proposed development is satisfactorily drained.*

26. Prior to the commencement of the development hereby approved a scheme for the provision and management of a buffer zone alongside the watercourse and during the pond creation shall be submitted to and agreed in writing by the County Planning Authority. The scheme shall include plans showing the extent and layout of the buffer zone; and details demonstrating how the buffer zone will be protected during development and managed/maintained in the long term. The approved scheme shall thereafter be implemented in full.

*Reason: In the interests of protecting the watercourse and biodiversity.*

Date ..... 11/06/12.....

Signed  
Strategic Planning Manager ..... 

## Continuation Sheet

---

### Archaeology

27. Prior to the commencement of development the developer shall arrange for an archaeological organisation or appropriately qualified archaeologists to observe the excavations and record archaeological evidence that may be uncovered as a result of the development in accordance with a written scheme of investigation that shall be submitted to and approved in writing by the County Planning Authority.

*Reason: To ensure that potential buried archaeological remains on the site will be adequately recorded.*

### Highways

28. Prior to the commencement of development a Key Stage 2 Preliminary Assessment, including Preliminary Certification undertaken in accordance with the requirements of the Design Manual for Roads and Bridges Volume 4, Section 1, Part 2 HD22/08 shall be submitted to and approved by the County Planning Authority.

*Reason: to ensure the bund and drainage diversion is adequate to protect the A23.*

29. Prior to the commencement of the development hereby approved a Key Stage 3 Geotechnical Design and Construction, undertaken in accordance with the requirements of the Design Manual for Roads and Bridges Volume 4, Section 1, part 2 HD22/08, shall be submitted to and approved in writing by the County Planning Authority.

*Reason: To ensure the bund and drainage diversion are design and constructed in a way which protects the integrity of the A23 and its drainage.*

30. The bund and drainage diversion hereby approved shall be constructed in accordance with the Geotechnical Design Report approved under condition 29, unless otherwise agreed in writing by the County Planning Authority. Thereafter the bund and drainage diversion shall be maintained in good order in perpetuity.

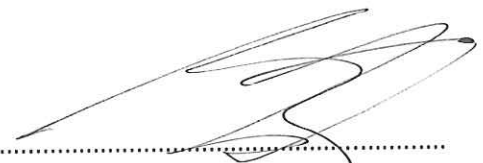
*Reason: To ensure the bund and drainage diversion are design and constructed in a way which protects the integrity of the A23 and its drainage.*

31. Prior to the commencement of the development hereby approved a scheme shall be submitted to and approved in writing by the County Planning Authority setting out measures to prevent vehicular access between the development and the A23 via the access adjacent to Dan Tree Farm after the bund has been completed.

*Reason: to prevent vehicles, particularly slow moving horseboxes, from the using the access to enter and leave the A23, to ensure road safety is protected.*

Date ..... 11/06/12 .....

Signed  
Strategic Planning Manager .....



**Continuation Sheet**

---

32. Prior to the commencement of the development hereby approved the measures approved in condition 31 shall be implemented in full. Thereafter the approved measures shall be maintained in perpetuity.

*Reason: to prevent vehicles, particularly slow moving horseboxes, from the using the access to enter and leave the A23, to ensure road safety is protected.*

33. The development hereby permitted shall not be brought into use until car parking spaces have been marked out as indicated on the approved Block Plan. Car parking provision shall thereafter be retained in full.

*Reason: To ensure adequate parking provision.*

34. Prior to the commencement of the development hereby approved the applicant shall submit a scheme to be approved in writing by the County Planning Authority detailing the measures to ensure that no vehicle shall leave the site in such a condition that earth and mud adhere to the wheels in a quantity which may introduce hazard or nuisance on the highway and actions to be taken in the event of mud or debris arising from the development being present on the highway. Thereafter, the approved scheme shall be implemented in full.

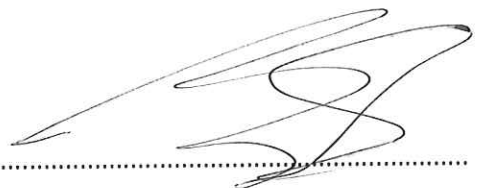
*Reason: In the interests of highway safety.*

**INFORMATIVES**

- A. The applicant is advised that should protected species be present work must stop and Natural England informed. A licence may be required from Natural England before works can re-commence, Natural England will advise.
- B. The applicant's attention is drawn to the comments of the Environment Agency (letter dated 26 January 2012) which identifies the need for an Environmental Permit and potentially Land Drainage Consent. Reference is also made to the buffer zone required by condition 26.
- C. With regard to Condition 18 the applicant's attention is drawn to the comments of the Local Development Division (dated 03 February 2010), which highlights the required minor amendments to submitted landscaping scheme and planting schedule.
- D. This decision should be read in conjunction with a 106 legal agreement.

Date ..... 11/06/12 .....

Signed  
Strategic Planning Manager .....





## Continuation Sheet

---

- E. The reasons for granting planning permission are that the proposal accords with National Policy Guidance and complies with Development Plan Policies requiring that the proposed development:
- meets an identified need;
  - is acceptable in terms of highway safety;
  - has an acceptable impact on local landscape (and the High Weald AONB), local ecology and the water environment; and
  - has an acceptable impact on local amenity and environmental health.

F. **Reason for the grant of planning permission.**

In determining the application and in applying the planning conditions, the following planning guidance and policies have been considered:-

**National Planning Guidance**

National Planning Policy Framework (2012)

**Regional Planning Policy**

South-East Plan (2009)

Policies W5-W6, NRM4-NRM5 and NRM10.

**Local Planning Policy**

Mid-Sussex District Local Plan (2004)

Policies G1, C1, C4-6, B1, B4, B18, B23-B24, T4, R1, R6, R12, CS13 and CS22.

**West Sussex Waste Local Plan Revised Deposit Draft (2004)**

Policies G1-G8, G10 and U9.

This information is only intended as a summary of the reasons for the grant of planning permission. For further details on the decision please see the report by contacting County Planning, West Sussex County Council or visiting the website at <http://www.westsussex.gov.uk/ePlanning>

Date ..... 11/06/12.....

Signed  
Strategic Planning Manager ..... 

YOUR ATTENTION IS DIRECTED TO THE FOLLOWING NOTES.

THEY ARE FOR INFORMATION ONLY AND DO NOT PRETEND TO SET OUT THE WHOLE OF THE LAW ON THE SUBJECT. IT WOULD BE WELL FOR YOU TO CONSULT YOUR SOLICITOR IF YOU ARE IN ANY DOUBT.

## **TOWN AND COUNTRY PLANNING ACT 1990**

---

### **1 Appeals to the Secretary of State**

- (a) If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- (b) If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get online at [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk) or by writing to the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN.
- (c) The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- (d) The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- (e) In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

### **2**

- (a) If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- (b) In these circumstances, the owner may serve a purchase notice on the District Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

### **3**

In certain circumstances a claim may be made against the local planning authority for compensation where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and County Planning Act 1990.

### **4**

Further correspondence about this application should quote the reference number at the top right hand corner of the form.

## Application for Planning Permission. Town and Country Planning Act 1990

### Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

### 1. Applicant Name, Address and Contact Details

Title:  First name:  Surname:

Company name:

Street address:

Town/City:

County:

Country:

Postcode:

Telephone number: 

Country Code	National Number	Extension Number
<input type="text"/>	<input type="text"/>	<input type="text"/>

Mobile number: 

<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------

Fax number: 

<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------

Email address:

Are you an agent acting on behalf of the applicant?  Yes  No

### 2. Agent Name, Address and Contact Details

Title:  First Name:  Surname:

Company name:

Street address:

Town/City:

County:

Country:

Postcode:

Telephone number: 

Country Code	National Number	Extension Number
<input type="text"/>	<input type="text" value="01483 425705"/>	<input type="text"/>

Mobile number: 

<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------

Fax number: 

<input type="text"/>	<input type="text" value="01483 425707"/>	<input type="text"/>
----------------------	---	----------------------

Email address:

### 3. Description of the Proposal

Please describe the proposed development including any change of use:

Development of equine rehabilitation and physiotherapy centre comprising treatment block, horse walker, sand school, car park, grass paddocks, exercise track and engineering operation to form a bund adjacent to the A23 (resubmission of WSCC/001/10/BK).

Has the building, work or change of use already started?  Yes  No

#### 4. Site Address Details

Full postal address of the site (including full postcode where available)

Description:

House:	<input type="text"/>	Suffix:	<input type="text"/>
House name:	<input type="text" value="PARK FARM COTTAGE"/>		
Street address:	<input type="text" value="BROXMEAD LANE"/>		
	<input type="text" value="BOLNEY"/>		
Town/City:	<input type="text" value="HAYWARDS HEATH"/>		
County:	<input type="text"/>		
Postcode:	<input type="text" value="RH17 5RJ"/>		

Description of location or a grid reference (must be completed if postcode is not known):

Easting:	<input type="text" value="526765"/>
Northing:	<input type="text" value="124095"/>

#### 5. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

Yes  No

#### 6. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicle access proposed to or from the public highway?

Yes  No

Is a new or altered pedestrian access proposed to or from the public highway?

Yes  No

Are there any new public roads to be provided within the site?

Yes  No

Are there any new public rights of way to be provided within or adjacent to the site?

Yes  No

Do the proposals require any diversions/extinguishments and/or creation of rights of way?

Yes  No

#### 7. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste?

Yes  No

Have arrangements been made for the separate storage and collection of recyclable waste?

Yes  No

#### 8. Authority Employee/Member

With respect to the Authority, I am:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

Do any of these statements apply to you?

Yes  No

#### 9. Materials

Please state what materials (including type, colour and name) are to be used externally (if applicable):

##### Walls - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Timber cladding on treatment block.

##### Roof - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Shingles to the roof of treatment block.

##### Boundary treatments - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Sand surface access track, horse walker, sand school. Tarmac car park. Indigenous vegetation to western boundary.

## 9. (Materials continued)

### Others - description:

Type of other material:

Description of *existing* materials and finishes:

N/A

Description of *proposed* materials and finishes:

N/A

Are you supplying additional information on submitted plan(s)/drawing(s)/design and access statement?

Yes  No

## 10. Vehicle Parking

Please provide information on the existing and proposed number of on-site parking spaces:

Type of vehicle	Existing number of spaces	Total proposed (including spaces retained)	Difference in spaces
Cars	0	6	6
Light goods vehicles/public carrier vehicles	0	0	0
Motorcycles	0	0	0
Disability spaces	0	0	0
Cycle spaces	0	0	0
Other (e.g. Bus)	0	2	2
Short description of Other	Trailer spaces		

## 11. Foul Sewage

Please state how foul sewage is to be disposed of:

Mains sewer  Package treatment plant  Unknown   
Septic tank  Cess pit

Other

Are you proposing to connect to the existing drainage system?

Yes  No  Unknown

## 12. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood zones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.)

Yes  No

If Yes, you will need to submit an appropriate flood risk assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)?

Yes  No

Will the proposal increase the flood risk elsewhere?

Yes  No

How will surface water be disposed of?

Sustainable drainage system  Main sewer  Pond/lake  
 Soakaway  Existing watercourse

## 13. Biodiversity and Geological Conservation

To assist in answering the following questions refer to the guidance notes for further information on when there is a reasonable likelihood that any important biodiversity or geological conservation features may be present or nearby and whether they are likely to be affected by your proposals.

Having referred to the guidance notes, is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, OR on land adjacent to or near the application site:

a) Protected and priority species

Yes, on the development site  Yes, on land adjacent to or near the proposed development  No

b) Designated sites, important habitats or other biodiversity features

Yes, on the development site  Yes, on land adjacent to or near the proposed development  No

c) Features of geological conservation importance

Yes, on the development site  Yes, on land adjacent to or near the proposed development  No

#### 14. Existing Use

Please describe the current use of the site:

Equestrian uses.

Is the site currently vacant?  Yes  No

Does the proposal involve any of the following?

If yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated?  Yes  No

Land where contamination is suspected for all or part of the site?  Yes  No

A proposed use that would be particularly vulnerable to the presence of contamination?  Yes  No

#### 15. Trees and Hedges

Are there trees or hedges on the proposed development site?  Yes  No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character?  Yes  No

If Yes to either or both of the above, you may need to provide a full Tree Survey, at the discretion of your local planning authority. If a Tree Survey is required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to construction - Recommendations'.

#### 16. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or waste?  Yes  No

#### 17. Residential Units

Does your proposal include the gain or loss of residential units?  Yes  No

#### 18. All Types of Development: Non-residential Floorspace

Does your proposal involve the loss, gain or change of use of non-residential floorspace?  Yes  No

#### 19. Employment

If known, please complete the following information regarding employees:

	Full-time	Part-time	Equivalent number of full-time
Existing employees	0	0	0
Proposed employees	0	0	0

#### 20. Hours of Opening

If known, please state the hours of opening for each non-residential use proposed:

Use	Monday to Friday		Saturday		Sunday and Bank Holidays		Not Known
	Start Time	End Time	Start Time	End Time	Start Time	End Time	
Other	08:00:00	17:30:00	08:00:00	17:30:00			<input type="checkbox"/>

#### 21. Site Area

What is the site area?  hectares

#### 22. Industrial or Commercial Processes and Machinery

Please describe the activities and processes which would be carried out on the site and the end products including plant, ventilation or air conditioning. Please include the type of machinery which may be installed on site:

N/A

Is the proposal for a waste management development?  Yes  No

#### 23. Hazardous Substances

Is any hazardous waste involved in the proposal?  Yes  No

## 24. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

Yes  No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact? (Please select only one)

The agent  The applicant  Other person

## 25. Certificates (Certificate B)

### Certificate of Ownership - Certificate B

#### Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/The applicant certifies that I have/the applicant has given the requisite notice to everyone else (as listed below) who, on the day 21 days before the date of this application, was the owner (*owner is a person with a freehold interest or leasehold interest with at least 7 years left to run*) of any part of the land or building to which this application relates.

