



Examination of the
Horsham District Local Plan 2023-2040

MATTER 9, ISSUE 2: SETTLEMENT SITE ALLOCATIONS

HEARING STATEMENT

Prepared by Blue Fox Planning Ltd on behalf of:

Richborough

Representation Numbers: 1207902, 1211480 and
1211486

November 2024

Table of Contents

1. INTRODUCTION	3
2. MATTER 9, ISSUE 2 – WHETHER THE OTHER SITES (SETTLEMENT SITE ALLOCATIONS) ALLOCATED IN THE PLAN AND ASSOCIATED POLICIES ARE JUSTIFIED, EFFECTIVE, CONSISTENT WITH NATIONAL POLICY AND POSITIVELY PREPARED?	4

APPENDIX 1 – ILLUSTRATIVE MASTER PLAN – GLEBE FARM, STEYNING

APPENDIX 2 – REPORT TO PLANNING COMMITTEE SOUTH – 26TH SEPTEMBER 2024

1. Introduction

1.1 This Hearing Statement has been prepared by Blue Fox Planning Ltd on behalf of Richborough. This Statement has been prepared in response to Matter 9, Issues 2, specifically question 13 “Is Strategic Policy HA17: Steyning Housing Allocation sound?”

1.2 The Steyning allocation, as denoted by STE1 is Glebe Farm Steyning. Policy HA17 is as follows:

“Strategic Policy HA17: Steyning Housing Allocation.

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 265 homes:

STE1: Land at Glebe Farm, 14 hectares (265 homes)...”.

1.3 Glebe Farm, Steyning is one of two sites controlled and promoted by Richborough within the District; the other being Land off Coneyhurst Road, East of Billingshurst.

1.4 The Glebe Farm site was subject to an outline application submitted on behalf of Richborough in September 2021. The LPA’s reference for the application is DC/21/2233 and the description of development is as follows:

“Outline application for up to 265 dwellings, demolition of No. 37 Kings Barn Lane to provide new pedestrian/cycle/emergency link, provision of vehicular access from the A283 Steyning by-pass, provision of public open space, community orchard, sustainable drainage and other ancillary and enabling works. All matters reserved except for vehicular access from A283.”

1.5 On 26th September 2024, Horsham District Council’s (HDC) Planning Committee South resolved that outline planning permission should be granted subject to the completion of the necessary Section 106 Agreement(s). At the time of preparing this Statement, the two S106 Agreements relating to the site were in the process of being engrossed and the formal Decision Notice expected imminently. We will update the Examination Inspector as appropriate once the decision has been issued.

1.6 It is considered that the granting of consent for this allocation demonstrates beyond reasonable doubt that the proposed allocation is available, achievable and deliverable for development. Further, its soundness has been robustly scrutinised throughout the application process.

1.7 This Statement will explain the process that has led to the resolution to grant planning permission for development at STE1: Glebe Farm Steyning.

2. Matter 9, Issue 2 – Whether the other sites (settlement site allocations) allocated in the Plan and associated policies are justified, effective, consistent with national policy and positively prepared?

Q13. Is Strategic Policy HA17: Steyning Housing Allocation sound?

a) STE1?

b) Are odour or noise mitigation measures necessary?”

- 2.1 As set out in the introduction section, the Glebe Farm Steyning allocation was the subject of an outline planning application (LPA reference DC/21/2233) which was submitted in September 2021. On 26th September 2024, Horsham District Council resolved, subject to conditions, to grant planning permission.

Pre-Application Advice

- 2.2 The submission of the application followed extensive pre-application engagement with the LPA, with initial discussions taking place in 2017. A detailed request for pre-application advice was submitted in August 2020 and an agreement reached that a Planning Performance Agreement (PPA) would be entered into. The PPA was formally signed in October 2020.
- 2.3 A site visit with Development Management, Planning Policy and Landscape Officers of HDC took place on 18th September 2020. The purpose of the site visit was for Officers to get a direct understanding of the site and its context as well as the emerging proposals being prepared by the Richborough team.
- 2.4 A series of pre-application meetings subsequently took place from October 2020, with the final pre-application taking place on 24th August 2021. These are summarised below:
 - **18th September 2020 – Site Visit.** Attended by:
 - Richborough and project team
 - Land Owner
 - Senior Planning Officer/ Case Officer (HDC)
 - Planning Policy Team Leader (HDC)
 - Senior Landscape Officer (HDC)

- **30th November 2020 – Meeting with Horsham District Council and the South Downs National Park Authority.** Present:
 - Richborough and project team
 - Senior Planning Officer/ Case Officer (HDC)
 - Senior Landscape Officer (HDC)
 - Planning Policy Lead (1) (SDNPA)
 - Planning Policy Lead (2) (SDNPA)
 - Landscape Officer (SDNPA)

- **2nd February 2021 – Further meeting with Horsham District Council and the South Downs National Park.** Present:
 - Richborough and project team
 - Senior Planning Officer/ Case Officer (HDC)
 - Senior Landscape Officer (HDC)
 - Planning Policy Lead (1) (SDNPA)
 - Planning Policy Lead (2) (SDNPA)
 - Landscape Officer (SDNPA)

- **14th June 2021 – Meeting with HDC.** Present:
 - Richborough and project team
 - Senior Planning Officer/ Case Officer (HDC)
 - Major Projects Team Leader (HDC)
 - Planning Policy Team Leader (HDC)
 - Senior Landscape Officer (HDC)

- **11th August 2021 – Meeting with HDC.** Present:
 - Richborough and project team
 - Senior Planning Officer/ Case Officer (HDC)
 - Major Projects Team Leader (HDC)
 - Planning Policy Team Leader (HDC)
 - Senior Landscape Officer (HDC)

- **24th August 2021 – Meeting with HDC.** Present:
 - Richborough and project team
 - Senior Planning Officer/ Case Officer (HDC)
 - Major Projects Team Leader (HDC)
 - Planning Policy Team Leader (HDC)
 - Senior Landscape Officer (HDC)

2.1 It should be noted that other engagement was taking place outside of the formal pre-application process. In addition, the pre-application acted as a catalyst for other discussions including with Housing Enabling and Public Rights of Way Officers.

- 2.2 This extensive pre-application process ensured that the Council's aspirations and expectations for the site were understood and fully informed the subsequent planning application.

Outline Planning Application

- 2.3 The application was formally submitted on 28th September 2021 and given the reference DC/21/2233. At the point of submission, the application included the following:

- Design and Access Statement
- Land Use Parameters Plan
- Building Heights Parameter Plan
- Green and Blue Infrastructure Parameters Plan
- Air Quality Assessment
- Archaeological Assessment
- Agricultural Land Classification
- Built Heritage Statement
- Ecological Assessment
- Flood Risk Assessment
- Landscape and Visual Assessment
- Ground Investigations– Desk Study
- Noise Impact Assessment
- Air Quality Assessment
- Statement of Community Involvement
- Sustainability and Energy Statement
- Transport Assessment
- Travel Plan
- Tree Survey
- Utilities Plan

- 2.4 These reports and other application documents can be forwarded to the Inspector if this would be of use. The illustrative Masterplan for the site is attached at Appendix 1 of this Statement.

Appendix 1 – Illustrative Master Plan

- 2.5 In respect of Examination question 13b, the Inspector is respectfully asked to note that both a Noise Impact Assessment and an Air Quality Assessment were submitted as part of the application. The Air Quality Assessment, produced by Ensafé concluded:

“The overall significance of potential impacts was determined to be not significant in accordance with the EPUK and IAQM guidance.

Based on the assessment results, and following the implementation of approved off setting measures, air quality issues are not considered a constraint to planning consent for the Proposed Development.”

2.6 The Noise Impact Assessment, also prepared by Ensafe, advised that:

- The assessment has been completed with due regard to the requirements of Horsham District Council and addresses specific commercial sources that they have identified in addition to road traffic noise.
- The ProPG: Planning & Noise - Stage 1 risk assessment indicates that the development site is likely to be acceptable from a noise perspective, and the application need not normally be delayed on noise grounds. Nevertheless, a more detailed analysis has been conducted.
- A noise survey has been completed to quantify road traffic noise from the Steyning by-pass. Additionally, commercial and background/residual sound surveys have been undertaken.
- The noise surveys have been used to develop a 3D computer model of noise propagation across the site including all significant noise sources and with full topography, and to inform a scheme of mitigation measures required to ensure a commensurate level of protection against noise for future occupants.
- The Noise Impact Assessment has recommended a passive ventilation strategy is employed in most dwellings to the west of the site, with the very closest dwellings also requiring an enhanced glazing specification to meet the BS8233:2014 criteria.
- All commercial sources were found to have a negligible initial estimation of impact and the subsequent consideration of context and uncertainty reinforces this finding.
- The assessment is based upon robust and worst-case assumptions and demonstrates that, in principle and subject to the incorporation of the identified mitigation measures, there should be no adverse impact at the proposed dwellings as a result of existing noise, and the site is suitable for the promotion of residential development.

2.7 Based on the above, we do not consider that the Glebe Farm site warrants specific, additional mitigation measures on these matters as is proposed by HM102 of SD14. Nevertheless, the matters raised in the proposed Modification have already been fully and appropriately addressed through the planning application and this is reflected in the Committee Report.

Planning Application Determination

- 2.8 The planning application was subject to extensive scrutiny including in respect of highways, landscape, ecology and water neutrality prior to being presented to Committee on 26th September 2024. The level of scrutiny and assessment that took place is evident from the Officer's Report which is attached as Appendix 2 of this statement.

Appendix 2 – Report to Planning Committee South – 26th September 2024

- 2.9 The Report sets out a detailed evaluation of the proposals including against the adopted and emerging Development Plan as well as the array of statutory and non-statutory consultee comments. The Inspector's attention is respectfully drawn to Section 6 of the Report which sets out the Planning Assessment of the application. Specifically, paragraph 6.7 states:

"The application site is allocated within the submission HDLP for 'at least' 265 homes under policy HA17. The allocations within the submission HDLP have been informed by the SHELAA (Reg 18, 2018), site assessments, and a sustainability appraisal. The findings of the SHELAA and site assessments do not in themselves preclude the future allocation..."