Notice recipient	Date notice served
Name: Mr Dane Rawlins	25/10/2011
Number: <input type="text"/> Suffix: <input type="text"/>	
Street: Park Farm	
Locality: Broxmead Lane	
Town: Bolney	
Postcode: RH17 5RJ	

Title: Mr  First name: Jason  Surname: Clemons   
Person role: Agent  Declaration date: 25/10/2011   Declaration made

## 25. Certificates (Agricultural Land Declaration)

### Agricultural Land Declaration

#### Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

Agricultural Land Declaration - You Must Complete Either A or B

(A) None of the land to which the application relates is, or is part of an agricultural holding.

(B) I have/The applicant has given the requisite notice to every person other than myself/the applicant who, on the day 21 days before the date of this application, was a tenant of an agricultural holding on all or part of the land to which this application relates, as listed below:

If any part of the land is an agricultural holding, of which the applicant is the sole tenant, the applicant should complete part (B) of the form by writing 'sole tenant - not applicable' in the first column of the table below

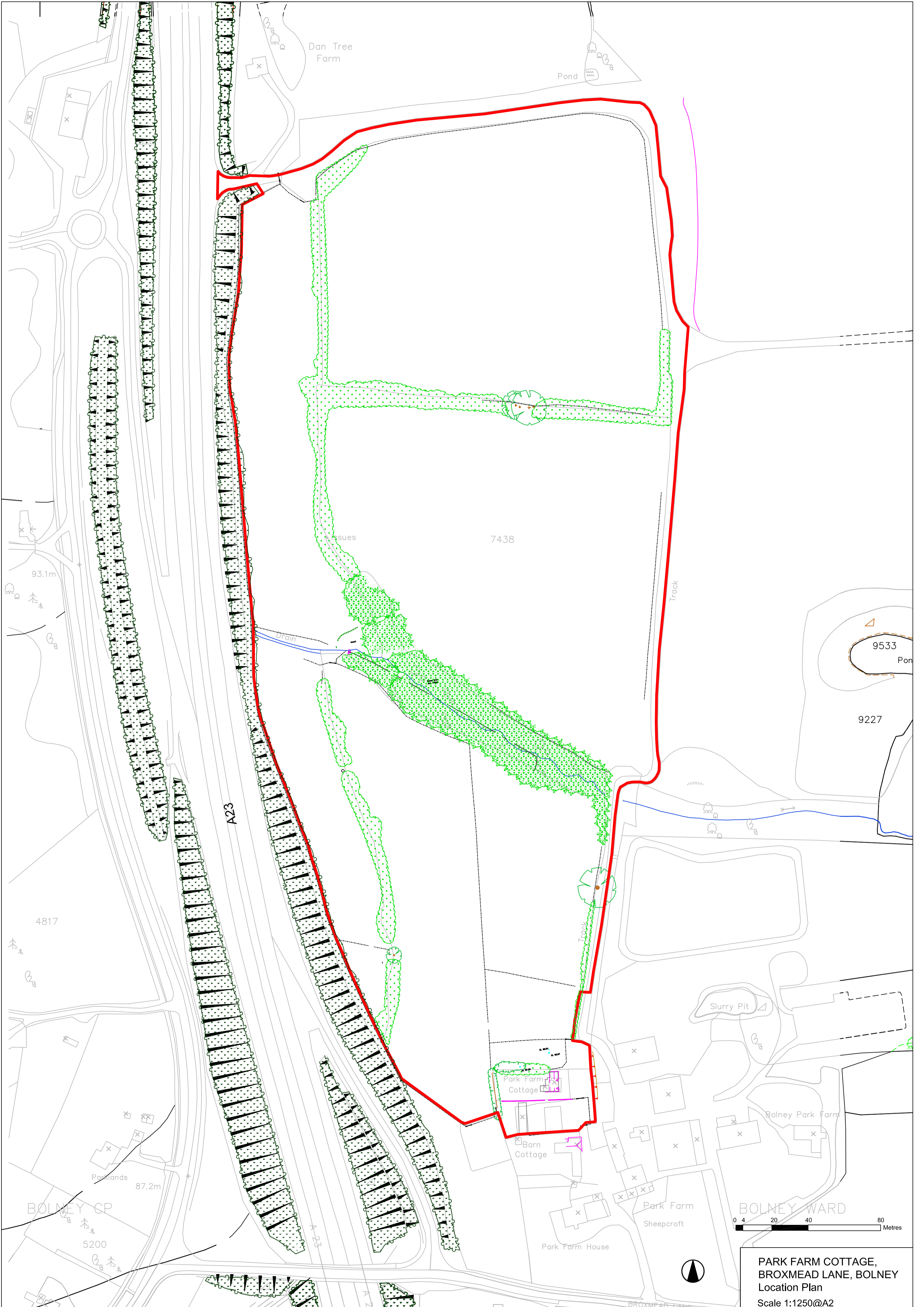
Title: Mr  First Name: Jason  Surname: Clemons   
Person role: Agent  Declaration date: 25/10/2011   Declaration Made

## 26. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information.

Date: 25/10/2011





Dan Tree Farm

Pond

7438

9533

9227

93.1m

A23

4817

Parklands 87.2m

BOLNEY CP

5200

Slurry Pit

Bolney Park Farm

Park Farm Cottage

Barn Cottage

Park Farm Sheepcroft

Park Farm House

BOLNEY WARD

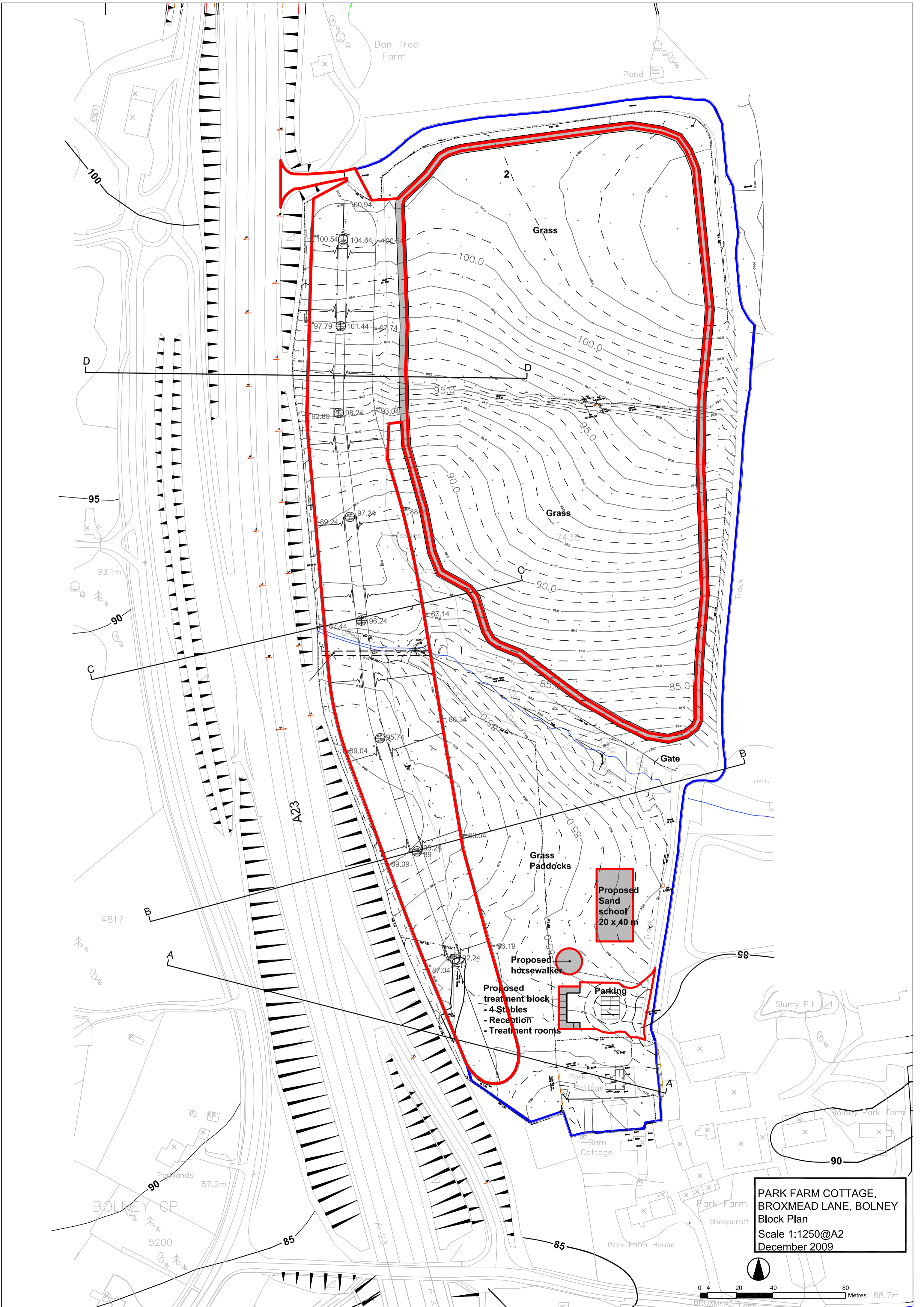
0 4 20 40 80 Metres

PARK FARM COTTAGE,  
BROXMEAD LANE, BOLNEY  
Location Plan  
Scale 1:1250@A2



BROXMEAD LANE





Dan Tree Farm

Pond

Grass

Grass

Grass Paddocks

Slurry Pit

Bolney Park Farm

Park Farm Cottage

Barn Cottage

Park Farm

Sheepcroft

Park Farm House

BOLNEY CP

5200

**PARK FARM COTTAGE,  
BROXMEAD LANE, BOLNEY  
Block Plan  
Scale 1:1250@A2  
December 2009**



100

2

D

D

95

90

C

C

B

A

Track

Gate

S8

90

A23

4817

87.2m

Parklands

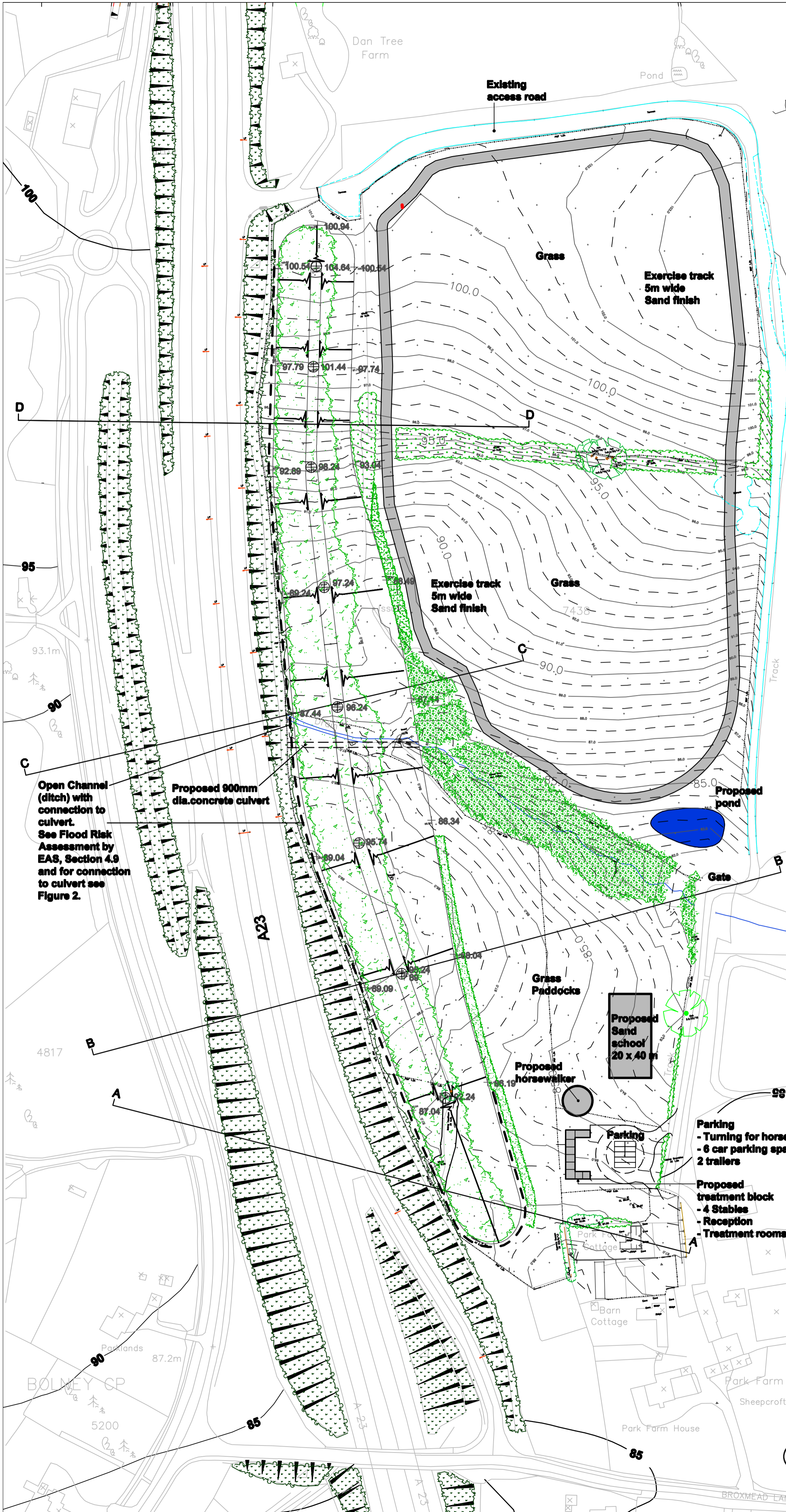
85

85

BROXMEAD LANE

+





88.0  
87.0

Contours from Land Survey by 3D Services, Unit 5 Coopers Place, Combe Lane, Wormley, Surrey GU8 5SZ, tel: 01428 684 144 [All levels based on OSBM located on the South West corner of Broxley cottage on Broxmead Lane Value 78.91 m.]

85

Contours from O.S. 1:10,000 map

Existing highway banks  
Mainly covered with native trees and shrubs 5-10m tall.

Proposed Bund  
1:2 Slopes to A23, average 1:3 to east  
Culvert for 'drain' 60m long  
Bund height: 0-10m.

+ 95 Existing levels  
⊕ 102 Proposed levels on top of bund

Existing woodland

Existing hedges

Maturing mixed native tree and shrubs planting on A23 banks

Translocated hedge

Proposed native tree and shrub planting

**Formation of Bund Method Statement**

1. The stream will be culverted to permit access along the full length of the bund
2. Topsoil will be stripped from bund area south of the stream and stockpiled in accordance with good practice for topsoil handling
3. The bund will be formed by spreading the imported inert soil in layers up to 200 mm deep and compacted with a minimum of four passes with a tracked machine. A cross-fall on the formation levels of at least 1:40 will be maintained to the east, away from the A23, at all times. The line of the french drain will be excavated, before construction starts, as specified and left as an open ditch until the adjacent bank towards it has been seeded and the grass is established. The finished subsoil will be trimmed to shape and ripped 0.6 m deep at 1.0 m intervals down the slopes. Topsoil will be replaced on the bund without running on the topsoil stack or placed topsoil at any time
4. The process will be repeated for the bund north of the stream

**Revision Log**

Rev	Description	Date
E	Proposed pond and exercise track relocated - Access from north	03/10
D	Proposed pond and exercise track relocated - Access from Broxmead Lane	02/10
C	Access from Broxmead Lane added	11/09
B	Surface water drainage amended	04/08
A	French drain added	02/08

**PLANNING**

Client

**Tom La Dell**  
Landscape Architecture, Landscape Science  
Studio Studio, Greys Green, Molestone, Kent, ME17 2AP  
Tel: Maidstone (01622) 800045  
Fax: (01622) 800005  
email: tom@dell.com

**Project**  
PARK FARM COTTAGE,  
BROXMEAD LANE, BOLNEY

**Drawing title**  
Equine Rehabilitation and  
Physiotherapy Centre -  
Masterplan

Scale	Drawn by	Date
1:1250 @ A2		11/06
Drawing no. 0738/06/2		Rev. E





# D&M Planning Ltd

*Chartered Town Planners*

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY  
Tel. No. 01483 425705 Fax. No. 01483 425707  
e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

## PLANNING STATEMENT

**PLANNING APPLICATION FOR THE DEVELOPMENT OF EQUINE REHABILITATION AND  
PHYSIOTHERAPY CENTRE (RESUBMISSION OF WSCC/001/10/BK)  
PARK FARM COTTAGE BROXMEAD LANE BOLNEY**

**ON BEHALF OF  
MRS S WRIGHT**

**149/09/JMC**

**October 2011**



## **1.0 SITE ANALYSIS**

- 1.1 The site comprises 10.5 hectares of land on the east side of the A23 dual carriageway, to the north east of the village of Bolney. The site contains an existing dwelling house, Park Farm Cottage, which has a shared vehicular access with four other properties to its south, three stables, a store room and garage.
- 1.2 The site consists of a lozenge of land to the north of the dwelling and to the east of the A23. Topographically the site is bisected by a stream that cuts through the site from west to east. The land to the north of the stream rises significantly before levelling out at the northern end of the site. Within the southern section of the site, the land falls from west to east, as well as down towards the stream.
- 1.3 The site is largely maintained as grassland, but also includes a small woodland area that runs either side of the stream and there are a number of specimen trees.
- 1.4 The land is currently used for private equestrian purposes, for the enjoyment of the current owner of Park Farm Cottage.
- 1.5 The site is shown on the Proposals Map of the Mid Sussex Local Plan (2004) as lying within an Area of Outstanding Natural Beauty (AONB) and a Countryside Area of Development Restraint (CADR).



## **2.0 THE PLANNING APPLICATION**

2.1 Planning permission is sought for the development of an Equine Rehabilitation and Physiotherapy Centre. The proposal includes a treatment building, horsewalker, sand school, car park, exercise track and a noise attenuation bund. The content of the application, i.e., the proposed buildings, land use and land forms are as per the previous five planning applications. The key difference between the various applications is how the site would be accessed for construction traffic:

BK/185/08 – access solely off A23 (refused 31 August 2009)

WSSC/003/10/BK – access solely off Broxmead Lane (refused 10 January 2011)

WSSC/021/10/BK - access to the site off the A23 with access out onto Broxmead Lane (refused 15 April 2010)

WSSC/023/10/BK - access to the site from Broxmead Lane and out onto the A23 (refused 15 April 2010)

WSSC/001/10/BK - access to and from the site solely from the existing farm access off the A23 (refused 23 March 2010)

2.2 All of the applications, except for WSSC/003/10/BK, were objected to by the Highways Agency because they involved either part or total reliance upon direct access off the A23 for construction traffic. They were all refused for the same reason, as follows:

“On the basis of the information provided, the County Planning Authority is not satisfied that the proposed highway access and egress are adequate for either the nature or number of construction vehicles required by this proposal, irrespective of the duration of the proposed construction works. The proposed development is therefore, considered likely to have a detrimental and unacceptable impact on the highway safety on the A23 in the vicinity of both the intended site access and egress and the slip road to the south.”



- 2.3 Application WSCC/003/10/BK was not opposed by the Highways Agency because the proposed construction traffic would access the site from Broxmead Lane. The application was recommended for approval by Officers on 6 May 2010, subject to the completion of a legal agreement. A copy of the Officers report is provided as **Appendix 1**. Completion of the access required signatory of a third party landowner, over whose land the temporary construction access would be provided. Despite lengthy discussions, the landowner was not prepared to enter into the agreement. As such, the application was eventually refused on 10 January 2011.
- 2.4 The purpose of the various planning applications was to explore various alternative access arrangements for construction vehicles, in order to overcome the concern raised against the first planning application (BK/185/08).
- 2.5 The outcome of those applications is that the only option which would be acceptable from the Highways Agency's perspective, is not achievable from an implementation perspective. As such, this lengthy process has demonstrated that the only viable solution is a temporary access for construction traffic solely off the A23.
- 2.6 This application will ensure that the planning benefits of the proposal, in terms of significant noise attenuation for the site and local residents, and significant landscape enhancements will be delivered.



### **3.0 PLANNING POLICY**

3.1 The context within which planning applications are considered is set by the latest guidance on such matters produced by the Government, the Regional Authority (SEERA), the County (WSCC) and the Local Planning Authority (MSDC).

#### **Government Guidance**

3.2 Planning Policy Statement 7 encourages development which supports the economy of rural areas. It states *"In some parts of the country, horse training and breeding businesses play an important economic role. Local planning authorities should set out in LDDs their policies for supporting equine enterprises that maintain environmental quality and countryside character."* The guidance is particularly relevant in this case given the proximity of The All England Showground at Hickstead and many other local equestrian facilities.

3.3 Planning Policy Guidance Note 24 relates to noise pollution and discusses the introduction of measures to reduce noise. It states that engineering is one such measure, this includes the *"protection of surrounding noise-sensitive buildings (by improving sound insulation in these buildings and/or screening them by purpose built barriers)"*. It is desirable for such a measure to be incorporated into the proposal before it is formally submitted for determination.

#### **South East Plan (2009)**

3.4 TSR2 supports rural tourism and recreation-based rural diversification where they provide jobs for local people and are of a scale and type appropriate to their location.

3.5 TSR3 states *"opportunities should be sought to protect, upgrade existing and develop new, regionally significant sports facilities..."*. As stated above, this equine facility will



make a significant contribution to the facilities that already exist in the locality, thereby strengthening the importance of this region in the provision of nationally significant equine sports facilities.

#### **Mid Sussex Local Plan (2004)**

- 3.6 Policy ERA6 states that the extraction, import, storage and processing of minerals, including sand, gravel, sandstone, chalk and clay should not be permitted unless impact on the environment is acceptable and they are required to meet identified needs. It has already been demonstrated through the previous application, and accepted by the Local Planning Authority, that there is a need for the proposed equine facility and that the associated bund will have no materially adverse impact upon the environment.
- 3.7 The MSLP (2004) designates the application site as both an Area of Outstanding Natural Beauty (AONB) and a Countryside Area of Development Restraint (CADR) (C1 and C4). Development in these locations is restricted to, among others, proposals for quiet informal recreation and/or tourism related development. The Plan considers that equestrian activities fall within the definition of a recreational development.
- 3.8 The MSLP (2004) has a specific policy regarding equestrian developments, this is quoted below:

*"R12 Proposals for all forms of equestrian development ranging from horse shelters to riding schools will only be permitted where:*

- (a) the siting, scale and design of the proposal, individually or cumulatively, would not adversely affect the quality of the landscape or its surroundings, nor the amenity of nearby residential property;*





- (b) *the proposal is well related to any existing buildings and is not sited in a prominent or isolated location;*
- (c) *the proposal meets the requirements of other policies in this Local Plan, including those for the protection of the countryside areas with special qualities; and*
- (d) *where appropriate the proposal is well related to the existing bridleway network and that network is able to accommodate any increased use which will result from the proposal.*

*Proposals for the use of suitable existing buildings for equestrian development will be given preference."*

3.9 The proposal is located close to an existing cluster of buildings and does not lie in a prominent or isolated location, it would not adversely affect the quality of the landscape and it adheres with other planning policies in relation to the AONB. The proposal has no need to be linked with existing bridleway networks as it is for the recovery of injured horses which require supervisory exercise provided by the proposed horsewalker, sand school and track.

3.10 The proposal will involve the formation of a bund along the western edge of the site by an engineering operation. The bund would be finished with topsoil and the planting of indigenous vegetation. The bund is necessary to reduce the noise and visual pollution produced by the A23 which runs adjacent to the site. This would, in effect, reduce the impact of the A23 on the AONB and local residential amenity. The bund would sit comfortably within the contours and undulations of the surrounding landscape and would therefore constitute an improvement to the environment. The supporting noise assessment report by consultants RPS demonstrates that the proposed bund will result in



a material improvement in noise reduction from the A23 to local residential properties to its east.

- 3.11 Equine pursuits are of increasing significance in this area and now encompass a range of activities including college courses, show jumping, racing, breeding and care. The proposed facilities would aid in supporting the local rural economy as well as the region's equine industry. A number of local employment opportunities would be developed as part of the construction and long term running of the centre (as demonstrated by the Statement of Need and Demand accompanying this application).
- 3.14 The proposal is for an Equine Rehabilitation and Physiotherapy Centre and, therefore, constitutes a facility directly linked to recreation. Consequently the centre is a form of development suitable within an AONB/rural location.
- 3.15 The design and materials proposed for the treatment block are in character with this rural location. The building would be modified from a standard stable block to incorporate reception and treatment rooms.
- 3.16 Consequently, the proposed scheme is in accordance with local, regional and national planning policies.



#### **4.0 PLANNING CONSIDERATIONS**

- 4.1 It has been accepted by both the District and County Councils, that the proposal for an equine rehabilitation and physiotherapy centre on this site is acceptable. The benefits of the proposal, in terms of noise attenuation and screening of the A23 from residential properties to its east, are undisputed. So are the landscape benefits of the proposed planting and the employment benefits of this new facility which will complement the internationally important equine facilities at Hickstead.
- 4.2 It has been accepted that Government, strategic and local plan policies all acknowledge the acceptability of recreational activity which requires a rural location, and which sustains it in social and economic terms. This is explained above with respect to the advice contained within PPS7, as well as the West Sussex Structure Plan and the Mid Sussex Local Plan. The proposal is entirely in accordance with the Development Plan and therefore should be approved unless other material planning considerations dictate otherwise.
- 4.3 It has been accepted that the proposal will have no adverse impact on the character of the area, that it will not harm the appearance of the area, nor will it affect the amenity of nearby residents. In contrast, it will significantly enhance the amenity of nearby residential properties. The single consideration to which there is not total agreement is the acceptability of the proposed access onto and off the A23 for HGV traffic required for the construction of the earth bund.
- 4.4 The sole issue that led to the refusal of the previous planning applications was concern by the Highways Agency that use of the existing farm access off the A23 for construction traffic, either in part or wholly, would not meet adopted highway standards. The purpose of the previous applications was to explore the various options for the provision of an access to see whether this concern could be overcome. It is clear from this process that the only viable option is one that relies solely on the existing access point off the A23 directly into the site.



## **5.0 SUMMARY**

- 5.1 It has been demonstrated that use of the existing access directly off the A23 is the only viable option to enable the proposed development to proceed. The proposed development has been considered acceptable to the Local Planning Authority and the benefits of noise reduction welcomed.
- 5.2 This application will enable the provision of an important facility which will reinforce the regional, national and international significance of the area with regard to equine sport. The proposed bund, which although required for the proposed equestrian use, will provide significant environmental benefits, through landscape enhancement and noise attenuation of traffic from the A23 for nearby residential properties. The proposal therefore has significant employment, economic and environmental benefits.
- 5.3 This proposal fully complies with Government Guidance and the policies of the Development Plan, and is acceptable in every respect.