- 2.10 Paragraph 6.8 of the report states:

"...Horsham District Council has allocated the site in its forthcoming Local Plan indicating it considers the site to be sustainable as part of a sustainable strategy for growth in the wider district, and this Local Plan strategy has been subject to public consultation. The evidence base for the Local Plan supports the selection of the site for residential development of at least 265 residential units and associated infrastructure, to be appropriate, having consideration of all environmental constraints and opportunities that deliver development that is sustainable."

- 2.11 In reaching a "Conclusion in Principle", paragraph 6.27 of the Report states:

"...whilst the allocation of the site within the submission HDLP only carries limited weight at this stage of Plan preparation, the current application site is nevertheless identified as a sustainable site for this quantum of development and judged to be in proportion to the scale and size of Steyning town and its function, noting that the site is within walking distance of the principal community and commercial facilities in the town. The approach to site selection in the emerging local plan is evidence-based and robust, and underpinned by a professionally prepared assessments of housing needs. As a result, the current application proposal for up to 265 dwellings on this site is

considered proportionate to the evidence base that supports this site's allocation for housing development in the submission HDLP. Within this context alone the development of this site for up to 265 homes is considered to sustainable development, subject to all other considerations." (Blue Fox emphasis)

2.12 Paragraphs 6.186 to 6.196 draw the assessment of the proposals together to advise Members on the Planning Balance. In doing so, this section of the report considers:

- Heritage balance
- Overall Scheme Benefits
- Overall Scheme Adverse Impacts
- Overall Neutral (Mitigated) Impacts and matters
- Overall NPPF Planning Balance

2.13 Paragraph 6.197 sets out the overall conclusion as follows:

"Drawing all conclusions together, in applying Section 38(6) and the material considerations detailed above, your Officers conclude that the site would be a suitable and a sustainable site on the edge of an existing settlement for the quantum and type of development proposed, which would meet identified housing need. In addition, it is found that occupiers of the development would have a genuine choice of transport modes to access local services in Steyning and employment opportunities. Evidently the same conclusion has been drawn from the evidence base which supports the submission the HDLP, as the site is allocated for up to 265 dwellings."













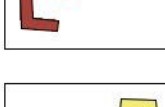





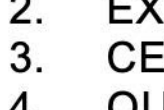
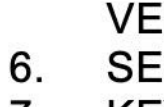
2.14 In conclusion, therefore, the preparation, submission and determination of the outline planning application for Glebe Farm has resulted in a very high level of knowledge and understanding of the site culminating in the granting of planning permission. On this basis, we consider that policy HA17 is sound and that it has been demonstrated beyond reasonable doubt that STE1: Glebe Farm, Steyning is available, achievable and deliverable for housing development. We respectfully ask the Inspector to share this view.



APPENDIX 1

Illustrative Master Plan – Glebe Farm, Steyning



- KEY**
-  SITE LOCATION
14.24 HECTARES / 35.2 ACRES
 -  PROPOSED RESIDENTIAL DEVELOPMENT
 -  PUBLIC OPEN SPACE (INCLUDING SuDS) - 6.23 HA / 15.40 ACRES
 -  RETAINED EXISTING LANDSCAPE
 -  ADDITIONAL/ REINSTATED VEGETATION
 -  PRIMARY STREET / AVENUE
 -  KEY FOCAL JUNCTION
 -  SECONDARY STREET
 -  SIDE STREET / SHARED SURFACE
 -  RURAL LANES/ SHARED SPACES
 -  PRIVATE LANES
 -  EXISTING PUBLIC RIGHT OF WAY
 -  DOWNS LINK NATIONAL TRAIL / LONG DISTANCE ROUTE & NATIONAL CYCLE ROUTE 223
 -  KEY PEDESTRIAN MOVEMENT WITHIN SITE
 -  KEY PEDESTRIAN/CYCLE MOVEMENT WITHIN SITE
 -  BOARDWALK STYLE PEDESTRIAN MOVEMENT
 -  SUSTAINABLE URBAN DRAINAGE
 -  LOCALLY EQUIPPED AREA OF PLAY
 -  NATURAL AREA OF PLAY
 -  LISTED BUILDING

- KEY PRINCIPLES:**
1. PROPOSED NEW ACCESS;
 2. EXISTING PUBLIC RIGHT OF WAY UPGRADED;
 3. CENTRAL 'PRINCIPAL STREET';
 4. OUTWARD FACING DEVELOPMENT PROVIDING NATURAL SURVEILLANCE OVER OPEN SPACE;
 5. PROPOSED PEDESTRIAN/ CYCLE LINK AND EMERGENCY VEHICLE ACCESS VIA KING'S BARN LANE;
 6. SECONDARY STREET MOVEMENT;
 7. KEY FOCAL SPACES BENEFITING FROM VIEWS OF ST ANDREWS CHURCH AND THE DOWNS;
 8. TERTIARY RURAL LANES;
 9. SHARED SURFACE STREETS;
 10. PRIVATE LANES;
 11. PRIVATE VEHICULAR LINK TO ADJOINING LAND TO NORTH;
 12. EXISTING HEDGEROWS INCORPORATED INTO GREEN INFRASTRUCTURE;
 13. REINSTATED HEDGEROWS;
 14. CENTRALLY LOCATED 'STEYNING COMMON' BENEFITING FROM AN EQUIPPED AREA OF PLAY;
 15. CENTRAL 'RIBBON PARK' CONNECTING NEW GREEN SPACES;
 16. NEWLY CREATED COMMUNITY ORCHARD;
 17. LANDSCAPED BUFFER TO EXISTING DEVELOPMENT;
 18. DEVELOPMENT SETBACK TO ADDRESS LISTED BUILDING;
 19. KEY ARRIVAL GATEWAY SPACE;
 20. KEY MEETING POINTS PROVIDING OPPORTUNITIES FOR SOCIAL INCLUSION;
 21. ECOLOGY CORRIDOR WITH ADDITIONAL NATIVE PLANTING;
 22. CREATION OF A WETLAND HABITAT WITH BOARDWALK STYLE PEDESTRIAN MOVEMENT; AND
 23. PRIVATE VEHICULAR ACCESS TO RETAINED LAND; AND
 24. PROPOSED PEDESTRIAN CROSSING, RAMP AND STEPPED ACCESS AT THE NEW SITE ACCESS ROUNDABOUT.



APPENDIX 2

**Report to Planning Committee South – 26th
September 2024**



TO: Planning Committee South

BY: Head of Development and Building Control

DATE: 26th September 2024

DEVELOPMENT: Outline application for up to 265 dwellings, demolition of No. 37 Kings Barn Lane to provide new pedestrian/cycle/emergency link, provision of vehicular access from the A283 Steyning by-pass, provision of public open space, community orchard, sustainable drainage and other ancillary and enabling works. All matters reserved except for vehicular access from A283.

SITE: Land North of Glebe Farm and Kings Barn Lane, Kings Barn Lane, Steyning, West Sussex

WARD: Steyning and Ashurst

APPLICATION: DC/21/2233

APPLICANT: **Name:** Mr Haydn Jones **Address:** Blue Fox Planning, Rombourne Business Centre 130 Park Avenue Aztec West Almondsbury BS32 4UB

REASON FOR INCLUSION ON THE AGENDA: More than eight persons in different households have made written representations within the consultation period raising material planning considerations that are inconsistent with the recommendation of the Head of Development and Building Control.

The proposal represents a departure from the Local Plan

By request of Councillor Finnegan.

RECOMMENDATION: To approve outline planning permission subject to appropriate conditions and subject to the completion of the necessary section 106 agreement within four months of the decision of this Committee, or such longer period as is agreed by the Director of Place acting reasonably and properly.

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 This application seeks outline planning permission for up to 265 dwellings and associated infrastructure, with all matters reserved except for access, as detailed within the description of development above. The application has been screened out of EIA development.

- 1.2 The application is accompanied by a suite of parameter, access, and drainage strategy plans which model the maximum impact of the development, the site access to serve the development (but excluding internal access), and a Design and Access Statement (DAS) and an Outline Design Code. Subsequent Reserved Matters and the delivery of the development would demonstrate substantive compliance with key design principles set out in these documents. The application is also accompanied by an Illustrative Masterplan which given all matters are reserved except for access, is indicative.
- 1.3 The submitted parameters plans identify the residential development to be located across the site and to the north of the existing dwellings along the north side of King’s Barn Lane. Glebe Farmhouse itself is not part of the proposal and is to be retained. The development would be phased. Building heights would range from predominately two storey, with single storey in the eastern parcels and up to two and half storey in the central parcels and along the principal street. The DAS identifies an average density of 36 dwellings per hectare. Key design principles include:
- a central tree lined ‘Principal Street’ and hierarchy of secondary streets; tertiary rural lanes; shared surface streets and private lanes;
 - Integrated pedestrian and cycle routes, with outward facing development providing natural surveillance over open space and key arrival spaces;
 - Levels to follow existing topography where possible, with provision for 6.23 hectares/ 15.40 acres allocated as open space comprising natural and semi natural green space, parks and gardens, amenity green space, and LEAPs, Youth Shelter and kickabout space, and community orchard, and to include;
 - centrally located ‘Steining Common’ with an equipped play area
 - a central ‘Ribbon Park’ connecting new green spaces, incorporating existing and reinstated hedgerows and creation of a wetland habitat with boardwalk style
- 1.4 As this application is outline, the exact type, mix and tenure of the housing will be based on an assessment of local housing need at the time of reserved matters. Nonetheless, there is an anticipated mix for dwellings, tabled below. The affordable housing package would equate to an overall provision of 40%.

	Affordable Rented	Low Cost Home Ownership	Market Housing	Combined
1-bed	35% (26no.)	25% (8no.)	5% (8no.)	16% (42no.)
2-bed	30% (22no.)	40% (13no.)	30% (48no.)	31% (83no.)
3-bed	25% (19no.)	25% (8no.)	40% (64no.)	34% (91no.)
4-bed	10% (7no.)	10% (3no.)	25% (39no.)	18% (49no.)