**D&M Planning Ltd**



# D&M Planning Ltd

*Chartered Town Planners*

RIVERSIDE CHAMBERS 20 BRIDGE STREET GODALMING SURREY GU7 1HY

Tel. No. 01483 425705 Fax. No. 01483 425707

e-mail: info@dm-planning.co.uk website: www.dm-planning.co.uk

## PLANNING STATEMENT

**PLANNING APPLICATION FOR THE DEVELOPMENT OF EQUINE REHABILITATION AND  
PHYSIOTHERAPY CENTRE (RESUBMISSION OF BK/185/08)  
PARK FARM COTTAGE BROXMEAD LANE BOLNEY**

**ON BEHALF OF**

**MRS S WRIGHT**

**149/09/JMC**

**October 2011**



## **1.0 SITE ANALYSIS**

- 1.1 The site comprises 10.5 hectares of land on the east side of the A23 dual carriageway, to the north east of the village of Bolney. The site contains an existing dwelling house, Park Farm Cottage, which has a shared vehicular access with four other properties to its south, three stables, a store room and garage.
- 1.2 The site consists of a lozenge of land to the north of the dwelling and to the east of the A23. Topographically the site is bisected by a stream that cuts through the site from west to east. The land to the north of the stream rises significantly before levelling out at the northern end of the site. Within the southern section of the site, the land falls from west to east, as well as down towards the stream.
- 1.3 The site is largely maintained as grassland, but also includes a small woodland area that runs either side of the stream and there are a number of specimen trees.
- 1.4 The land is currently used for private equestrian purposes, for the enjoyment of the current owner of Park Farm Cottage.
- 1.5 The site is shown on the Proposals Map of the Mid Sussex Local Plan (2004) as lying within an Area of Outstanding Natural Beauty (AONB) and a Countryside Area of Development Restraint (CADR).



## **2.0 THE PLANNING APPLICATION**

2.1 Planning permission is sought for the development of an Equine Rehabilitation and Physiotherapy Centre. The proposal includes a treatment building, horsewalker, sand school, car park, exercise track and a noise attenuation bund. The content of the application, i.e., the proposed buildings, land use and land forms are as per the previous five planning applications. The key difference between the various applications is how the site would be accessed for construction traffic:

BK/185/08 – access solely off A23 (refused 31 August 2009)

WSSC/003/10/BK – access solely off Broxmead Lane (refused 10 January 2011)

WSSC/021/10/BK - access to the site off the A23 with access out onto Broxmead Lane (refused 15 April 2010)

WSSC/023/10/BK - access to the site from Broxmead Lane and out onto the A23 (refused 15 April 2010)

WSSC/001/10/BK - access to and from the site solely from the existing farm access off the A23 (refused 23 March 2010)

2.2 All of the applications, except for WSSC/003/10/BK, were objected to by the Highways Agency because they involved either part or total reliance upon direct access off the A23 for construction traffic. They were all refused for the same reason, as follows:

“On the basis of the information provided, the County Planning Authority is not satisfied that the proposed highway access and egress are adequate for either the nature or number of construction vehicles required by this proposal, irrespective of the duration of the proposed construction works. The proposed development is therefore, considered likely to have a detrimental and unacceptable impact on the highway safety on the A23 in the vicinity of both the intended site access and egress and the slip road to the south.”



- 2.3 Application WSCC/003/10/BK was not opposed by the Highways Agency because the proposed construction traffic would access the site from Broxmead Lane. The application was recommended for approval by Officers on 6 May 2010, subject to the completion of a legal agreement. A copy of the Officers report is provided as **Appendix 1**. Completion of the access required signatory of a third party landowner, over whose land the temporary construction access would be provided. Despite lengthy discussions, the landowner was not prepared to enter into the agreement. As such, the application was eventually refused on 10 January 2011.
- 2.4 The purpose of the various planning applications was to explore various alternative access arrangements for construction vehicles, in order to overcome the concern raised against the first planning application (BK/185/08).
- 2.5 The outcome of those applications is that the only option which would be acceptable from the Highways Agency's perspective, is not achievable from an implementation perspective. As such, this lengthy process has demonstrated that the only viable solution is a temporary access for construction traffic solely off the A23.
- 2.6 This application will ensure that the planning benefits of the proposal, in terms of significant noise attenuation for the site and local residents, and significant landscape enhancements will be delivered.





### **3.0 PLANNING POLICY**

3.1 The context within which planning applications are considered is set by the latest guidance on such matters produced by the Government, the Regional Authority (SEERA), the County (WSCC) and the Local Planning Authority (MSDC).

#### **Government Guidance**

3.2 Planning Policy Statement 7 encourages development which supports the economy of rural areas. It states *"In some parts of the country, horse training and breeding businesses play an important economic role. Local planning authorities should set out in LDDs their policies for supporting equine enterprises that maintain environmental quality and countryside character."* The guidance is particularly relevant in this case given the proximity of The All England Showground at Hickstead and many other local equestrian facilities.

3.3 Planning Policy Guidance Note 24 relates to noise pollution and discusses the introduction of measures to reduce noise. It states that engineering is one such measure, this includes the *"protection of surrounding noise-sensitive buildings (by improving sound insulation in these buildings and/or screening them by purpose built barriers)"*. It is desirable for such a measure to be incorporated into the proposal before it is formally submitted for determination.

#### **South East Plan (2009)**

3.4 TSR2 supports rural tourism and recreation-based rural diversification where they provide jobs for local people and are of a scale and type appropriate to their location.

3.5 TSR3 states *"opportunities should be sought to protect, upgrade existing and develop new, regionally significant sports facilities..."*. As stated above, this equine facility will



make a significant contribution to the facilities that already exist in the locality, thereby strengthening the importance of this region in the provision of nationally significant equine sports facilities.

#### **Mid Sussex Local Plan (2004)**

- 3.6 Policy ERA6 states that the extraction, import, storage and processing of minerals, including sand, gravel, sandstone, chalk and clay should not be permitted unless impact on the environment is acceptable and they are required to meet identified needs. It has already been demonstrated through the previous application, and accepted by the Local Planning Authority, that there is a need for the proposed equine facility and that the associated bund will have no materially adverse impact upon the environment.
- 3.7 The MSLP (2004) designates the application site as both an Area of Outstanding Natural Beauty (AONB) and a Countryside Area of Development Restraint (CADR) (C1 and C4). Development in these locations is restricted to, among others, proposals for quiet informal recreation and/or tourism related development. The Plan considers that equestrian activities fall within the definition of a recreational development.
- 3.8 The MSLP (2004) has a specific policy regarding equestrian developments, this is quoted below:

*"R12 Proposals for all forms of equestrian development ranging from horse shelters to riding schools will only be permitted where:*

- (a) the siting, scale and design of the proposal, individually or cumulatively, would not adversely affect the quality of the landscape or its surroundings, nor the amenity of nearby residential property;*



- (b) *the proposal is well related to any existing buildings and is not sited in a prominent or isolated location;*
- (c) *the proposal meets the requirements of other policies in this Local Plan, including those for the protection of the countryside areas with special qualities; and*
- (d) *where appropriate the proposal is well related to the existing bridleway network and that network is able to accommodate any increased use which will result from the proposal.*

*Proposals for the use of suitable existing buildings for equestrian development will be given preference."*

3.9 The proposal is located close to an existing cluster of buildings and does not lie in a prominent or isolated location, it would not adversely affect the quality of the landscape and it adheres with other planning policies in relation to the AONB. The proposal has no need to be linked with existing bridleway networks as it is for the recovery of injured horses which require supervisory exercise provided by the proposed horsewalker, sand school and track.

3.10 The proposal will involve the formation of a bund along the western edge of the site by an engineering operation. The bund would be finished with topsoil and the planting of indigenous vegetation. The bund is necessary to reduce the noise and visual pollution produced by the A23 which runs adjacent to the site. This would, in effect, reduce the impact of the A23 on the AONB and local residential amenity. The bund would sit comfortably within the contours and undulations of the surrounding landscape and would therefore constitute an improvement to the environment. The supporting noise assessment report by consultants RPS demonstrates that the proposed bund will result in



a material improvement in noise reduction from the A23 to local residential properties to its east.

- 3.11 Equine pursuits are of increasing significance in this area and now encompass a range of activities including college courses, show jumping, racing, breeding and care. The proposed facilities would aid in supporting the local rural economy as well as the region's equine industry. A number of local employment opportunities would be developed as part of the construction and long term running of the centre (as demonstrated by the Statement of Need and Demand accompanying this application).
- 3.14 The proposal is for an Equine Rehabilitation and Physiotherapy Centre and, therefore, constitutes a facility directly linked to recreation. Consequently the centre is a form of development suitable within an AONB/rural location.
- 3.15 The design and materials proposed for the treatment block are in character with this rural location. The building would be modified from a standard stable block to incorporate reception and treatment rooms.
- 3.16 Consequently, the proposed scheme is in accordance with local, regional and national planning policies.



#### **4.0 PLANNING CONSIDERATIONS**

- 4.1 It has been accepted by both the District and County Councils, that the proposal for an equine rehabilitation and physiotherapy centre on this site is acceptable. The benefits of the proposal, in terms of noise attenuation and screening of the A23 from residential properties to its east, are undisputed. So are the landscape benefits of the proposed planting and the employment benefits of this new facility which will complement the internationally important equine facilities at Hickstead.
- 4.2 It has been accepted that Government, strategic and local plan policies all acknowledge the acceptability of recreational activity which requires a rural location, and which sustains it in social and economic terms. This is explained above with respect to the advice contained within PPS7, as well as the West Sussex Structure Plan and the Mid Sussex Local Plan. The proposal is entirely in accordance with the Development Plan and therefore should be approved unless other material planning considerations dictate otherwise.
- 4.3 It has been accepted that the proposal will have no adverse impact on the character of the area, that it will not harm the appearance of the area, nor will it affect the amenity of nearby residents. In contrast, it will significantly enhance the amenity of nearby residential properties. The single consideration to which there is not total agreement is the acceptability of the proposed access onto and off the A23 for HGV traffic required for the construction of the earth bund.
- 4.4 The sole issue that led to the refusal of the previous planning applications was concern by the Highways Agency that use of the existing farm access off the A23 for construction traffic, either in part or wholly, would not meet adopted highway standards. The purpose of the previous applications was to explore the various options for the provision of an access to see whether this concern could be overcome. It is clear from this process that the only viable option is one that relies solely on the existing access point off the A23 directly into the site.



## **5.0 SUMMARY**

- 5.1 It has been demonstrated that use of the existing access directly off the A23 is the only viable option to enable the proposed development to proceed. The proposed development has been considered acceptable to the Local Planning Authority and the benefits of noise reduction welcomed.
- 5.2 This application will enable the provision of an important facility which will reinforce the regional, national and international significance of the area with regard to equine sport. The proposed bund, which although required for the proposed equestrian use, will provide significant environmental benefits, through landscape enhancement and noise attenuation of traffic from the A23 for nearby residential properties. The proposal therefore has significant employment, economic and environmental benefits.
- 5.3 This proposal fully complies with Government Guidance and the policies of the Development Plan, and is acceptable in every respect.

**D&M Planning Ltd**

***TOMALIN  
HIGHWAY  
PLANNING***

*HIGHWAY & TRANSPORT  
CONSULTANTS*

**Mrs. SARAH WRIGHT**

**PROPOSED EQUINE REHABILITATION &  
PHYSIOTHERAPY CENTRE AND THE FORMATION  
OF A BUND ADJACENT TO THE A23**

**PARK FARM COTTAGE**

**BROXMEAD LANE,**

**BOLNEY**

**WEST SUSSEX RH17 5RJ**

**HIGHWAY STATEMENT**

JRT/1940  
November 2011

14 Kings Hill, Beech,  
Alton, Hampshire GU34 4AL  
Telephone: 01420 563496  
Facsimile: 01420 568 180  
e-mail: [John.Tomalin@btinternet.com](mailto:John.Tomalin@btinternet.com)

# CONTENTS

		Page No.
1.00	Introduction	2
2.00	Highway Network	3
3.00	Traffic generation	4
4.00	The A23 Farm Access	6
5.00	Summary & Conclusions	12

**Images of A23 from the existing Farm Access**

**Traffic Survey Results: Broxmead Off-Slip Road March 2009**



## **1.00 INTRODUCTION**

- 1.01 Tomalin Highway Planning (THP) advises upon the highway, traffic and transport aspects of a wide variety of proposals including retail, office, housing, leisure, mineral extraction and waste disposal schemes. The Principal, John Tomalin, is a Member of the Chartered Institution of Highways & Transportation, and has been in private practice specialising in the highway and transport aspects of Planning matters for over 35 years.
- 1.02 The development to which this Highway Statement relates is a proposal for an equine rehabilitation and physiotherapy centre at Park Farm Cottage, Broxmead Lane, Bolney, West Sussex and an engineering operation to form a bund adjacent to the nearby A23. The requirement for the bund relates to noise reduction issues. P J Brown Construction Ltd. would be responsible for the construction of the bund and the associated movement of materials.
- 1.03 The proposed rehabilitation centre itself would be served by an existing access from Broxmead Lane. However, this access is not suitable for use by the heavy goods vehicles which would be involved in the construction of the bund.
- 1.04 The application therefore includes proposals for all vehicles associated with the construction of the bund to use an existing farm access on the A23. This access was constructed in or around 1992 at the time the adjacent section of the A23 was being up-graded to form a dual three-lane carriageway. These were major highway improvement works undertaken on behalf of the Highways Agency (HA), and it must therefore be assumed that the design of the farm access forming part of these works satisfied the design criteria applicable at the time.
- 1.05 Planning permission in respect of two earlier similar applications was refused by West Sussex County Council (WSSCC) for one reason only relating to highway safety on the A23 following a direction by the HA.
- 1.06 This Highway Statement should be read in conjunction with Plan No. 0738/06/2C which indicates the location of the application site in relation to Broxmead Lane and the A23 trunk road. The Statement also includes two images at the rear which show views along the A23 in each direction from the existing farm access.

## **2.00 HIGHWAY NETWORK**

- 2.01 Broxmead Lane extends eastwards from the point at which it crosses the A23 by means of a flyover. The A23 is aligned approximately north-south, and there is an exit slip road between the A23 southbound and Broxmead Lane. The A23 comprises dual carriageways each 11 metres wide, with 1 metre wide margins on the nearside.
- 2.02 About 100 metres to the west of the A23, Broxmead Lane joins the original alignment of the trunk road prior to the up-grading in about 1992. To the south of this point, the former A23 continues southwards through the village of Bolney and then joins the A272 east-west route between Haywards Heath and Billingshurst. The A272 also forms a grade separated interchange with the present A23 at this point, where slip roads provide full access to and from the trunk road in both directions.
- 2.03 To the north of Broxmead Lane, the former A23 continues parallel to and immediately adjacent to the existing trunk road, and eventually rejoins the northbound carriageway of the A23 about 1.3 km to the north of Broxmead Lane. A further exit slip road from the A23 northbound joins the former A23 at a roundabout about 0.6 kilometres to the north of Broxmead Lane.
- 2.04 The grade separated Warninglid interchange between the B2115 and A23 is located about 2 kilometres to the north of Broxmead Lane overbridge. This interchange is of an older design but still provides access for all movements to and from the A23. The Warninglid interchange is due to be up-graded as part of the reconstruction of the A23 northwards towards Handcross and work is programmed to commence on this scheme in 2012.
- 2.05 The farm access which was provided on the eastern side of the southbound carriageway of the A23 at the time it was up-graded in or around 1992 is shown on drawing No. 738/06/2C and is located about 600 metres to the north of the Broxmead Lane overbridge. The access also serves an adjacent residential property known as "Dan Tree Farm". The access is about 350 metres to the north of the commencement of the off-slip road to Broxmead Lane. The exit from a layby on the southbound A23 is located a further 100 metres or so to the north of the farm access.

### **3.00 TRAFFIC GENERATION**

- 3.01 The existing dwelling and stables at Park Farm Cottage has a private drive access from Broxmead Lane. The present use of the site generates a low level of traffic and it understood that the adjacent stables are used by members of the Applicant's family. The Applicant estimates that the family use of the existing stables generates in the order of four to six trips to and from the site per week. There is a further occasional visit to the site by a vet and farrier.
- 3.02 The proposed Equine Rehabilitation & Physiotherapy Centre would replace the existing stables. Specialised therapy would be provided for up to four injured horses, which it is understood, would remain on the site for periods of between one month and one year. The horse walker and sand school are required to exercise the injured horses.
- 3.03 The number of vehicular trips generated by the proposed development is difficult to assess precisely but would be low. Some new trips in the form of the delivery and collection of horses would occur, but these would be offset by a reduction in trips associated with the existing stables. The proposed development would be managed and staffed by the Applicant, which would assist in keeping additional vehicle trips to and from the site to a minimum. Overall, it is believed that there would be no material increase in traffic on Broxmead Lane as a result of the proposed development. The proposed use of Broxmead Lane to provide access to the Centre did not attract a highway objection from WSCC in relation to the previous two applications.
- 3.04 At the time the first of the two earlier planning applications was under consideration, the use of the farm access was estimated to be an average of 50 vehicles per day both entering and leaving, resulting in an additional 100 movements per day total two-way over a 5½ day week for a period of between 12 and 18 months. This level of traffic generation equated to an Annual Average Daily Traffic Flow (AADT) of 75 vehicles over a 50 week year, which allowed for public holidays.

3.05

However, further examination of this estimate of trip generation showed it to be incorrect. The formation of the bund would require 76,500 cubic metres of material, which would result in 7,650 vehicle deliveries during the 18 month period. As previously, these deliveries would be spread over a 5½ day week and a 50 week year over a period of up to 18 months. This equates mathematically to an average of 18.5 vehicle movements both entering and leaving the site per day, which is only about 37% of the number of vehicle movements considered previously. The AADT flow at the site access based on an average of 40 HGV movements per day total two-way would be 30.

## **4.00 THE A23 FARM ACCESS**

- 4.01 The A23 farm access would cater directly for HGVs arriving from the north, and also HGVs departing towards the south. HGVs leaving the site wishing to travel north would travel southwards along the A23 to the Broxmead slip road, turn right across the bridge and then use the former A23 northwards to rejoin the A23. HGVs wishing to access the site from the south would continue northwards along the A23 to the Warninglid interchange with the B2115 where they would execute a U-turn and then travel southwards to the farm access.
- 4.02 At present, the farm access has a bellmouth about 30 metres wide, with a compound left-turn entry radius. The left-turn exit radius is about 15 metres. About 15 metres back from the edge of carriageway marking of the A23 the access is about 6 metres wide and the access bifurcates about 25 metres back to serve both the application site and "Dan Tree Farm". A substantial gate is provided across the access to the application site about 40 metres back from the A23.
- 4.03 There are no specific diverging or merging lanes provided from and to the A23 and it must be assumed that these were not provided because, at the time the access was constructed, the Highways Agency did not consider they were either required or necessary. However, the kerbed corner radii do start and finish at a point about 2.5 metres in from the white edge of carriageway marking on the A23 itself. Before and after the commencement and termination of the kerb line radii respectively there are further areas of tarmac about 25 metres long which taper back towards the edge of the 1 metre margin on the eastern side of the carriageway. These features can be seen in the images of the access.
- 4.04 In the past, as well as the access being used for farming purposes, between the years 2002 and 2005 it was used by HGVs in relation to the planning permission granted by Mid Sussex District Council under reference 01/01232/AGRDET for the importation of soil for the infilling of an old bomb crater. It is understood that this operation generated some 10,000 HGV movements and the HA did not object to the use of the access for this purpose. There were no personal injury accidents on the adjacent A23 southbound carriageway related to this use of the access, which involved

over 30% more HGV movements than those which would be generated by the formation of the bund.

4.05 In early 2008 when the HA first considered the first application which sought to make use of the farm access by all HGVs engaged on the engineering operation, they objected for three reasons.

1. A visibility splay to the right of 9 metres by 295 metres was required in accordance with Departments Standard TD42/95 (The Geometric Design of Major/Minor Priority Junctions). An “x” distance of only 4.5 metres was available, which the HA considered was a relaxation only acceptable in difficult circumstances, which did not apply in this case.
2. The existing corner radii did not meet the Standards set out in TD42/95, and a compound curve compliant with this Design Standard would be required
3. The farm access required merging and diverging tapers, the provision of which would not accord with the recommendations for junction spacing contained in Departmental Standard TD22/06 (Layout of Grade Separated Junctions).

4.06 The HA accepted subsequently that the geometric requirements applicable to the farm access were described in Departmental Standard TD41/95 (Vehicular Access to All-Purpose Trunk Roads). This Standard required an unobstructed visibility splay to the right of 4.5 metres by 295 metres. The HA accepted that an “x” distance of 4.5 metres was available.

4.07 TD41/95 recommends that a compound curve as described in TD42/95 shall be used to form the corner radius at a simple access where the through road has a one metre strip and HGVs comprise a significant proportion of the turning movements. A topographical site survey has now been carried out at the existing A23 access, onto which design radii can be superimposed.

4.08 From the above process, it is clear that the left-turn entry radius complies almost exactly with the geometry of a compound curve as shown in Figure 7/3 of TD42/95. Therefore, despite the earlier comments by the HA, the left-turn entry radius complies with their requirements.

- 4.09 In passing, although the design of the farm access was undertaken by the HA prior to the publication of TD42/95, it is interesting to note that the design of a compound curve shown in Figure 7/3 of TD42/95 was carried forward from the earlier Departmental Advice Note TA20/84 which contained advice applicable at the time to the design of the access. This is presumably the reason why a compound curve was provided.
- 4.10 With regard to the exit radius, the topographical survey has demonstrated that this is already a simple 15 metre radius throughout. The left-turn exit from the site access onto the A23 is less than 90°, and the provision of a compound radius in this instance in accordance with TD42/95 would result in the provision of a more onerous curve than that which exists at present. There would thus be no advantage to be gained from providing a compound radius for the left turn to replace that which exists at present.
- 4.11 In relation to the provision of merging and diverging tapers, the requirement or otherwise for these features to be provided is described in paragraphs 2.31 to 2.35 on page 2/7 of TD41/95. Of major significance in relation to these planning applications is the fact that TD41/95 states in terms at paragraph 2.31 and 2.34 that diverging tapers and merging tapers respectively shall be provided at direct accesses to trunk roads where the volume of left-turning traffic exceeds 450 vehicles AADT (Annual Average Daily Traffic).
- 4.12 As described at paragraph 3.05 of this Statement, the amended number of vehicle movements using the access would be about 40 per day total two-way which equates to an AADT flow of 30 vehicles compared with the earlier estimated AADT flow of 75 vehicles. An AADT flow of 30 vehicles is only about 7% of the threshold described in TD41/95 for providing diverging and merging tapers.
- 4.13 The HA have acknowledged that the volume of traffic using the access would be less than 450 vehicles AADT. However, because the traffic using the access would be almost entirely HGVs, the HA have expressed the opinion that diverging and merging tapers would be desirable to enable HGVs to enter the site and merge more safely into the existing traffic stream on the A23.

- 4.14 Diverging and merging tapers would need to be about 110 metres in length in order to comply with the advice given in TD41/95, and would need to be up to 3.5 metres wide at the commencement of the radius. There is insufficient land available within the highway boundary either to the north or the south of the farm access to enable these features to be provided. Even if sufficient land was available within the highway boundary to permit diverging and merging lanes, they would not satisfy the design criteria for weaving lengths at grade separated junctions described in TD22/06, which states at paragraph 4.36 on page 4/19 that the desirable minimum weaving length between the end of a merging taper and the commencement of a diverging taper must be 1 km.
- 4.15 It is interesting to note that the length of a diverging or merging taper of 110 metres described in TD41/95 is described as a one design speed step reduction from the figures given in TD42/95. TD41/95 adds that the length may be reduced as a relaxation by one further design step where there are difficult site constraints. Paragraph 2.35 of TD41/95 explains that the design speed step reduction has regard to the normally lower level of use of direct accesses compared with junctions.
- 4.16 Nevertheless, the initial objection raised by the HA to the further use of the A23 farm access was on the basis that they considered it to be a "junction". TD41/95 defines a junction as "*a meeting of two or more roads*" whilst it defines a direct access as "*a connection to an all-purpose trunk road for the use of road vehicles serving or intending to serve one or more properties and linking directly to the site*".
- 4.17 Clearly, different criteria apply to an access than to a junction, as was recognised subsequently by the HA when they agreed that the appropriate "x" visibility distance was 4.5 metres described in TD41/95 rather than 9 metres stated in TD42/95. On the same basis, it is considered that the use by the HA of TD22/06 dealing with grade separated junctions in relation to the A23 farm access is wholly inappropriate.



4.18 Paragraph 1.1 of TD22/06 states as follows:

*“This Standard sets out the layout and size requirements for new and improved grade separated junctions and interchanges on rural and urban trunk roads and motorways. It sets out requirements for the provision of weaving sections for traffic between junctions. It gives guidance on access to and egress from service areas.”*

As their name implies, grade separated junctions and interchanges refer to one highway crossing another at a different level. Slip roads provide links between the through roads and, at an interchange, these slip roads carry free-flowing traffic between one level and another. At a grade separated junction, one end of a slip road originates or terminates at an at-grade junction.

4.19 Many paragraphs in TD22/06 are devoted to the design of merges and diverges. The starting point for the design of each is abstracted from tables within the Design Standard, on which the merging or diverging flow on the slip road can be up to at least 3,000 vehicles per hour. Clearly, traffic flows of this magnitude far exceed anything which will ever use the farm access.

4.20 It is therefore considered abundantly clear that the weaving lengths described in paragraph 4.34 to 4.38 of TD22/06 refer to distances along a major route between slip roads forming part of grade separated interchanges or junctions, each of which are capable of carrying traffic flows considerably greater than those which would use the farm access. The fact that TD22/06 also includes reference to providing traffic signals on entry slip roads to assist vehicles entering the major road (“ramp metering”) demonstrates further that this Design Standard refers to slip roads carrying significant traffic flows.

4.21 The position is thus that, although the traffic flows using the farm access would be only a tiny proportion of the threshold described in TD41/95 for the provision of diverging and merging lanes, the HA have deemed these features to be desirable. The HA then directed refusal of planning permission of the earlier application because the minimum weaving lengths in relation to the layby on the A23 to the north and the Broxmead Lane off-slip to the south defined in a Design Standard applicable to grade separated junctions are not available.

4.22 It is also noteworthy that the TD22/06 was only introduced in 2006, some 14 years after the farm access was constructed, presumably in accordance with the design standards applicable at the time. There are innumerable locations

throughout the United Kingdom where road network does not comply with current design standards, but that does not necessarily render those roads to be potentially hazardous. As an example, the merging taper onto the A23 from the layby to the north of the farm access is only some 25 metres in length, compared with the recommended distance of at least 110 metres described in TD41/95. However, it does not appear that the HA are taking steps to amend the length of this merging taper, and thus apparently do not consider it gives rise to a potentially hazardous situation.

- 4.23 The daily volume of traffic using the layby to the north of the farm access is not known. However, this volume of traffic cannot be large, and must be less than the volume of traffic normally using a slip road at a grade separated junction on a trunk road.
- 4.24 The volume of traffic using the Broxmead Lane off-slip to the south of the farm access was recorded by means of an automatic traffic counter placed across the slip road between Thursday 12<sup>th</sup> March and Wednesday 18<sup>th</sup> March 2009. The full results of this survey on an hour-by-hour basis are attached to the rear of this Statement.
- 4.25 In summary, the average five-day 16-hour traffic flow using the slip road was 453 vehicles. The morning peak hour occurred unusually between the hours of 09.00 and 10.00 when the average five-day traffic flow was 30 vehicles per hour. The evening peak hour occurred between 18.00 and 19.00 hours when the average five-day traffic flow was 48 vehicles per hour. During the 168 hours of the seven day period included in the traffic survey, the hourly traffic flow on the slip road was only above 50 vehicles per hour on three 1-hour occasions, the highest of which was between 18.00 and 19.00 hours on Thursday 12<sup>th</sup> March 2009 when the traffic flow was 58 vehicles per hour.
- 4.26 The results of the traffic survey on the A23 off-slip road to the south of the farm access show that traffic flows were light. Moreover, during the periods of the heaviest traffic flows (in relative terms) during the evening peak hour from 18.00 hours onwards on a week day, there would be no HGV movements generated by the engineering operation.