- 1.5 All dwelling footprints would be compliant with National Described Space Standards and all plots would comply with Building Regulation M4(2) accessible and adaptable dwellings. 5% of plots comply with Building Regulations M4(3) Wheelchair user dwellings. At least 10% Biodiversity Net Gain (BNG) is proposed on site with additional funding for off-site landscape recovery and biodiversity enhancement at Bramber Brooks Nature Reserve.
- 1.6 The application is supported by a suite of technical documents, including a Drainage Strategy and a Water Neutrality Strategy (Technical Note 1: Water Neutrality Statement Date: 20 August 2024 by Motion). To address water neutrality, the proposal includes fixtures and fittings across the full extent of new housing stock; rainwater harvesting system to 40% of the housing stock; and an off-site offsetting scheme at Orchard Farm, Emms Lane, Brooks Green. The drainage strategy is for the ordinary watercourse along the northwest site boundary to form surface water outfall, and existing foul sewers to the pumping station to form foul outfall.

- 1.7 The submission is accompanied by Heads of Terms to be secured by legal agreement, for various works and financial contributions considered to meet the CIL Regulations test, to mitigate and compensate for impacts and harms and to deliver benefits.

Access

Overall Access Strategy

- 1.8 The site is located on the eastern side of Steyning with the main point of access proposed to be directly to the A283 Steyning By-Pass via a new roundabout junction. To the south and east of the site is Kings Barn Lane where pedestrian, cycle and emergency access is proposed.
- 1.9 A Transport Assessment demonstrates how the proposals will integrate with the local highway network. Physical Infrastructure Improvements are proposed where necessary. These have been informed by a Walking, Cycling and Horse-riding Assessment and Review (WCHAR). Access arrangements have been designed with satisfactory entry/exit and forward visibility splay requirements, and subject of site access swept path analysis and Road Safety Audit.

Accessibility by motor vehicle

- 1.10 Vehicular access to the site direct from the A283 is in the form of a three-arm roundabout junction, designed in line with national design guidance. A Stage 1 Road Safety Audit has been undertaken and the issues raised can be mitigated at the detailed design stage. The junction is to be lit, with lighting design to be provided at detailed design stage. The existing service lay-by on the A283 north of the site is to be retained.
- 1.11 The proposed pedestrian/cycle access onto Kings Barn Lane will double up as an emergency access, in the scenario that access from the main vehicular access is not available. A suitable control mechanism, such as collapsible bollards, will be agreed at detailed design stage. Swept path analysis has been carried out to ensure emergency and services vehicles can travel around the site and a Stage Road Safety Audit undertaken.
- 1.13 Additional mitigation is proposed elsewhere on the local highway network, including on the entry path curvature on the Clays Hill arm of the A283/Castle Lane/The Street/Maudlin Lane/Clays Hill roundabout and on the entry path curvature on the A283 Steyning By-Pass arm of A283/A2037 roundabout.

Accessibility by Active Travel

- 1.14 Primary pedestrian and cycle access to/from the site would be directly onto King's Barn Lane in the form of a foot/cycle link constructed via demolition of no. 37 King's Barn Lane. This will be 3.7m wide. The existing footway on the north side of King's Barn Lane is approximately 2m wide, and on the south side it is generally narrower at around 1.3m wide. From here access into the centre of Steyning can be gained via the overbridge which crosses the A283 onto Jarvis Lane. Off Jarvis Lane there is a footpath which joins up to Church Street, with Steyning High Street.
- 1.15 It is also proposed to provide pedestrian and cycle access alongside the new vehicular access off the A283. Existing Public Right of Way (PRoW) Footpath 2585 runs across the A283 in the vicinity of the proposed site access. This provides a connection to Abbey Road to the west of the A283. This PRoW will be formalised as part of the access proposals. A shared use foot/cycleway 3m width is proposed on the north side of the site access road and this will continue around the north side of the roundabout. A footway of 2m is proposed on the south side of the junction. The roundabout would have a signal-controlled crossing in the form of a Toucan crossing across the northern arm. Whilst the Toucan Crossing has been

set back from the roundabout (approx. 50m) which results in both sides of the carriageway being crossed in a single stage, the proposal also includes an uncontrolled crossing (dropped kerb with tactile paving) that allows crossing the A283 in two movements, using proposed central islands as a refuge.

- 1.16 The foot/cycleway will then connect to Abbey Road, along the line of the existing PRow. New signage will be provided indicating cyclists to dismount to avoid conflict. There is a significant level difference between the A283 and Footpath 2585 leading to Abbey Road. At present, steps are in place to overcome this level difference. A sloped footpath will be provided to remove the need for steps. This will be at a 1:20 gradient making it compliant with the Disability Discrimination Act (DDA). An alternative stepped arrangement will also be provided.
- 1.17 Where Footpath 2585 runs east of the roundabout, through the northwest corner of the application site, its surface treatment will be upgraded, and replacement steps provided along the line of the existing PRow. Between the top and bottom of the existing steps, there is a level difference of over 2 metres.
- 1.18 There is also commitment to footway improvements along Jarvis Lane, Cripps Lane and Vicarage Road to assist pedestrian routes toward facilities within Steyning. This includes the provision of dropped kerb crossings with tactile paving at several locations.
- 1.19 A financial contribution towards the delivery of off-road cycle and foot PRow improvements between the site and Bramber and Upper Beeding is proposed. New pedestrian/cycle access points are proposed from the east and south sides of the site onto King's Barn Lane, providing links to the National Cycle Route 223 Downs Link.

DESCRIPTION OF THE SITE

- 1.20 The site itself comprises several irregular-shaped grass crop grazed fields, demarcated by post and rail fencing, hedgerows and trees. The total site area is 14.24 hectares/35.2 acres. There are open fields to the north and east and existing residential development to west and south. The site in its entirety is classified as Grade 3b agricultural land due to a combination of soils with a topsoil of silty clay with a wetness limitation.
- 1.21 The site is located on the northeast side of Steyning, east of the Steyning By-Pass (A283), beyond which lies the outer residential estates of Steyning. The centre of Steyning is approximately 1km to the west. Nearest bus stops are on Shooting Field, some 750m from the site. Additional stops are on High Street, approximately 950m from the site.
- 1.22 Along the western site boundary, the A283 is subject to the national speed limit (60mph). No footways run along this section of the By-Pass. An existing Public Right of Way (PROW footpath 2585) just to north of the site crosses the By-Pass and continues westbound towards Steyning (connecting to Abbey Road) and eastbound towards Kings Barn Lane.
- 1.23 North of the site PROW 2585 continues, following an ordinary watercourse on the northwest site boundary. At this location, an access track leads to two electricity substations and a foul water pumping station, with trees (Tree Preservation Order TPO/0143). Sewage treatment works are farther north still. Northwards along the A283 itself, is a lay-by to allow Southern Water to undertake sewer cleaning, and then Canons Way, Horsham Road and the B2135 form priority ghost island right turn junctions with the A283.
- 1.24 To the immediate east of the site King's Barn Lane is a narrow track providing access to holiday cottages and a working farm (Kings Barn Farm) including silos, and Anesco Ltd Energy Barn Battery Storage. Further east, footpaths cross the River Adur floodplain. The Downs Link National Trail/Long Distance Path (Route 223 of the National Cycle Network, terminating at Shoreham) runs along King's Barn Lane east of the site. Southward, Route

223 is on-road and travels from King's Barn Lane, along residential streets, then becomes off-road alongside the A283.

- 1.25 To the south, King's Barn Lane and surrounding roads are residential in nature and subject to a 30mph speed limit, with properties both sides of the road. King's Barn Lane crosses the A283 via a road bridge and subsequently provides access to Cripps Lane and Jarvis Lane, which in turn provides access to School Lane and Church Street, and Steyning C of E Primary School, and the High Street. Further to the south the A283 forms a six-arm roundabout junction with Castle Lane, The Street, Maudlin Lane and Clays Hill.
- 1.26 The Historic Landscape Characterisation for the site is identified on WSCC Historic Environment Records as post medieval informal fieldscape (irregular piecemeal enclosure) and large farmstead settlement. Northfield Cottage (referred to as Nos. 2 and 2 Kings Barn Old Cottages on the listing description), a Grade II Listed Building, exists opposite the south east site corner, on King's Barn Lane. Steyning Conservation Area is west and separated from the site by Steyning Bypass and housing.
- 1.27 The site topography generally falls south to north, from the high point in the southwest corner; a central valley within the site; and a slight crest to the west. The site is visible from long distance views from higher ground to southwest and southeast of Steyning, from within the South Downs National Park, with The South Downs Way along this higher ground. The site itself falls outside of the National Park defined boundary but within its setting.
- 1.28 The site is in Flood Zone 1, land considered to have very low probability of fluvial or tidal flooding. A narrow linear band of low-high surface water flood risk is identified on EA mapping extending north-south through the site. A Medium Pressure gas pipeline runs west-east, centrally across in the site, before running along rear property boundaries on Kings Barn Lane.
- 1.29 A Local Wildlife Site, River Adur Water Meadows and Eyckham Wood, exists immediately east of the site. This comprises floodplain woodland and grassland water meadow with bird interest and ditches with plant interest. There is Priority Habitat around the site (floodplain and grazing marsh habitats), and the site is in the North Bramber floodplain Biodiversity Opportunity Area, an area of wetland potential with the River Adur through it.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.
Section 66 (1) and 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

National Planning Policy Framework

Horsham District Planning Framework (HDPF 2015)

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 3 - Strategic Policy: Development Hierarchy

Policy 4 - Strategic Policy: Settlement Expansion

Policy 9 - Employment Development

Policy 15 – Housing Provision

Policy 16 – Meeting Local Housing Needs

Policy 24 - Strategic Policy: Environmental Protection

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character

Policy 26 - Strategic Policy: Countryside Protection
Policy 30 – Protected Landscapes
Policy 31 – Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 34 - Cultural and Heritage Assets
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 42 - Strategic Policy: Inclusive Communities
Policy 43 – Community Facilities, Leisure and Recreation

Horsham District Local Plan (2023-40) (Regulation 19)