## **5.00 SUMMARY & CONCLUSIONS**

- 5.01 The use of the direct farm access to and from the A23 was rejected by the HA in relation to the earlier two applications because of the lack of appropriate visibility and corner radii and the HA's interpretation of Departmental Standard TD41/95 to the effect that the provision of diverging and merging slip roads were desirable. It has now been established that visibility and radii in accordance with the Design Standard already exist. Diverging and merging tapers cannot be provided, but it is contended that these are not required for the access to be compliant with the requirements of TD41/95.
- 5.02 The A23 farm access is closer to the layby to the north than it is to the Broxmead off-slip to the south. Notwithstanding the Applicant's contention that a diverging lane is not required in order for the access to comply with the requirements of TD41/95, the volume of traffic leaving the layby to the north is small on an hour-by-hour basis, as too would be the volume of traffic entering the farm access from the A23.
- 5.03 The detailed investigation work which was carried out in relation to the first of the planning applications overcame a number of the initial objections raised by the Highways Agency. Although the precise requirements of Departmental Standard TD22/06 cannot be met, this document did not exist when the Farm access was first constructed, or when it was used intensively without incident between 2002 and 2005.
- 5.04 The Highways Agency are therefore asked to reconsider their earlier objections to the proposed development and not direct West Sussex County Council to refuse planning permission.







11900	BOLNEY		Site No: 11900001		Location		A23 Offslip, Bolney (Armco)		
Channel: Southbound									
TIME PERIOD	Thu 12/03/09	Fri 13/03/09	Sat 14/03/09	Sun 15/03/09	Mon 16/03/09	Tue 17/03/09	Wed 18/03/09	5-Day Av	7-Day Av
Week Begin: 12-Mar-09									
00:00	2	4	6	12	1	1	2	2	4
01:00	0	3	7	2	0	0	0	1	2
02:00	2	2	2	1	0	2	2	2	2
03:00	1	2	1	1	0	1	1	1	1
04:00	1	3	3	1	0	1	1	1	1
05:00	4	2	2	1	5	3	5	4	3
06:00	4	5	2	1	5	2	5	4	3
07:00	8	5	9	3	8	7	13	8	8
08:00	25	17	26	10	29	37	24	26	24
09:00	40	24	30	19	17	37	33	30	29
10:00	29	25	28	25	33	31	29	29	29
11:00	19	24	34	30	33	12	16	21	24
12:00	38	27	41	38	25	30	40	32	34
13:00	28	34	33	33	24	37	38	32	32
14:00	43	57	30	43	35	21	43	40	39
15:00	45	46	31	27	32	39	41	41	37
16:00	30	48	31	24	34	43	47	40	37
17:00	49	44	24	27	45	35	48	44	39
18:00	58	51	25	31	47	38	45	48	42
19:00	14	37	14	26	23	30	23	25	24
20:00	21	23	17	17	15	11	24	19	18
21:00	14	15	11	8	7	14	14	13	12
22:00	10	5	13	7	5	14	10	9	9
23:00	15	10	13	2	3	7	9	9	8
12H,7-19	412	402	342	310	362	367	417	392	373
16H,6-22	465	482	386	362	412	424	483	453	431
18H,6-24	490	497	412	371	420	445	502	471	448
24H,0-24	500	513	433	389	426	453	513	481	461
Am	09:00	10:00	11:00	11:00	11:00	09:00	09:00	-	-
Peak	40	25	34	30	33	37	33	34	33
Pm	18:00	14:00	12:00	14:00	18:00	16:00	17:00	-	-
Peak	58	57	41	43	47	43	48	51	48



**WSCD017**











**WSCD018**



WSCD018 Google Earth Historical Aerial Photograph 13/09/2012



Wider context



Compound in closer detail



**WSCD018A**





**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
3899  
  
**Site Address**  
A23, Handcross to Warringlid

**Site Code** CAR008

**Order No.** 4060-P-50089

**Acct No.** C525

**Date** 19/07/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
13/07/2012	32588-93	Hardcore Delivered by Load	6.00	125.00	750.00
16/07/2012	32594-9,8850-4	Hardcore Delivered by Load	11.00	125.00	1375.00
17/07/2012	32924,5	Hardcore Delivered by Load	2.00	125.00	250.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

<b>Net £</b>	2375.00
<b>Vat 20% £</b>	475.00
<b>Total £</b>	<u>2850.00</u>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
4271  
  
**Site Address**  
A23, Handcross to Warminglid

**Site Code** CAR008

**Order No.** 4060MO002012

**Acct No.** C525

**Date** 21/08/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
03/08/2012	41306-8	Hardcore Delivered by Load	3.00	125.00	375.00
03/08/2012	32474	Hardcore Delivered by Load	1.00	125.00	125.00
03/08/2012	38856-8	Hardcore Delivered by Load	3.00	125.00	375.00
03/08/2012	41718-21	Hardcore Delivered by Load	4.00	125.00	500.00
10/08/2012	41309	Hardcore Delivered by Load	1.00	125.00	125.00
10/08/2012	32475	Hardcore Delivered by Load	1.00	125.00	125.00
10/08/2012	41724	Hardcore Delivered by Load	1.00	125.00	125.00
10/08/2012	19185	Hardcore Delivered by Load	1.00	125.00	125.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	1875.00
Vat 20% £	375.00
<b>Total £</b>	<b>2250.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
4579  
  
**Site Address**  
A23, Handcross to Warringlid

**Site Code** CAR008

**Order No.** 4060MO002012

**Acct No.** C525

**Date** 17/09/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
12/09/2012	33977-9	Hardcore Delivered by Load	3.00	125.00	375.00
12/09/2012	38673-5	Hardcore Delivered by Load	3.00	125.00	375.00
13/09/2012	32945-7,9	Hardcore Delivered by Load	4.00	125.00	500.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	1250.00
Vat 20% £	250.00
<b>Total £</b>	<b>1500.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
4713  
  
**Site Address**  
A23, Handcross to Warringlid

**Site Code** CAR008

**Order No.** 4060MO002012

**Acct No.** C525

**Date** 24/09/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
17/09/2012	19194-8	Hardcore Delivered by Load	5.00	125.00	625.00
17/09/2012	41938-41	Hardcore Delivered by Load	4.00	125.00	500.00
18/09/2012	22053	Hardcore Delivered by Load	1.00	125.00	125.00
18/09/2012	38885	Hardcore Delivered by Load	1.00	125.00	125.00
20/09/2012	41317	Hardcore Delivered by Load	1.00	125.00	125.00
21/09/2012	20414,5,7-9	Hardcore Delivered by Load	5.00	125.00	625.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

<b>Net £</b>	2125.00
<b>Vat 20% £</b>	425.00
<b>Total £</b>	2550.00

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
4807  
  
**Site Address**  
A23, Handcross to Warringlid

**Site Code** CAR008

**Order No.** 4060A2002012

**Acct No.** C525

**Date** 30/09/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
24/09/2012	41318	Hardcore Delivered by Load	1.00	125.00	125.00
25/09/2012	22056-60	Hardcore Delivered by Load	5.00	125.00	625.00
26/09/2012	32486-90	Hardcore Delivered by Load	5.00	125.00	625.00
27/09/2012	32491-7	Hardcore Delivered by Load	7.00	125.00	875.00
28/09/2012	32498,9,5850-2	Hardcore Delivered by Load	5.00	125.00	625.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	2875.00
Vat 20% £	575.00
<b>Total £</b>	<b>3450.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
4897  
  
**Site Address**  
A23, Handcross to Warminglid

**Site Code** CAR008

**Order No.** 4080A2002012

**Acct No.** C525

**Date** 08/10/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
01/10/2012	35861-9	Hardcore Delivered by Load	9.00	125.00	1125.00
02/10/2012	35870-5	Hardcore Delivered by Load	6.00	125.00	750.00
03/10/2012	38892-6	Hardcore Delivered by Load	5.00	125.00	625.00
03/10/2012	40398,9	Hardcore Delivered by Load	2.00	125.00	250.00
04/10/2012	22250-7	Hardcore Delivered by Load	8.00	125.00	1000.00
04/10/2012	38897	Hardcore Delivered by Load	1.00	125.00	125.00
05/10/2012	22258-63	Hardcore Delivered by Load	6.00	125.00	750.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	4625.00
Vat 20% £	925.00
<b>Total £</b>	<b>5550.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
4943  
  
**Site Address**  
A23, Handcross to Warminglid

**Site Code** CAR008

**Order No.** 4060A2002012

**Acct No.** C525

**Date** 16/10/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
08/10/2012	22264-70	Hardcore Delivered by Load	7.00	125.00	875.00
11/10/2012	22275-83	Hardcore Delivered by Load	9.00	125.00	1125.00
11/10/2012	32742	Hardcore Delivered by Load	1.00	125.00	125.00
11/10/2012	23506-14	Hardcore Delivered by Load	9.00	125.00	1125.00
12/10/2012	23515-22	Hardcore Delivered by Load	8.00	125.00	1000.00
12/10/2012	22264-92	Hardcore Delivered by Load	9.00	125.00	1125.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	5375.00
Vat 20% £	1075.00
<b>Total £</b>	<b>6450.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service



**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
5093  
  
**Site Address**  
A23, Handcross to Warringlid

**Site Code** CAR008

**Order No.** 4060A2002012

**Acct No.** C525

**Date** 22/10/2012

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
15/10/2012	23524-30	Hardcore Delivered by Load	7.00	125.00	875.00
15/10/2012	23428-31	Hardcore Delivered by Load	4.00	125.00	500.00
16/10/2012	23532-5	Hardcore Delivered by Load	4.00	125.00	500.00
17/10/2012	22301	Hardcore Delivered by Load	1.00	125.00	125.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	2000.00
Vat 20% £	400.00
<b>Total £</b>	<b>2400.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
7021  
  
**Site Address**  
A23, Handcross to Warringlyd

**Site Code** CAR008

**Order No.** 4060A5002012

**Acct No.** C525

**Date** 25/03/2013

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
20/03/2013	63694	Concrete Away By Load	1.00	50.00	50.00
21/03/2013	59189-93	Concrete Away By Load	5.00	50.00	250.00
21/03/2013	63695	Concrete Away By Load	1.00	50.00	50.00
22/03/2013	36845,6	Concrete Away By Load	2.00	50.00	100.00
22/03/2013	61120,1	Concrete Away By Load	2.00	50.00	100.00
22/03/2013	59194-6,9	Concrete Away By Load	4.00	50.00	200.00
22/03/2013	63266,7	Concrete Away By Load	2.00	50.00	100.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	850.00
Vat 20% £	170.00
<b>Total £</b>	<b>1020.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**Accts Dept**  
Carillion Civil Engineering  
Invoice Processing  
PO Box 6855  
Wolverhampton  
  
WV1 9XD

**Invoice No.**  
7026  
  
**Site Address**  
A23, Handcross to Warringlid

**Site Code** CAR008

**Order No.** 4060A5002012

**Acct No.** C525

**Date** 25/03/2013

DATE	TICKET No.s	TYPE	QUANTITY	RATE	VALUE
22/03/2013	36847-50	Tarmac Load Away	4.00	90.00	360.00
22/03/2013	61122-5	Tarmac Load Away	4.00	90.00	360.00
22/03/2013	59197,8,200	Tarmac Load Away	3.00	90.00	270.00
22/03/2013	63265	Tarmac Load Away	1.00	90.00	90.00
23/03/2013	63268-70	Tarmac Load Away	3.00	90.00	270.00

Please make cheques payable to P J Brown (Construction) Ltd  
For BACS payments please use your customer account number  
as the reference. Sort Code : 20-24-00 Account Number : 53985105

Net £	1350.00
Vat 20% £	270.00
<b>Total £</b>	<b>1620.00</b>

E. & O. E.  
Terms:30 Days  
Prompt Payment Ensures Good Service

**WSCD019**



WSCD019 Google Earth Historical Aerial Photograph 06/06/2013



Wider context



Compound in closer detail





**WSCD020**



To whom it may concern,

**Reference: P J Brown site at Bolney**

Please find attached data of work completed since 2014, unfortunately this is where our data records end, but we have been continuously carrying out onsite repairs for plant and auxiliary equipment for the past 10 years.