Strategic Policy 1: Sustainable Development
Strategic Policy 2: Development Hierarchy
Strategic Policy 3: Settlement Expansion
Strategic Policy 6: Climate Change
Strategic Policy 7: Appropriate Energy Use
Strategic Policy 8: Sustainable Design and Construction
Strategic Policy 9: Water Neutrality
Strategic Policy 10: Flooding
Strategic Policy 11: Environmental Protection
Strategic Policy 12: Air Quality
Strategic Policy 13: The Natural Environment and Landscape Character
Strategic Policy 14: Countryside Protection
Strategic Policy 16: Protected Landscapes
Strategic Policy 17: Green Infrastructure and Biodiversity
Strategic Policy 19: Development Quality
Strategic Policy 20: Development Principles
Policy 21: Heritage Assets and Managing Change within the Historic Environment
Strategic Policy 23: Infrastructure Provision
Strategic Policy 24: Sustainable Transport
Policy 25: Parking
Strategic Policy 27: Inclusive Communities, Health and Wellbeing
Policy 28: Community Facilities, Leisure and Recreation
Strategic Policy 37: Housing Provision
Strategic Policy 38: Meeting Local Housing Needs
Policy 39: Affordable Housing
Policy 40: Improving Housing Standards in the District
Strategic Policy HA17: Steyning

Steyning Neighbourhood Development Plan (2019-2031)

SNDP1: Green Infrastructure & Biodiversity
SNDP2: Responsible Environmental Design
SNDP3: Contribution to Character
SNDP4: Improving Our Facilities
SNDP5: Local Green Space

West Sussex Joint Minerals Local Plan (2018)

Policy M9 - Safeguarding Minerals

West Sussex Waste Local Plan (2014)

South Downs Local Plan (Adopted 2 July 2019 (2014-33))

Strategic Policy SD4: Landscape Character

Strategic Policy SD6: Safeguarding Views

Strategic Policy SD8: Dark Night Skies

Supplementary Planning Guidance:

HDC Planning Obligations and Affordable Housing Supplementary Planning Document (2017)

HDC Community Infrastructure Levy (CIL) Charging Schedule (2017)

WSCC Supplementary Planning Guidance (September 2020) - revised county parking standards and transport contributions methodology

Other Guidance:

HDC Sports, Open Space and Recreation Assessment (2014)

HDC Open Space, Sport & Recreation Review (2021)

HDC Steyning Character Assessment (2019)

Air Quality and Emissions Mitigation Guidance for Sussex (2020)

HDC Planning Advice Note: Biodiversity and Green infrastructure (2022)

HDC Planning Advice Note: Facilitating Appropriate Development (2022)

Steyning Conservation Area Appraisal and Management Plan (HDC, Jan 2018)

The South Downs National Park: View Characterisation and Analysis (LUC, November 2015)

PLANNING HISTORY AND RELEVANT APPLICATIONS

None

3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

INTERNAL CONSULTATIONS

HDC Housing: Support

HDC Conservation Officer: Comment

[Summary] Satisfied the proposed development will result in less than substantial harm to the setting of Northfield Cottage. This harm will be moderate to low on the scale and should be weighed against the public benefits of providing residential development on this site.

HDC Landscape Architect: (subsequent to earlier consultations): Comment

[Summary] Pleased that majority of comments have been addressed and find the submitted Landscape Visual Impact Assessment much more robust now. Overall satisfied that the development can be supported on landscape grounds but based on the findings of the assessment, consider that there are some opportunities that should be included and secured as part of the mitigation strategy/parameter plan.

HDC Parks: Comment

[Summary] Exceeds Open Space thresholds for formal Parks and Gardens, Natural and semi-natural areas, and Amenity Open Space. Required LEAP and buffer. All-weather facility for young people with buffer. No allotment but proposes community orchard.

HDC Environmental Health: (subsequent to earlier consultations): Comment

[Summary] Noise – Remain unconvinced that noise from the battery farm will not have a detrimental impact on residential amenity on the easternmost part of the development site.

Satisfied to recommend further assessments through conditions. With acoustic fencing, adequately glazing and active ventilation systems of the view that acceptable noise levels should be achievable in the majority of dwellings of the western part of the development.

Contaminated Land - To fully quantify the risks to future site users a site investigation and generic quantitative risk assessment required. Request this information through conditions.

Air Quality – no objection, and damage cost application given by the applicant accepted

Construction Phase - Potential for adverse impacts from noise, dust and construction traffic movements should be minimised and controlled and construction environmental management plan recommended as condition.

HDC Drainage Engineer (now retired): No Objection and apply conditions.

HDC Archaeology Consultant: (subsequent to previous consultations):

Recommended Approval subject to conditions.

HDC Ecology Consultant: Recommended Approval subject to attached conditions

[Summary] Satisfied sufficient ecological information available for determination. Mitigation measures identified in the Ecological Assessment should be secured and implemented in full. Recommended collated in a Construction Environmental Management Plan. Should include any lighting proposed. Support the proposed reasonable biodiversity enhancements. Recommend conditions: In accordance with ecological appraisal recommendations; construction environmental management plan; Biodiversity Enhancement strategy; Landscape and Ecological Management Plan; Wildlife Sensitive lighting design scheme;

OUTSIDE AGENCIES

Active Travel England: No comment.

[Summary] Remit applies only to qualifying consultations made valid after 1st June 2023

Natural England: (subsequent to earlier consultations): No Objection

[Summary] No Objection subject to appropriate mitigation being secured. In order to mitigate adverse effects and make the development acceptable, mitigation options should be secured.

South Downs National Park Authority: (subsequent to earlier consultations): No Objection

[Summary] Concern with high levels of development on site, disconnection from village and historic settlement pattern, level of green infrastructure proposed, its usability and relevance to wider landscape and approach to drainage within site.

Updated Design & Access Statement and Landscape & Visual Impact Assessment include photomontages from a range of viewpoints and include opportunities for landscape enhancement. The D&A Statement also lists design changes that have been made both at this and earlier stages.

Acknowledge more informal layout and lower building heights to the north-eastern corner would help reduce the impacts, although it does not overcome our concern to spread of development within this eastern part of the site.

In terms of opportunities for improved landscaping and green infrastructure provision, encourage the LPA to seek provision of these.

Environment Agency: Consulted - no response received.

Southern Water: (subsequent to earlier consultations): Comment

[Summary] Where there is inadequate capacity in relation to a new development, Southern Water have 24 months from the date that a planning application is approved to provide the necessary updates to infrastructure to enable the development to connect. Whether upgrades have been made by this point or not, the development can connect, and alternative drainage arrangements will be made. Request the following condition is attached: Construction of the development shall not commence until details of the proposed means of

foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water. The additional population from the development would result in an increase in volume of solid waste removed during the treatment process, however not to a significant enough volume as to require more routine tankering at the Steyning Treatment site.

Sussex Police: Comment:

[Summary] Direct applicant to Secured by Design

WSCC Public Right of Way: (subsequent to earlier consultations): No Objection, with conditions

WSCC Fire and Rescue Services: Comment

Requirement of additional fire hydrant(s) by condition

WSCC Local Lead Flood Authority: (subsequent to earlier consultations): No objection

[Summary] No objection in principle subject to conditions. The LLFA points raised have been addressed and the application is now in accordance with NPPF.

WSCC Local Education Authority: Comment

[Summary] Primary School Provision: Currently there is enough capacity within the School Planning Area to accommodate children from the proposed development.

Secondary School Provision: The nearest school to the proposed development is Steyning Grammar School, which is nearing capacity. While it will be able to provide places to mitigate the proposed development as part of this application, further work will need to be undertaken if there is any further development in the Steyning Grammar Catchment area.

WSCC Highways: (subsequent to earlier consultations): Advice

[Summary] Access and visibility splays – Plans and supporting traffic information provided. Site access works and off-site works – applicants confirm that all works can be undertaken either using highway land and/or land in their control.

Traffic modelling – Noted and accepted.

Traffic Impact - Applicant has said that the model cannot accurately consider scenarios where congestion is such that it increase over 1.0. (i.e. beyond modelling capabilities of the software so must be treated with caution). However, it is evidenced that with mitigation, the junctions are shown to operate better.

Design Checks and Proposed Mitigation – Review undertaken and amended scheme submitted

Travel Plan – All noted.

Road Safety Audit – the Road Safety Audit Log is completed.

Should the LPA be minded to approve the development, recommend permission should be subject to the following; S106 Agreement and Conditions (Access onto A283; Emergency, pedestrian and cycle access; car parking space; EVC parking spaces; cycle parking; Internal access Roads; Works to Public Right of Way; Retention of Right of Way; Construction Management Plan).

PUBLIC CONSULTATIONS

3.2

Steyning Parish Council: Objection

[Summary] Object for the following reasons:

- Overdevelopment and unsustainable with current infrastructure and water neutrality, increased flooding risk and concerns with highway access and increased traffic.
- Water neutrality not taken into consideration. Chalk stream on north boundary important to ecosystem, runoff would destroy it.
- Adjacent to floodplain and River Adur. Increased surface water could lead to flooding.

- Sewage facilities currently operating beyond capacity and would be unable to cope with additional demand.
- School provision and medical facilities at capacity without population increase.
- Glebe Farm is currently farm land. Government advice is to develop brownfield sites ahead of Greenfield.
- Increased traffic to town and neighbouring roads specifically single track lanes.
- Additional traffic access opposite Roman Road where proposed emergency access point.
- Roundabout whilst slowing traffic, likely to create bottlenecks with increased pollution.
- No safe traffic free crossing for children to cross A283.
- Recorded as un-developable in Horsham District Council Strategic Housing Land Availability Assessment (Dec 2018).
- Close to lithium Battery Energy Storage System and possible dangers
- Lack of COP26 decarbonisation including alternative energy and heating services
- Very little public consultation carried out with residents, schools and medical centre

Overdevelopment in Steyning

Two recent housing needs assessments have independently arrived at a figure of around 165 homes required in the parish between present day and 2035. At 265, well in excess of stated needs; and developments proposed at former Grammar School site in Church Street and at Shooting Field will contribute towards 165 homes required, seriously exacerbating overdevelopment should this application succeed.

No consideration appears given to how local services will cope with such sizeable increase in population of Steyning. Hard to see how schools and local health services can accommodate increased demand.

No housing type mix provided by applicant. Should be pre-condition developer commits to matching unit mix identified by HDC.

Highway Access and Parking

The main (and claimed to be only) vehicle access to development raises concerns over safety of road traffic and pedestrians, especially to and from school. Pedestrian route between school and new development most likely exclusively crossing A283, a fast and busy road on which traffic somewhat unsighted due to bend in carriageway and roadside vegetation. Has expense of roundabout led to excessive scale of development?

Siting of pedestrian and emergency services access point opposite Roman Road, raises concerns that this may become second vehicle access point. Vehemently resisted. Route to village over the Kings Barn Lane bridge, leads onto narrow and sharp bend where Jarvis Lane becomes Cripps Lane. Dangerous corner even with current traffic levels and not unknown for vehicles to mount kerb to avoid oncoming traffic. Kings Barn Lane itself is usually restricted to single line of traffic due to kerbside traffic and unsuitable for increase in traffic levels without severe risk to road safety. Route to A283 south from Kings Barn Lane would lead traffic down Roman Road and into Castle Lane, a single narrow lane with limited passing places with drivers unsighted due to bend in road and hedgerows. Road made dangerous by pedestrians who use this road instead of Downs Link alongside A283.

Water Neutrality

No evidence the development meets the requirements of Natural England position statement. No evidence current sewerage provision and SuDS will be able to accommodate increased demand and water run-off. Anecdotal evidence suggests failures observed at heavy rainfall.

- 3.3 Objection received from Andrew Griffith, Member of Parliament for Arundel and South Downs, content summarised below:

Personally received around 500 responses to my own petition. Unwarranted overdevelopment on green field in rural part of district. Proposes to bury rare species/habitats under concrete, fragment a green corridor for wildlife and reduce farmland for local food production. Unquestionable be a developers 'free for all' with Steyning being developed all the way to Ashington and Henfield.

Your council recently saw fit to refuse planning for 800 houses at Southwater because it was not allocated in either the HDPF or neighbourhood plan, and lacked adequate infrastructure, so too must you refuse Glebe Farm which shares many characteristics of wrong location and against wishes of local people.

Unsustainability – overdevelopment. Would increase Steyning's houses by 11%. Local primary and secondary schools and doctors at capacity.

Neighbourhood plan – site not allocated where a much lower level of housing over the whole plan period has been written into policies, and where housing is on brownfield.

Flooding – fields proposed for development experience frequent flooding. Local flood events have Kings Barn Lane impassable. Concrete over this land will exacerbate flood risk and harm precious chalk streams to northern section. Black Sewer is a major tributary of River Adur.

Traffic – Will add Significant pressure to local roads. Little public transport services in Steyning. Proposed access/exit onto A283 poses safety concerns. No safe crossing over the A283 to village centre.

Water Neutrality and sewage – Water treatment works are over capacity which means tanker lorries on a daily basis. Steyning subject to water neutrality restrictions. SuD system is not adequate to cope with heavy rain. Discharge into chalk streams north of the land will pollute water up to Black Stream

Biodiversity and natural habitats – fields home to birds and plants, and fish in chalk streams. Agricultural land should not be developed.

Lithium storage site – concerns about proximity of building next to battery storage system and dangers.

- 3.4 545 representations have been received in total. This figure includes multiple submissions and recipience from individuals of the same household. When these are excluded, 309 representations have been received from individual property addresses.

This is broken down into:

185 objections (of these 161 are from addresses from Steyning and 24 from other addresses. Of these other addresses, 22 are from within Horsham District, including the Horsham District Cycling Forum group.)

124 supporting (of these 7 are from Steyning addresses and 117 from other addresses. Of these other addresses, 115 are from within Horsham District).

- 3.5 The grounds of the **objections** received are summarised as follows:

Highways

- Local Highway Network cannot cope with increased traffic overall
- A283 is a busy and fast road with 60mph posing safety concerns for traffic and pedestrians
- Limited public transport means increased reliance on cars and more strain on A283
- High number of collisions on A283
- New roundabout would increase road safety hazards
- Most traffic is single file at busy times of day and roads suffer from vehicle congestion

- Proposed emergency/cyclist/pedestrian access on Kings Barn Lane would lead to unacceptable traffic levels. Road is already dangerous by dog walks, parents with pushchairs and cyclists using this road instead of the Downs Link footpath.
- Kings Barn Lane, Church Street, Jarvis Lane, Roman Road and Castle Lane are narrow single lane roads unsuitable for heavy goods vehicles.
- No pedestrian access across A283
- Many horse riders use Goring Road/Kings Barn Lane adding to congestion.
- No plans for traffic calming or speed restrictions on A283
- Increased cars will increase damage to roads e.g., potholes and poor road surfaces
- No pavement/footpath for pedestrians to safely walk
- Roads in surrounding areas frequently flood during periods of heavy rain
- Development is not sustainable walking distance from High Street and proposal doesn't include any footpath provisions
- Current parking issues around Kings Barn Lane and Roman Road
- WSCC advised the Parish Council that a roundabout or lights are not acceptable on A283. If no provision made entrance to development will become an accident blackspot. Alternative access point from Kings Barn Lane is not suitable for volume of traffic.

Infrastructure and Services

- No rail links in Steyning
- local nurseries, schools, doctors, dentists, and shops are not sufficient for increase in population of 1000+ people
- Limited public transport in and out of Steyning and more restricted on Sundays
- Local carparks are often at capacity and people frequently park on the road
- Nearby water treatment works are over capacity
- Steyning Health Centre already deals with 11,800 patients adding further increase would further overwhelm
- Little employment within town. Major stores more than 6 miles away.
- The Primary and Secondary Schools will be closing their satellite locations in Upper Beeding and Storrington within next 5 years
- Some children must travel to Shoreham for school
- Local sewage works have a tanker each day to take away excess waste already adding will only exacerbate the issue

Housing

- Primary need is for affordable homes and smaller home for older residents to downsize not large unaffordable 4 bedroom properties
- No indication of housing type/style proposed
- No indication of social/affordable/supported housing for older/young families

Environment, Ecology and Health

- Proposed site is greenfield area which is prone to frequent flooding
- Proposed SUDS system would run off into nearby stream and overwhelming it and the local wildlife e.g., spawning Trout, Sea Trout, Coarse Fish
- Proposed SUDS is not adequate to cope with heavy rainfall
- Tributary to River Adur is protected by Ouse and Adur Rivers Trust
- Steyning is in Sussex North Zone for Water Neutrality with no indication from developers on how Water Neutrality will be achieved. To offset need 467 cattle and 7,000 sheep – never been seen on the site. Inconsistent that major site north of Horsham halted yet this site earmarked for accelerated development.
- Glebe farm fields are home to storks, green woodpeckers and swallows, Jackdaws, Starlings, Blackbirds, Green Finches, Gold Finches, Swallows, Swifts, Sparrow Hawk, Kestrel, Buzzard, Red Kite, Peregrine Falcon and Goshawk
- Concerns about proximity of building site next to existing Lithium battery energy storage and possible dangers/risks involved
- More pollution due to more cars

- Glebe Farm is quality agricultural land and should not be developed
- Increased light pollution which may be visible from South Downs National Park
- Increased noise surrounding development disturbing wildlife
- Development is near Bramber Brooks which could affect Flora & Fauna living within
- Rare Chalk stream (referred to as a 'ditch' in proposal) within proposed development area which supports a range of wildlife at risk of pollution
- Further pollution to River Adur. Development 50 feet higher than ground to north and contamination runoff will drain into stream. Risk of repeat of Jan 2019 pollution incident which killed 1,773 fish in Ashington.
- Steyning at risk from flooding. Local flood events seen Kings Barn Lane impassable. Concrete over this land will exacerbate flood risk and harm chalk streams to north.
- Current ecological survey completed many years ago. A new survey must be completed as seen increase of slow worms, newts, lizards, small mammals in our garden but observed storks (most likely from Knepp) using trees and hedgerows.

Landscape, Character, Amenity and Heritage

- Area is already overdeveloped
- Development would turn Steyning into another 'commuter town' and reduce community feel of town
- Little in the proposal relating to play and leisure space
- Steyning and Bramber are on the edge of SDNP proposed development will change character of the park's surrounding areas
- Development will obstruct views of surrounding countryside
- Dark skies will be at risk due to SDNP proximity
- Loss of rural walks by rivers and fields

Procedure and Local Plan Policy

- Site is not compliant with the Steyning neighbourhood plan
- Glebe farm was previously assessed by HDC and recorded as being undevelopable in Strategic Housing Land Availability Assessment 2018
- Site is too far away from High Street Hub of town
- Position of site will not encourage low wage earners/non-car drivers to live/buy within development
- Other brownfield sites such as the Old Grammar School & Cement Works sites are better suited to development
- Residents didn't vote for greenfield sites within the local plan
- although allocated in Reg 19 under Policy HA17 no consultation with Steyning residents, who did not vote for it
- Steyning Neighbourhood Plan allowed for much lower level of housing over plan period, evenly spread around the town on brownfield sites

3.6 The grounds of **support** are summarised as follows:

Housing

- More homes will be available & more opportunity for younger people to get on the housing ladder
- Provides affordable homes for first time buyers
- Current shortage of homes, development would help the area
- Building in Steyning will address housing needs without overburdening Horsham Town
- More young families would stay within the district with more housing

Landscape, Character, Amenity and Heritage

- Provision for Play areas for children are welcomed
- inclusion of cycle paths, ponds, and enhanced biodiversity opportunities is a positive
- New homes will bring more life into town and community

- Development will be in line with the historical nature of the area

Infrastructure and Services

- Any CIL paid via this development will provide vital funding for the expansion of services e.g. schools, doctors, dentists etc.

Environment, Ecology and Health

- Proposed green spaces will provide space for local wildlife

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS AND EQUALITY

- 4.1 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.
- 4.2 The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder. Given that this is an outline application, the proposal does not include details of the scheme. As such, Sussex Police are not able to provide detailed comments on the proposal at this stage. Sussex Police refer the applicant to guidance on crime prevention and 'secured by design' measures outlined in their website.