Worksheets from the period 2014:

12968607  
12969428  
12970859  
12972165  
12972324  
12972898  
12981509  
12981522  
12982859  
12984686  
12987690  
12995620  
12996428  
12998774  
129100746  
129101427  
129101611  
129103135  
129103931  
129108371  
129110443  
129110548  
129111914

Yours faithfully

Mr D Peters  
Director Pirtek Ashford & Crawley





# WORK ORDER

0800 38 24 38

[www.pirtek.eu](http://www.pirtek.eu)

## PIRTEK CRAWLEY

Unit 5, Stockwell Trading Estate  
Stephenson Way, Crawley RH10 1TN

Tel: (01293) 571707. Fax: (01293) 571711

Email: [accounts@pirtekcrawlley.co.uk](mailto:accounts@pirtekcrawlley.co.uk)

Page: 1

**WORK ORDER NUMBER**  
**12968607**

**Customer Name:** P J Brown Construction Ltd

**Site Address:** BOLNEY, TIP OFF A23

**Description of Work:** CUT AND RE-END JETTING HOSE

**Location of Hose:** JETTING HOSE

**Date:**  
28/05/2014

**Job Ref. No:**

**Customer Order No:**  
MARK/Y359KAN

**Account Ref:**  
PJBS0100

**Technician:**  
Spare Eng 2

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
801-06-06	##801 SERIES (BSPP FEMALE)	1	£5.76	£3.46
UPN-06	##SWAGE FERRULE FOR BRAIDED HYDR	1	£4.75	£2.85
LABOUR	Labour (normal hrs)	0.5	£61.00	£15.00
SERVICE	Service Call (normal hrs)	1	£40.00	£20.00

### OPERATIONAL PROCEDURES

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

### MACHINE DETAILS

**Type:** SWEEPER  
**Serial/Reg.No:** Y395KAN  
**Mileage/Hours:** 278965

**Start:**  
28/05/2014 09:53:00  
**Finish:**  
28/05/2014 10:13:29

<b>Sub-total</b>	£41.31
<b>VAT</b>	£8.26
<b>Total</b>	£49.57

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE

PLEASE PRINT NAME

SIMON MARSHALL

PIRTEK CRAWLEY is the trading name of West Sussex Hydraulics Ltd, a limited liability company registered in the UK No. 10894948. Granted under licence from PIRTEK (UK) LTD





# WORK ORDER

0800 38 24 38

[www.pirtek.eu](http://www.pirtek.eu)

## PIRTEK CRAWLEY

Unit 5, Stockwell Trading Estate  
Stephenson Way, Crawley RH10 1TN  
Tel: (01293) 571707. Fax: (01293) 571711  
Email: [accounts@pirtekcrawlley.co.uk](mailto:accounts@pirtekcrawlley.co.uk)

Page: 1

**WORK ORDER NUMBER**  
**12969428**

**Customer Name:** P J Brown Construction Ltd

**Site Address:** BOLNEY, LAND FILL SITE

**Description of Work:** MAKE HOSE TO PATTERN NOT FITTED OR TESTED

**Location of Hose:** NA

**Date:**  
24/06/2014

**Job Ref. No:**

**Customer Order No:**  
MARK/PL147

**Account Ref:**  
PJBS0100

**Technician:**  
Tom Healey

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM35-06	##PFM 350 BAR BRAIDED HOSE	1.34	£26.20	£21.06
UPN-06	##SWAGE FERRULE FOR BRAIDED HYDR	2	£4.52	£5.42
801-06-06	##801 SERIES (BSPP FEMALE)	1	£5.49	£3.29
851-06-06	##851 SERIES (BSPP FEMALE 90 DEG	1	£10.88	£6.53
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£3.00	£0.00
800-AC-B	#ASSEMBLY CHARGE - 800 SERIES - BRAIDED HOSE	1	£19.00	£11.40
SERVICE	Service Call (normal hrs)	1	£40.00	£20.00

### OPERATIONAL PROCEDURES

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

### MACHINE DETAILS

**Type:** 20TON DIGGER  
**Serial/Reg.No:** V20  
**Mileage/Hours:** 1872

**Start:**  
24/06/2014 10:04:31  
**Finish:**  
24/06/2014 10:22:23

<b>Sub-total</b>	£67.70
<b>VAT</b>	£13.54
<b>Total</b>	£81.24

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE

PLEASE PRINT NAME

STUART

PIRTEK CRAWLEY is the trading name of West Sussex Hydraulics Ltd, a limited liability company registered in the UK No. 10894948. Granted under licence from PIRTEK (UK) LTD



Unit 5, Stockwell Trading Estate  
 Stephenson Way. Crawley RH10 1TN  
 Tel: (01293) 571707. Fax: (01293) 571711  
 Email: accounts@pirtek-crawley.co.uk

**WORK ORDER NUMBER**  
**12970859**

**WORK ORDER**  
 0800 38 24 38 [www.pirtek.eu](http://www.pirtek.eu)

**Customer Name:** P J Brown Construction Ltd

**Site Address:** BOLNEY, TIP OFF A23

**Description of Work:** MAKE HOSE TO PATTERN NOT FITTED OR TESTED

**Location of Hose:**

**Date:**  
09/08/2014

**Job Ref. No:**

**Customer Order No:**  
2139SC

**Account Ref:**  
PJBS0100

**Technician:**  
Tom Healey

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM35S-20	#PFM 350 BAR SPIRAL HOSE	0.89	£141.88	£75.76
1801-20-20	#1801 SERIES BSPP FEMALE	2	£91.75	£110.10
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£3.00	£0.00
S1-PART	CJDP-20-20	1	£76.80	£46.08
LABOUR	Labour (normal hrs)	0.75	£61.00	£22.50
DEPOTCALL	Call from Depot (normal hrs)	1	£40.00	£0.00

**OPERATIONAL PROCEDURES**

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

**MACHINE DETAILS**

**Type:** CONCRETE  
**Serial/Reg.No:**  
**Mileage/Hours:**

**Start:**  
09/08/2014 10:04:38  
**Finish:**  
09/08/2014 10:47:24

<b>Sub-total</b>	£254.44
<b>VAT</b>	£50.89
<b>Total</b>	£305.33

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE



PLEASE PRINT NAME

SEAN



**PIRTEK CRAWLEY**

Unit 5, Stockwell Trading Estate  
 Stephenson Way, Crawley RH10 1TN  
 Tel: (01293) 571707. Fax: (01293) 571711  
 Email: accounts@pirtekcrawlley.co.uk

**WORK ORDER NUMBER**  
**12972165**

**WORK ORDER**  
 0800 38 24 38 [www.pirtek.eu](http://www.pirtek.eu)

**Customer Name:** P J Brown Construction Ltd  
**Site Address:** BOLNEY, PJ BROWN TIP  
**Description of Work:** MAKE UP HOSE TO PATTERN, NOT FITTED  
**Location of Hose:**

**Date:** 26/09/2014  
**Job Ref. No:**  
**Customer Order No:** MARK-WARRIER 1800  
**Account Ref:** PJBS0100  
**Technician:** Nathan Soutter

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM25-12	##PFM 250 BAR BRAIDED HOSE	2.87	£43.52	£74.94
801-12-12	##801 SERIES (BSPP FEMALE)	1	£14.03	£8.42
851-12-12	##851 SERIES (BSPP FEMALE 90 DEG	1	£32.32	£19.39
UPN-12	##SWAGE FERRULE FOR BRAIDED HYDR	2	£13.38	£16.06
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£3.00	£0.00
800-AC-B	#ASSEMBLY CHARGE - 800 SERIES - BRAIDED HOSE	1	£19.00	£11.40
SERVICE	Service Call (normal hrs)	1	£40.00	£20.00

**OPERATIONAL PROCEDURES**


- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

**MACHINE DETAILS**  
 Type: POWER  
 Serial/Reg.No: WARRIER  
 Mileage/Hours: 2499

**Start:** 26/09/2014 14:01:59  
**Finish:** 26/09/2014 14:20:51

<b>Sub-total</b>	£150.21
<b>VAT</b>	£30.04
<b>Total</b>	£180.25

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE 	PLEASE PRINT NAME <b>SHAUN</b>
---	-----------------------------------

PIRTEK CRAWLEY is the trading name of West Sussex Hydraulics Ltd, a limited liability company registered in the UK No. 10894948. Granted under licence from PIRTEK (UK) LTD





# WORK ORDER

0800 38 24 38

[www.pirtek.eu](http://www.pirtek.eu)

 Unit 5, Stockwell Trading Estate  
 Stephenson Way, Crawley RH10 1TN  
 Tel: (01293) 571707. Fax: (01293) 571711  
 Email: [accounts@pirtekcreawley.co.uk](mailto:accounts@pirtekcreawley.co.uk)
**WORK ORDER NUMBER**  
**12972324**

<b>Customer Name:</b> P J Brown Construction Ltd	<b>Date:</b> 02/10/2014
<b>Site Address:</b> BOLNEY, TIP	<b>Job Ref. No:</b>
<b>Description of Work:</b> HOSE TO PATTERN	<b>Customer Order No:</b> MARK/WARRIOR 1800
<b>Location of Hose:</b>	<b>Account Ref:</b> PJBS0100
<b>This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health &amp; Safety (OHSAS 18001) accreditations and procedures</b>	<b>Technician:</b> Warren Rivers

Part Number	Description	Qty	Unit Price	Amount
PFM35-04	##PFM 350 BAR BRAIDED HOSE	1.66	£25.26	£25.16
UPN-04	##SWAGE FERRULE FOR BRAIDED HYDR	2	£3.83	£4.60
801-04-04	##801 SERIES (BSPP FEMALE)	2	£4.61	£5.53
HKS-01	##HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£3.00	£0.00
AH-06-04	##BSPP MALE X BSPP MALE	2	£3.38	£4.06
LABOUR	Labour (normal hrs)	0.5	£61.00	£15.00
DEPOTCALL	Call from Depot (normal hrs)	1	£40.00	£0.00

**OPERATIONAL PROCEDURES**

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

**MACHINE DETAILS**

 Type: **POWERSCREEN**  
 Serial/Reg.No: **WARRIOR**  
 Mileage/Hours:

 Start: 02/10/2014 16:23:49  
 Finish: 02/10/2014 16:42:35

<b>Sub-total</b>	£54.35
<b>VAT</b>	£10.87
<b>Total</b>	£65.22

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE



PLEASE PRINT NAME

**SEAN**

Unit 5, Stockwell Trading Estate  
 Stephenson Way, Crawley RH10 1TN  
 Tel: (01293) 571707. Fax: (01293) 571711  
 Email: accounts@pirtek-crawley.co.uk

**WORK ORDER NUMBER**  
**12972898**

**WORK ORDER**  
 0800 38 24 38 [www.pirtek.eu](http://www.pirtek.eu)

**Customer Name:** P J Brown Construction Ltd  
**Site Address:** BOLNEY, A23 LANDFILL  
**Description of Work:** REPLACED BURST HOSE AS SHOWN BY OPERATOR ,TESTED ALL OK .  
**Location of Hose:** REAR DOOR

**Date:** 23/10/2014  
**Job Ref. No:**  
**Customer Order No:** MARK/RX08 FZL  
**Account Ref:** PJBS0100  
**Technician:** Graham Senior

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM35-04	##PFM 350 BAR BRAIDED HOSE	4.15	£25.26	£62.90
801-04-04	##801 SERIES (BSPP FEMALE)	2	£4.61	£5.53
UPN-04	##SWAGE FERRULE FOR BRAIDED HYDR	2	£3.83	£4.60
HKS-01	##HOSE CLEAN PELLET CHARGE UP TO 1 INCH	1	£3.00	£0.00
CVDP-04-04	##BSPP MALE X BSPP FEMALE 90 DEG	1	£14.33	£8.60
ENV-OB-DISP	##ENVIRONMENTAL OIL SPILL PAD SUPPLY & DISPOSAL (EWC 15 02 02)	1	£3.00	£0.00
CT-02	##CABLE TIES TIE	8	£0.16	£0.77
LABOUR	Labour (normal hrs)	1	£61.00	£30.00
DEPOTCALL	##DEPOTCALL	1	£40.00	£0.00

**OPERATIONAL PROCEDURES**


- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

**MACHINE DETAILS**  
**Type:** ROADSWEPPER  
**Serial/Reg.No:** RX08 FZL  
**Mileage/Hours:** 134747

**Start:** 23/10/2014 12:09:32  
**Finish:** 23/10/2014 13:07:49

<b>Sub-total</b>	£112.40
<b>VAT</b>	£22.48
<b>Total</b>	£134.88

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE 	PLEASE PRINT NAME JOHN COLLIER
--	-----------------------------------



Unit 5, Stockwell Trading Estate  
 Stephenson Way, Crawley RH10 1TN  
 Tel: (01293) 571707. Fax: (01293) 571711  
 Email: accounts@pirtekcrawlley.co.uk

**WORK ORDER NUMBER**  
**12981509**

**WORK ORDER**  
 0800 38 24 38 [www.pirtek.eu](http://www.pirtek.eu)

<b>Customer Name:</b> P J Brown Construction Ltd	<b>Date:</b> 30/09/2015
<b>Site Address:</b> BOLNEY, TIP OFF A23 RH17 5QD	<b>Job Ref. No:</b>
<b>Description of Work:</b> REMOVED BLOWN HOSE MADE NEW HOSE TO PATTERN AND REFITTED MACHINE TESTED	<b>Customer Order No:</b> H0265
<b>Location of Hose:</b> 129/001952 VALVE BLOCK TO TANK	<b>Account Ref:</b> PJBS0100
<b>This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health &amp; Safety (OHSAS 18001) accreditations and procedures</b>	<b>Technician:</b> Kenny Gwyther

Part Number	Description	Qty	Unit Price	Amount
PFM25-16	##PFM 250 BAR BRAIDED HOSE	3.2	£78.31	£150.36
UPN-16	##SWAGE FERRULE FOR BRAIDED HYDR	2	£22.54	£27.05
801-16-16	##801 SERIES (BSPP FEMALE)	2	£20.45	£24.54
HKS-01	##HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£0.00	£0.00
ENV-OB-DISP	##ENVIRONMENTAL OIL SPILL PAD SUPPLY & DISPOSAL	6	£3.00	£0.00
LABOUR	Labour (normal hrs)	1.5	£61.00	£45.00
DEPOTCALL	Call from Depot (normal hrs)	1	£40.00	£0.00

**OPERATIONAL PROCEDURES**

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

**MACHINE DETAILS**

Type: **CRUSHER**

Serial/Reg.No: C12


Mileage/Hours: 7285

Start: 30/09/2015 09:12:56

Finish: 30/09/2015 10:32:40

<b>Sub-total</b>	£246.95
<b>VAT</b>	£49.39
<b>Total</b>	£296.34

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE 	PLEASE PRINT NAME ALAN (FITTER)
--	------------------------------------





# WORK ORDER

0800 38 24 38

[www.pirtek.eu](http://www.pirtek.eu)

## PIRTEK CRAWLEY

Unit 5, Stockwell Trading Estate  
Stephenson Way, Crawley RH10 1TN

Tel: (01293) 571707. Fax: (01293) 571711

Email: [accounts@pirtekcrawlley.co.uk](mailto:accounts@pirtekcrawlley.co.uk)