6. PLANNING ASSESSMENT

- 6.1 Outline planning permission is sought for the development of the site for up to 265 dwellings and associated infrastructure, as described in detail above. An outline application allows for an assessment of the general principles of how a site can be developed, with full details of the proposal to be submitted under subsequent reserved matters, in the event that outline permission is granted.
- 6.2 For this proposal, matters relating to appearance, layout, scale and landscaping are reserved for subsequent reserved matters applications. The matter of access is included for assessment under this outline proposal. Access relates to the accessibility of site for vehicles and Active Travel (walking, wheeling and cycling) in terms of the positioning and treatment of the main site access and how these fit into the surrounding highway and footpath/bridleway network. Under this outline application, taking into account the quantum of development proposed, the main areas for consideration are therefore:
- The principle of the redevelopment (existing and emerging Local Plan, 5 Year Housing Supply, Neighbourhood Plan and HDC Facilitating Appropriate Development guidance)
 - Housing Mix and Affordable Housing
 - Indicative Site Masterplan and Parameters (including Open Space)
 - Landscape and Visual Impact
 - Highways Impact, Access, Active Travel and Parking

- Impact on Residential Amenity
- Drainage and Flooding
- Infrastructure Provision including Education and Health
- Ecology
- Water Neutrality
- Climate Change
- Other environmental protection matters (contamination, air quality)

Principle

- 6.3 The Development Plan for the application site area comprises the Horsham District Planning Framework (HDPF, 2015)) and the Steyning Neighbourhood Development Plan (SNDP, 2022). In accordance with planning law, these documents form the statutory development plan and the starting point in considering whether planning permission is to be granted or not.
- 6.4 Policies 2 and 3 of the HDPF seek to achieve a sustainable distribution of development in the district, and maintenance of the district's rural character, and this is partly achieved by focusing new development within defined Built up Area Boundaries (BUABs). The site is located outside of the BUAB of Steyning and is currently not allocated for residential development in the Development Plan. As a result, insofar as HDPF Policies 4 'Settlement Expansion' and 26 'Countryside Protection' set out criteria for consideration of development in such cases, the proposal would not be in conformance to these policies.
- 6.5 Where a proposal is not in accordance with the locational strategy for housing in the Development Plan, it is necessary to consider if any material considerations would otherwise justify the grant of planning permission. In the case of this development proposal, there are material considerations that your Officers judge as justification to grant permission.

Emerging Local Plan

- 6.6 Firstly, given that the HDPF is over 5 years old, Horsham District Council has reviewed the current local plan and the new emerging Horsham District Local Plan 2023 - 2040 (HDLP/Local Plan) sets out planning policies and proposals to guide development in the district, excluding the South Downs National Park, up to 2040. Horsham District Council formally submitted the Horsham District Local Plan 2023 – 2040 and supporting documents to the Planning Inspectorate on Friday 26 July 2024 and examination hearings are expected to take place end 2024/start 2025.
- 6.7 The application site is allocated within the submission HDLP for 'at least' 265 homes under policy HA17. The allocations within the submission HDLP have been informed by the SHELAA (Reg 18, 2018), site assessments, and a sustainability appraisal. The findings of the SHELAA and site assessments do not in themselves preclude the future allocation of any site for development, or development coming forward if otherwise acceptable in all other regards. The allocation of sites for future housing development are nevertheless to be identified through the Local Plan process in the first instance. All planning applications continue to be considered against the appropriate policies and any other material considerations. As explained, the emerging Local Plan sets out where new development is allocated, how much affordable housing may be built and includes policies for considering new development proposals such as infrastructure, community facilities, design and heritage and addressing the causes and potential impacts of climate change. This includes a continuation of the current settlement strategy which focuses growth on allocated sites.
- 6.8 In terms of the weight attributed to the HDLP, at the current time given its progress to Examination, the weight that can be afforded to the policies and allocations contained within the Local Plan (including the allocation of this site) in decision making remains limited. Nonetheless, Horsham District Council has allocated the site in its forthcoming Local Plan

indicating it considers the site to be sustainable as part of a sustainable strategy for growth in the wider district, and this Local Plan strategy has been subject to public consultation. The evidence base for the Local Plan supports the selection of the site for residential development of at least 265 residential units and associated infrastructure, to be appropriate, having consideration of all environmental constraints and opportunities that deliver development that is sustainable.

Facilitating Appropriate Development Document

- 6.9 Secondly, the current Local Plan settlement strategy is over five years old and based on dated housing numbers, with the Council currently unable to demonstrate a 5-year supply of deliverable housing sites (5YHLS), with current supply calculated as being 2.9 years. The Council has therefore prepared a Facilitating Appropriate Development document (FAD, Oct 2022) for use in assessing proposals, including those outside BUABs. The FAD does not form part of the development plan but instead comprises guidance to be taken into consideration. Its use is however clearly intended to indicate where flexibility in relation to the location of development could be appropriate. In assessing the proposals against the FAD, the application site adjoins the BUAB of Steyning on its eastern edge and is well located for access to some local facilities. The locale and quantum of development proposed is judged commensurate with the scale and infrastructure provision of the scale and size of the larger village/small town and its function (as supported in allocation within the emerging Local Plan).
- 6.10 For development proposals located outside the defined BUAB, the FAD (at paragraph 5.7) echoes the requirements of HDPF Policy 4 and states that applications will be considered positively if all the following criteria are met:
- The site adjoins a BUAB;
 - The level of expansion is appropriate to the related settlement;
 - The proposal meets local housing needs;
 - The impact does not prejudice long term development;
 - The development is within an existing defensible boundary
- 6.11 In your Officer's view this proposal would meet the criteria of the FAD. The site adjoins the existing BUAB settlement edge of Steyning, which is a third-tier settlement on the Council's development hierarchy, as set out within the HDPF. Steyning is defined as 'small town and larger village'. HDPF Policy 3 explains that these are settlements with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and / or bus services. The settlements act as hubs for smaller villages to meet their daily needs. The site is located approximately 1 km from Steyning centre which includes a range of local amenities and services. A level of settlement expansion most conducive to walking is typically where a range of facilities are within a 10-minute walk or 800m (Manual for Streets and Active Travel England Standing Advice June 2024). Reference to walkable neighbourhoods is also made in the National Design Guide (NDG). The walk from the application site to the Steyning centre is relatively level via Kings Barn Lane, with the applicant committed to deliver off-site highway improvements as part of the proposal to improve upon current active travel from the site to both the centre of Steyning but also Bramber and Upper Beeding. In addition, the site is in proximity to existing bus routes. Collectively, the bus routes offer services to a range of destinations. Given the proximity of local services, which are accessible on foot, and the accessibility to public transport links, which would provide access to a range of services in nearby settlements, occupiers of the development would have a genuine choice of transport modes to access local services and employment opportunities.
- 6.12 Accordingly, the level of expansion is appropriate to the settlement of Steyning. The Local Education Authority has confirmed there is currently enough primary school capacity to accommodate children from the proposed development. For Secondary School Provision, the nearest is Steyning Grammar School, which will be able to provide places. Community

Infrastructure Levy funds raised by the new development shall be used to support the delivery of projects identified in the District Council's Infrastructure Delivery Plan (IDP) (2023). The IDP is identified as a key document forming part of the evidence base in Local Plan preparation that assesses the quality and capacity of infrastructure within a local planning authority area and sets out the infrastructure likely to be required to support new development across Horsham District. As the Steyning Neighbourhood Development Plan is adopted, a proportion of the funds will pass direct to the Parish Council to spend to help address demands that development has placed in its area. This, alongside the Active Travel infrastructure improvements as part of the submission package, ensures compliance with Steyning Neighbourhood Development Plan Policy SNP4 *Improving our Facilities*.

- 6.13 In addition, the submission material in support of the application (detailed in the DAS and LVIA) evidences the locale and place-making qualities of the development would exhibit defensible boundaries in the form of existing and supplemented structural planting of hedgerow and treed site boundaries, including buffers and screening to the existing suburban housing development in the vicinity of the site. The location of the development reflects the prohibitive land use constraints to extending elsewhere beyond the existing settlement edges of Steyning (the South Downs National Park and land at fluvial flood risk) and is not land otherwise safeguarded in the Steyning Neighbourhood Development Plan, meaning development of this site would not prejudice long term development of the town whilst providing for housing to help meet local need.
- 6.14 HDPF Policy 2 is a strategic policy that allows for growth in the district in accordance with an identified settlement hierarchy, which seeks to ensure sustainable growth and suitable access to services and local employment. The hierarchy is set out in Policy 3 of the HDPF. The supporting text to Policies 3 and 4 explains that the HDPF seeks to ensure development takes place in a manner that ensures that the settlement pattern is retained and enhanced, but still enables settlements to develop for them to continue to grow and thrive. The level of expansion proposed here is considered appropriate to the scale and function of the settlement of Steyning, as evidenced by the quantum being in compliance with the emerging Local Plan policy HA17 for this site, and the site itself being in compliance with the FAD.

5 Year Housing Supply Position (5YHLS)

- 6.15 Thirdly, the Council is unable to demonstrate a 5YHLS (the supply being 2.9 years as of January 2024). National Planning Policy (NPPF/the framework, that sets out national planning policy) dictates that the absence of a 5YHLS diminishes the weight afforded to Policies 4 and 26 of the HDPF in decision making. National Policy also dictates that, at para 11d of the framework, the absence of a 5YHLS engages the 'tilted balance' presumption in favour of sustainable development in the determination of this application, provided the proposal would not breach any Footnote 7 matters (such as heritage, habitat or flooding policies), unless the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole.
- 6.16 In light of Natural England's requirement for all development in the Sussex North Water Supply Zone to demonstrate that it is 'water neutral' to protect the habitat sites within the Arun Valley designations, the Council (as the decision maker) is required to determine whether water neutrality has been demonstrated. If the proposal is unable to demonstrate water neutrality through mitigation (as tested by Appropriate Assessment), then the tilted balance of paragraph 11d is not engaged, and in accordance with limb (i) the application must be refused. This is discussed later in this report.