Page: 1

**WORK ORDER NUMBER**  
**12981522**

**Customer Name:** P J Brown Construction Ltd

**Site Address:** BOLNEY, BROWNS TIP

**Description of Work:** MADE NEW HOSE TO PATTERN AS REQUESTED

**Location of Hose:** 129/001953 PATTERN

**Date:**  
30/09/2015

**Job Ref. No:**

**Customer Order No:**  
MARK/C12 CRUSHER

**Account Ref:**  
PJBS0100

**Technician:**  
Kenny Gwyther

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM25-12	##PFM 250 BAR BRAIDED HOSE	3.29	£43.52	£85.91
UPN-12	##SWAGE FERRULE FOR BRAIDED HYDR	2	£13.38	£16.06
801-12-12	##801 SERIES (BSPP FEMALE)	2	£14.03	£16.84
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£0.00	£0.00
HAC-01	#ASSEMBLY CHARGE	1	£22.00	£13.20

### OPERATIONAL PROCEDURES

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

### MACHINE DETAILS

**Type:** CRUSHER  
**Serial/Reg.No:** C12  
**Mileage/Hours:** 7825

**Start:**  
30/09/2015 10:48:22  
**Finish:**  
30/09/2015 11:06:27

<b>Sub-total</b>	£132.01
<b>VAT</b>	£26.40
<b>Total</b>	£158.41

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE

PLEASE PRINT NAME

ALAN

PIRTEK CRAWLEY is the trading name of West Sussex Hydraulics Ltd, a limited liability company registered in the UK No. 10894948.  
Granted under licence from PIRTEK (UK) LTD

P (F) 475 Rev.1, Oct 2014





Unit 5, Stockwell Trading Estate  
 Stephenson Way, Crawley RH10 1TN  
 Tel: (01293) 571707. Fax: (01293) 571711  
 Email: accounts@pirtek-crawley.co.uk

**WORK ORDER NUMBER**  
**12982859**

**WORK ORDER**  
 0800 38 24 38 [www.pirtek.eu](http://www.pirtek.eu)

**Customer Name:** P J Brown Construction Ltd  
**Site Address:** BOLNEY, TIP OFF A23 BEFORE BOLNEY, SOUTHBOUND, RH175QD  
**Description of Work:** MADE NEW HOSE TO PATTERN  
**Location of Hose:** 129/003830 PATTERN

**Date:** 23/11/2015  
**Job Ref. No:**  
**Customer Order No:** MARK-PL124  
**Account Ref:** PJBS0100  
**Technician:** Kenny Gwyther

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM35-06	##PFM 350 BAR BRAIDED HOSE	1.78	£27.51	£29.38
UPN-06	##SWAGE FERRULE FOR BRAIDED HYDR	2	£4.75	£5.70
801-06-06	##801 SERIES (BSPP FEMALE)	2	£5.76	£6.91
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£0.00	£0.00
HAC-01	#ASSEMBLY CHARGE	1	£22.00	£13.20
DEPOTCALL	Call from Depot (normal hrs)	1	£40.00	£0.00

**OPERATIONAL PROCEDURES**

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

**MACHINE DETAILS**

Type: EC140V  
 Serial/Reg.No: EC140V BOLNEY  
 Mileage/Hours: 3776

Start: 23/11/2015 10:56:12  
 Finish: 23/11/2015 11:08:38

Sub-total	£55.19
VAT	£11.04
<b>Total</b>	<b>£66.23</b>

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE	PLEASE PRINT NAME
	SHAUN



Unit 5, Stockwell Trading Estate  
 Stephenson Way, Crawley RH10 1TN  
 Tel: (01293) 571707. Fax: (01293) 571711  
 Email: accounts@pirtekcrawlley.co.uk

**WORK ORDER NUMBER**  
**12984686**

**WORK ORDER**

0800 38 24 38 [www.pirtek.eu](http://www.pirtek.eu)

**Customer Name:** P J Brown Construction Ltd  
**Site Address:** BOLNEY, A23 TIP  
**Description of Work:** REMOVE BURST HOSE MAKE NEW AND RE FIT  
**Location of Hose:** 129005075 QUICK HITCH

**Date:** 12/02/2016  
**Job Ref. No:**  
**Customer Order No:** MARK-PL124  
**Account Ref:** PJBS0100  
**Technician:** Warren Rivers

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM35-04	##PFM 350 BAR BRAIDED HOSE	0.9	£25.26	£13.64
UPN-04	##SWAGE FERRULE FOR BRAIDED HYDR	2	£3.83	£4.60
801-06-04	#801 SERIES (BSPP FEMALE)	1	£6.97	£4.18
898-04-04	##898 SERIES (BSP BANJO)	1	£11.10	£6.66
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£0.00	£0.00
Z-04	##SELF CENTRALISING IMPERIAL BON	2	£0.43	£0.52
ZZ-SGX-20	SPIRAL GUARD BLACK 20MM	0.9	£6.89	£3.72
LABOUR	Labour (normal hrs)	0.5	£61.00	£15.00
DEPOTCALL	#DEPOTCALL	1	£40.00	£0.00

**OPERATIONAL PROCEDURES**

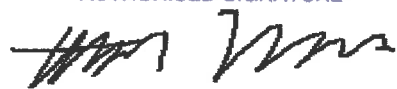
- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

**MACHINE DETAILS**  
 Type: VOLVO 140B  
 Serial/Reg.No: 124  
 Mileage/Hours: 9788

**Start:** 12/02/2016 07:44:57  
**Finish:** 12/02/2016 08:06:46

<b>Sub-total</b>	£48.32
<b>VAT</b>	£9.66
<b>Total</b>	£57.98

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE 	PLEASE PRINT NAME KEIRAN
--	-----------------------------



# WORK ORDER

0800 38 24 38

www.pirtek.eu

## PIRTEK CRAWLEY

Unit 5, Stockwell Trading Estate  
Stephenson Way, Crawley RH10 1TN

Tel: (01293) 571707. Fax: (01293) 571711

Email: accounts@pirtekcrawlley.co.uk

**WORK ORDER NUMBER**  
**12987690**

**Customer Name:** P J Brown Construction Ltd  
**Site Address:** BOLNEY, A23 SOUTH, BEFORE BOLNEY , RH17 5QD  
**Description of Work:** REMOVE BURST HOSES MAKE NEW AND FIT MACHINE TESTED ALL OK  
**Location of Hose:** QUICK HITCH /PUMP 129006807-808

**Date:**  
03/06/2016

**Job Ref. No:**

**Customer Order No:**  
MARK/ PL 124

**Account Ref:**  
PJBS0100

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

**Technician:**  
Spare Eng 2

Part Number	Description	Qty	Unit Price	Amount
PFM35-04	##PFM 350 BAR BRAIDED HOSE	0.95	£25.26	£14.40
UPN-04	##SWAGE FERRULE FOR BRAIDED HYDR	2	£3.83	£4.60
801-04-04	##801 SERIES (BSPP FEMALE)	1	£4.61	£2.77
898-04-04	##898 SERIES (BSP BANJO)	1	£11.10	£6.66
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£0.00	£0.00
Z-04	##SELF CENTRALISING IMPERIAL BON	2	£0.43	£0.52
PFM35-08	##PFM 350 BAR BRAIDED HOSE	3.32	£35.25	£70.22
UPN-08	##SWAGE FERRULE FOR BRAIDED HYDR	2	£6.18	£7.42
808-08-08	JIS-BSPP FEMALE 45 DEG	2	£12.65	£15.18
CVDP-08-08	#BSPP MALE X BSPP FEMALE 90 DEG	1	£20.12	£12.07
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£0.00	£0.00
ENV-08-DISP	#ENVIRONMENTAL OIL SPILL PAD SUPPLY & DISPOSAL	2	£3.00	£0.00
CT-02	#CABLE TIES TIE	3	£0.16	£0.29
LABOUR	Labour (normal hrs)	1	£61.00	£30.00
SERVICE	#SERVICE CALL	1	£40.00	£0.00

### OPERATIONAL PROCEDURES

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

### MACHINE DETAILS

Type: EC140  
Serial/Reg.No: 124  
Mileage/Hours: 10078

Start:  
03/06/2016 07:55:21  
Finish:  
03/06/2016 09:03:40

Sub-total	£164.13
VAT	£32.81
<b>Total</b>	<b>£196.94</b>

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE



PLEASE PRINT NAME

K THOMAS



# WORK ORDER

0800 38 24 38

[www.pirtek.eu](http://www.pirtek.eu)

## PIRTEK CRAWLEY

Unit 5, Stockwell Trading Estate  
Stephenson Way, Crawley RH10 1TN

Tel: (01293) 571 707. Fax: (01293) 571 711

Email: [accounts@pirtekcrawlley.co.uk](mailto:accounts@pirtekcrawlley.co.uk)

**WORK ORDER NUMBER**

**12995620**

**Customer Name:** P J Brown Construction Ltd  
**Site Address:** BOLNEY, TIP OFF A23 BOLNEY  
**Description of Work:** MADE UP HOSE TO PATTERN  
**Location of Hose:** 129010982 PATTERN

**Date:**  
27/03/2017

**Job Ref. No:**

**Customer Order No:**  
MARK PL217

**Account Ref:**  
PJBS0100

**Technician:**  
Hermano Alves

This work has been completed in accordance with Pirtek quality (ISO 9001), environmental (ISO 14001) and Health & Safety (OHSAS 18001) accreditations and procedures

Part Number	Description	Qty	Unit Price	Amount
PFM25-12	##PFM 250 BAR BRAIDED HOSE	1.27	£47.44	£36.15
UPN-12	##SWAGE FERRULE FOR BRAIDED HYDR	2	£14.58	£17.50
805-17-12	##805 SERIES (JIC FEMALE)	2	£17.15	£20.58
HKS-01	#HOSECLEAN PELLET CHARGE UP TO 1 INCH	1	£0.00	£0.00
HAC-01	#ASSEMBLY CHARGE	1	£22.00	£13.20
SERVICE	#SERVICE CALL	1	£42.00	£21.00

### OPERATIONAL PROCEDURES

- Hoses cleaned
- Hoses tagged
- Covers & clamps replaced
- Oil level checked
- Machine tested
- Site damage
- Oil disposal
- Return old hose to Centre

### MACHINE DETAILS

Type:  
Serial/Reg.No:  
Mileage/Hours: N/a

Start:  
27/03/2017 16:23:00  
Finish:  
27/03/2017 16:38:49

<b>Sub-total</b>	£108.43
<b>VAT</b>	£21.69
<b>Total</b>	£130.12

I hereby certify receipt of goods and have read and understood the Conditions referred to

AUTHORISED SIGNATURE



PLEASE PRINT NAME

**BILLIE**

Criteria:

Invoice Number	Workorderno	OrderDate	CompanyName	TotalExcVAT	TotalIncVAT	CustomerPO	Status
134072	12968607	28/05/14	P J Brown Construction Ltd	41.31	49.57	Mark/Y359KAN	Completed
134729	12969428	24/06/14	P J Brown Construction Ltd	67.70	81.24	Mark/PL1147	Completed
135946	12970859	09/08/14	P J Brown Construction Ltd	254.44	305.33	2139SC	Completed
136913	12972165	26/09/14	P J Brown Construction Ltd	150.21	180.25	mark-warrior 1800	Completed
137169	12972324	02/10/14	P J Brown Construction Ltd	54.35	65.22	Mark/Warrior 1800 screener	Completed
137487	12972898	23/10/14	P J Brown Construction Ltd	112.40	134.88	Mark/RX08 FZL	Completed
144581	12981509	30/09/15	P J Brown Construction Ltd	246.95	296.34	H0265	Completed
144579	12981522	30/09/15	P J Brown Construction Ltd	132.01	158.41	Mark/C12 Crusher	Completed
145730	12982859	23/11/15	P J Brown Construction Ltd	55.19	66.23	Mark-PL124	Completed
147152	12984686	12/02/16	P J Brown Construction Ltd	48.32	57.98	Mark-PL124	Completed
149670	12987690	03/06/16	P J Brown Construction Ltd	164.13	196.94	Mark/ PL 124	Completed
155815	12995620	27/03/17	P J Brown Construction Ltd	108.43	130.12	Mark PL217	Completed
156486	12996428	25/04/17	P J Brown Construction Ltd	114.91	137.89	Mark /PL Warrior Screener	Completed
158242	12998774	18/07/17	P J Brown Construction Ltd	65.11	78.13	PL217	Completed
159649	129100746	29/09/17	P J Brown Construction Ltd	296.51	355.81	Mark/ L150E	Completed
160214	129101427	24/10/17	P J Brown Construction Ltd	76.85	92.23	Mark PL152	Completed
160352	129101611	31/10/17	P J Brown Construction Ltd	631.70	758.04	H1489	Completed
166136	129103135	08/01/18	P J Brown Construction Ltd	60.30	72.36	H1711	Completed
166823	129103931	07/02/18	P J Brown Construction Ltd	396.03	475.21	H1795	Completed
170154	129108371	13/07/18	P J Brown Construction Ltd	412.99	495.58	Mark/Crusher	Completed
171722	129110443	28/09/18	P J Brown Construction Ltd	136.17	163.40	Mark/ Warrior 1800	Completed
171836	129110548	02/10/18	P J Brown Construction Ltd	154.02	184.82	AP219	Completed
172805	129111914	26/11/18	P J Brown Construction Ltd	169.96	203.96	AP463	Completed

**WSCD021**





Wider context



Compound in closer detail



**WSCD022**





WSCD022 Google Earth Historical Aerial Photograph 10/09/2015



Wider context



Compound in closer detail



**WSCD023**







14 May 2018





**WSCD024**



WSCD024 Google Earth Historical Aerial Photograph 06/08/2018



Wider context



Compound in closer detail



**WSCD025**



WSCD025 Google Earth Historical Aerial Photograph 10/10/2018:



Wider context



Compound in closer detail