Steyping Neighbourhood Development Plan

- 6.17 The Steyping Neighbourhood Development Plan (SNP) forms part of the Development Plan for the application site area and includes relevant policies that must be considered when assessing the acceptability of development of the site.
- 6.18 However, on matters of principle, the SNP does not designate a different built-up area boundary to that within the HDPF and does not set out a policy by which land outside of this boundary (in countryside) will be more strictly controlled. The SNP is therefore entirely silent on how the principle of acceptance of development beyond the settlements within its own Parish should be addressed. In such instances, applications must be considered against the relevant policies within the HDPF.
- 6.19 Moreover, the SNP does not allocate housing sites, nor does it establish a housing target for the Parish. Neither does it, within policy, direct new housing development within existing settlements through infill or the use of previously developed land. It is entirely silent on how identified housing requirement is to be addressed within its own Parish. Accordingly, the application principle for proposed residential development of this site do not conflict with the SNP, and the Steyping neighbourhood plan area does not benefit from the protections afforded by Paragraph 14 of the NPPF.

South Downs National Park and its Partnership Management Plan

- 6.20 Although located outside the South Downs National Park, there is a statutory duty to seek to further the purposes of the National Park (Levelling Up & Regeneration Act 2023) when determining this application. This applies to development within the setting of the National Park, to which this development comprises.
- 6.21 The National Park purposes are to i) conserve and enhance the natural beauty, wildlife and cultural heritage of the area, and to ii) promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.
- 6.22 The NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty within National Parks and advises that development within the setting of a National Park should be sensitively located and designed to avoid or minimise adverse impacts on the designated area (paragraph 182). Consideration should therefore take into account any visual impacts on the National Park and its setting, including the direct and indirect effects upon the National Park designated landscape, in particular the effect upon its purpose for designation, its special qualities, and the relevant policies of the South Downs National Park Partnership Management Plan (2020-25), which is a material planning consideration. These include Policy 1: Conserve and enhance the natural beauty and special qualities of the landscape and its setting, in ways that allow it to continue to evolve and become more resilient to the impacts of climate change and other pressures; Policy 3: Protect and enhance tranquillity and dark night skies; and Policy 5: Conserve and enhance populations of priority species in and around the National Park, delivering targeted action where required.
- 6.23 On this matter, your Officers note the commitments made by the applicant as part of the planning submission and consider that, collectively, these commitments represent an enhancement and furtherance package that compensates for the residual effects of the proposed development on the setting of the National Park that cannot be mitigated, by conserving, enhancing, and seeking to further National Park purposes. These are detailed in the two paragraphs below.
- 6.24 The applicant's commitment to financial contributions to enhance active travel and inclusive accessibility within the Adur Valley setting of the National Park (the White Bridge Link Project £100k; the Downs Link £80k; the Miles without Stiles £10k), would additionally benefit

accessibility into the National Park via the wider Public Right of Way network, and so further opportunities for understanding and enjoyment of the National Park by the public.

- 6.25 Additionally, the applicant has committed to a lump sum payment of £109,500 to fund management proposals for the 40-acre Bramber Brooks nature reserve within the Adur Valley setting of the National Park, acquired by Horsham District Council in January 2024. The proposals this funding will cover comprises conservation grazing set up, scrub management and wader scrape maintenance over five years, and access improvements. This will directly enhance biodiversity (opening the grassland sward for increased wildflower diversity and the ongoing maintenance of the large wader scrapes providing habitat). The reserve forms part of the larger River Adur Water Meadows Local Wildlife Site, valuable for its wetland plants, and within the reserve is a Scheduled Ancient Monument, containing some of the only undisturbed medieval salterns along the south coast. Given the reserve's location and attributes, this funding therefore furthers the conservation and enhancement of the National Park's natural beauty, wildlife and cultural heritage.
- 6.26 The Council has heeded the advice of the SDNPA to refine the proposal in consultation (Oct 2021, July 2022, and Oct 2022) and considered National Planning Policy and relevant local policies of the South Downs Local Plan (2014-33). The outcome being that both planning authorities conclude the proposal as amended would not conflict with the statutory duties and National and Local Policy regarding the setting of the National Park for reasons discussed in detail later in this report.

Conclusion on Principle

- 6.27 In summary, whilst the allocation of the site within the submission HDLP only carries limited weight at this stage of Plan preparation, the current application site is nevertheless identified as a sustainable site for this quantum of development and judged to be in proportion to the scale and size of Steyning town and its function, noting that the site is within walking distance of the principal community and commercial facilities in the town. The approach to site selection in the emerging local plan is evidence-based and robust, and underpinned by a professionally prepared assessments of housing needs. As a result, the current application proposal for up to 265 dwellings on this site is considered proportionate to the evidence base that supports this site's allocation for housing development in the submission HDLP. Within this context alone the development of this site for up to 265 homes is considered to sustainable development, subject to all other considerations.
- 6.28 Further, the absence of a 5YHLS means the conflict with HDPF Policies 4 and 26 is diminished and the tilted balance (NPPF Para 11d) towards a presumption in favour of sustainable development is therefore engaged, provided water neutrality is demonstrated. Additionally, there is compliance with the FAD. In this regard and NPPF policy context, your officers conclude that this site is capable of being supported in principle for development of this quantum irrespective of the site's allocation within the submission HDLP.
- 6.29 As such, the principle of development on the site is considered by your officers to be acceptable, subject to the detailed considerations as set out below to any site-specific constraints, and any other policy compliance, conflict and harm. The following sections of this report consider all other detailed planning considerations, with the final section considering the overall planning balance.

Housing

Need

- 6.30 The Council's housing register in Steyning currently has 149 households waiting for housing of which is broken down to 46 households in need of a 1-bedroom unit, 26 households in

need of a 2-bedroom unit, 50 households in need of a 3-bedroom unit and 27 households in need of 4 or more bedrooms.

- 6.31 HDPF Policy 16 requires a mix of housing sizes, types and tenures to meet the needs of the district and local communities and of the number of dwellings as proposed, that 35% of the provision be affordable with a tenure split of 70% affordable rented and 30% intermediate tenure.
- 6.32 The proposal is for an indicative mix of housing sizes and types to meet the needs of the district's communities as evidenced in the latest Strategic Housing Market Assessment. As this application is in outline, the exact type, mix and tenure of the housing will be based on an assessment of local housing need at the time of approval of reserved matters.

Affordable Housing

- 6.33 The application proposes 40% (106) of the 265 homes as affordable, with 70% of the total to comprise social or affordable rent (up to 74 units) and 30% (up to 32 units) intermediate or shared ownership. Affordable homes would be integrated throughout the development and be of a visually indistinguishable design.
- 6.34 The submission HDLP includes an amended Affordable Housing Policy (Policy 39) which requires, amongst other things, a provision of 45% affordable housing on greenfield sites. As previously stated, Policy 39 of the HDLP is given limited weight at this time, particularly as there have been a large number of representations made against this policy. As such, at the current time officers consider the requirement for affordable housing to remain at 35% as stated in the HDPF 2015. The proposal exceeds this, at 40% provision.
- 6.35 The development is demonstrated to provide for 40% affordable housing at the required tenure split, therefore the development is compliant with Policy 16 of the HDPF. The final details of the market and affordable housing mix are to be secured at reserved matter stage and through the accompanying s106 agreement to this outline application.

Heritage

Archaeology

- 6.36 Informed by Archaeological Desk Based Assessment and geophysical and geoarchaeological surveys, the site is considered to have high potential for archaeological features. A targeted archaeological trial trenching exercise has been undertaken in accordance with a Written Scheme of Investigation approved by the Council's consultant (with archaeological features confirmed in seven of twelve trenches), sufficient to inform a planning decision in respect of potential archaeological impacts. Further archaeological works following planning consent will be secured by condition.

Built Heritage

- 6.37 A Built Heritage Statement has been undertaken, and its conclusions are not disputed by the Council's Conservation Officer. The following designated assets need to be considered; the Steyning Conservation Area and the Grade II Listed Kings Barn Old Cottages, Kings Barn Lane. Long distance views to the Grade I Church of St Andrew are also possible from within the site. In considering whether to grant planning permission for development that affects a designated heritage asset, the NPPF requires consideration of any harm to, or loss of, the significance of that asset, including from development within its setting.
- 6.38 The furthest eastern extent of Steyning Conservation Area lies approximately 124 metres west of the site, and then separated from it by Glebe Farm and the twentieth century interventions of the A283 and suburban development. The district Conservation Officer is

satisfied the proposals seek to retain longer views to the church of St Andrew. Except for this view, inter-visibility between the site and the Conservation Area is limited. Due to this, separation distance and intervening features described above, the development of the site as proposed would not affect the character and appearance of the Conservation Area nor its setting.

- 6.39 The Grade II listed Kings Barn Old Cottages are situated within proximity to the site (some 23 metres southeast). The physical fabric of this asset will remain. The Council's Conservation Officer agrees with the applicant's heritage statement that the proximity of the site, and its agricultural nature, reinforces an appreciation of the significance of the heritage asset as a former historic farmhouse and farm complex connected with surrounding rural land, and with the further statement that this contribution is eroded by the twentieth century residential development also appreciable alongside the site. However, it is not agreed that this justifies further suburban development within the wider setting of the listed building and that further development will not increase the harm resulting from the existing suburban development. It is important to retain a perception of the visual and a functional relationship between the historic King's Barn farmstead and the remaining open countryside. In NPPF terms the district Conservation Officer agrees with the applicant that this would result in 'less than substantial' harm.
- 6.40 For these reasons, the proposal would harm the setting of a designated heritage asset. Paragraph 208 of the NPPF requires that any harm to significance of heritage assets to be weighed against the public benefits. In completing this balancing exercise great weight should be given to the conservation of heritage assets as required by the NPPF. This is addressed in the later in this report in the planning balance.

Landscape and Design Quality

- 6.41 HDPF Policy 25 seeks to preserve, conserve and enhance the landscape and townscape character of the district, taking into account individual settlement characteristics, and maintaining settlement separation. Policy 26 states that, outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Policy 32 requires development to complement locally distinctive character and contribute a sense of place.
- 6.42 The site is located outside the defined built-up area boundary and is therefore sited within a countryside setting. The site is not covered by any national landscape designations. Your Officers do not consider it to be a 'valued landscape' in the NPPF context at Paragraph 180.
- 6.43 The Landscape Visual Impact Assessment (LVIA) identifies the site as being located at a County level as LW9 Upper Adur Valley Landscape Character Area within the Landscape Character Assessment of West Sussex, and at District Level the Landscape Character Area (LCA 03) Steyning and Henfield Brooks within the Horsham District Landscape Character Assessment. This is not disputed by the Council's Landscape Architect who confirms the site broadly fits the wider published key characteristics identified given the site's pastoral use and landscape pattern. The published key characteristics are described as a low-lying area with small woodlands and networks of hedgerows. Guidance for these areas include protection of the pastoral qualities of the valley by ensuring new development has a minimum impact on views and is well integrated with the landscape. The documents propose the planting of new small woodlands and the enrichment of biodiversity.
- 6.44 While the proposed development would be medium in scale (as defined by the Horsham Landscape Capacity Study), the Council's Landscape Architect agrees with the judgement that given the geographical extent of the development and embedded mitigation measures, it is unlikely to have a significant adverse effect on the landscape at either a national, county or district level. That is not to say that there would be no change, simply that the change would be felt at a more local level.

- 6.45 The Council's Landscape Architect further notes that the LVIA judges the effect on the Upper Adur Valley LCA to be 'neutral', given the geographical extent/scale of the LCA. However, it is clarified that just because the effect would be limited to the extent of the site, if impacting on landscape qualities within the LCA, then there would still be a level of adverse impact.
- 6.46 With regards the Steyning and Henfield Brooks 03 LCA the Council's Landscape Architect advises that the judgement of effect on the localised landscape character to be higher than negligible. While the proposed development has largely responded positively towards the key valued features and has provided significant areas of open space and green infrastructure, the character and fabric of the landscape will be permanently changed and therefore the magnitude of change would be considered medium, leading to at least a minor adverse change on the localised landscape character.
- 6.47 The LVIA judges the effect on the site itself as being moderate adverse and for this to reduce to minor adverse at Year 10. The Council's Landscape Architect agrees with the judgment of effect of moderate adverse but there are areas within the masterplan where concerns are had that the embedded or other mitigation measures go far enough to reduce to minor adverse effect, point in case the eastern parcel where the layout should be broken down with threads of green infrastructure to provide and more semi-rural transitional character.
- 6.48 Turning to the visual effects and visualisations, the advice from the Council's Landscape Architect was that the judgement of effect on transient users of A283 to be higher than neutral (Photoviewpoint 5/photomontage 2) and would lead to at least a minor adverse effect. In addition to motorists, there are also pedestrians affected by the changes in this location. The proposed footpath, ramp (outside the visualisation) and roundabout layout and surfacing creates an engineered approach to the new development and new landscaping would better integrate the infrastructure and create a more connected neighbourhood that does not feel dissected by a bypass.
- 6.49 In regard to particular viewpoints, no.9 demonstrates the eastern most parcel of the development should be further broken down to create a less abrupt transition into the countryside when seen from the elevated parts of the South Downs; and viewpoint 11 clearly shows how the topography of the site affects the perception of the buildings and how these seem to protrude when appreciated from the Downs. This suggests that the buildings in this more predominant area should not go over the 2 storey and/or the planted corridors are enlarged (min 8m) to be able to accommodate large canopy trees.
- 6.50 Overall the Council's Landscape Architect is satisfied that the development can be supported on landscape grounds but based on the findings of the assessment, it was considered that there are some opportunities that should be included and secured as part of the mitigation strategy/parameter plan. These have been secured in negotiations on securing mitigation and compensation, which are detailed in the later in this section of the report.

South Downs National Park - setting

- 6.51 As set out above, an important material consideration that carries great weight in decision making is the impact of the proposals upon the setting of the National Park, a nationally designated landscape. A Landscape and Visual Impact Appraisal (LVIA) now supports the outline planning application for the development proposal. The site as witnessed from the ZTV (Zone of Theoretical Visibility) included in the LVIA, is visible in longer views from the National Park, from Beeding Hill and Truleigh Hill in the East and higher ground in the West such as Steyning Round Hill, as well as from National Trails and vantage points along the routes of the Monarchs Walk and South Downs Way.
- 6.52 The South Downs National Park View Characterisation Study identifies several sensitive views within the National Park, with three potentially including the site, Beeding Hill, Steyning

Round Hill, and Chanctonbury Ring. The site is visible from two areas of the scarp footslope, which are dissected by the Adur Valley. The site lies within the periphery and setting of the Arun to Adur foot slope Local Character Type. The southern boundary of this character type is defined by the steep scarp of the Arun to Adur Downs Scarp and is drawn along the southern edge of the arable fields that form part of the Scarp Footslopes. To the north the character type forms a gradual transition to the landscape of the Low Weald.

- 6.53 The South Downs National Park Authority (SDNPA) has expressed its view that Steyning contributes significantly to the setting of the National Park, both individually and in its relationship with other settlements along the spring-line. The SDNPA have concerns that the scheme would generate negative effects within the setting of the National Park, in particular regarding landscape character, including settlement pattern, landscape function and views. the proposed level of development upon the site and spread to the eastern portion of the site gives rise to concern, as the eastern parcel is likely to be the most visible from the National Park and extends Steyning 'uncharacteristically' close to Upper Beeding. The SDNPA also believe the submitted LVIA also makes little commentary on how the development would conserve and enhance the National Park's setting, which the Council has a statutory duty to consider. The SDNPA believes there is little justification for the LVIA to conclude selected viewpoints within the National Park will not change due to the distance and existing built extents to Steyning. The SDNPA view is that more could be done to avoid and mitigate the landscape impact by breaking up the mass of the development including using woodland or tree planting to screen development, use of consistent range of building materials, brick clay tile etc, and limit the introduction of any new lighting into this landscape. On the latter, the National Park is a designated International Dark Sky Reserve and dark skies, and tranquillity are two of the National Park's special qualities.
- 6.54 Your Officers agree with the SDNPA that development in the eastern parcel should acknowledge the historic farmstead and retain a characteristic setting to this listed building. However, your Officers do not agree with the SDNPA's view that the density in the far eastern parcel appears to be high and urban in layout. In your Officer's views, after careful consideration of the qualities that setting of the National Park in relation to the site location, the applicant has conceived a development that acceptably responds to the national park setting, with buffers to the east and north using a sympathetic landscape structure with existing mature tree belt, new tree planting, generous development set back and attenuation ponds, to reflect settlement edge character of surrounding Poynings (nearby Springline village). The layout is considered sufficiently landscape led with levels within the proposed site following the existing topography where possible; there is a central valley within the site and a slight crest to the west. Development is proposed on both sides of the central valley with the valley feature being retained and a 'green' corridor incorporating natural and man-made features running along a ridgeline of the site, which contains views of the South Downs.
- 6.55 The SDNPA recommend that full details of any external lighting (both during and after the construction period) are secured by an appropriate planning condition with the intention of limiting light pollution and disturbance to wildlife. None of the submitted dwelling plans appear to incorporate roof lights, which is welcomed. The removal of permitted development rights in respect of roof lights would also be welcomed by the Authority.
- 6.56 Notwithstanding these concerns, it is important to note the SDNPA does not object to the proposal but highlights that the setting of the National Park as its key concern. The NPPF states that development within the setting of a national park should be sensitively located and designed to avoid or minimise adverse impact – not eradicate adverse impacts completely. The SDNPA goes on to reason that should Horsham District as Local Planning Authority be minded recommending the application for approval, on balance, then improvements to the scheme are advised in order to mitigate impacts on the landscape and natural and scenic quality of this area and improve green infrastructure. These are discussed later in this report.

Open Space

- 6.57 The Horsham District Council Open Space, Sport and Recreation Study (June 2021) sets the total requirement of open space for all new developments. The calculation is shown below and assumes an average household size of 2.4 persons. The proposed development provides an over-provision of 2.25ha.
- 6.58 According to the latest Open Space, Sport and Recreation Review, Steyning has deficiencies in the following types of open space; parks and gardens (2.59 ha); natural and semi-natural open space (13.6 ha); amenity open space (0.54 ha); and children's play space (0.12 ha).
- 6.59 The development has exceeded the Open Space thresholds for the following types of open space; Formal Parks and Gardens (although parkland is only 15 metres wide along a reasonable part of it); Natural and Semi-Natural Areas (well-placed but attenuation areas should not be steep sided engineered features), and Amenity Open Space. The development has provided the required LEAP of 0.04 ha and includes the required buffer zone for housing (the play area location is good). An all-weather facility for young people (youth shelter) has been provided of at least 0.03 ha with a wider buffer than the LEAP. The development proposes no allotments but does propose a community orchard. There is currently more than the minimum required allotment provision in Steyning, therefore the absence of allotments on the site is considered acceptable by officers.

Townscape

- 6.60 The site adjoins an existing settlement edge. The development will achieve an average density of 36 dwellings per hectare (dph) across the developable area of the site, which ensures the efficient use of land whilst allowing for differing densities across the development reflective of the surrounding area; including higher densities within the core, and lower densities towards the peripheries of the site. Following the analysis of the character of the different parts of Steyning in the site vicinity, the architectural approach and variations in character proposed for the development are set out in Character Areas (CA1 Principal Street; CA2 Springline Village; CA3 Roman Road; and CA4 Railway Suburb). For example, CA3 forms a linear predominantly single-sided tree-lined secondary street, designed with a formal layout whereas CA2 is a lower density area, and will create the new settlement edge with a more informal pattern with clusters of dwellings interspersed with irregular open space and bungalows to the north-east corner. Demolition of No. 37 Kings Barn Lane is not considered detrimental to Kings Barn Lane's street scene/townscape character.

Trees

- 6.61 A tree survey has been carried out. Trees are mostly contained to the site boundaries which will largely remain unaffected. Some field boundary hedgerows will also be retained except for new access points. The proposed new roundabout on Steyning By-pass will require removal of low and moderate value trees located at the western boundary and on both sides of the A283. New tree planting is proposed to compensate.

Securing mitigation and Compensation - effects on Landscape Character and Setting

- 6.62 At initial submission, both the SDNPA and Council's Landscape Architect shared highlighted concerns on the landscape character and visual impacts of the proposal. However, in subsequent negotiations with your Officers in seeking to secure mitigations to reduce those harms, the applicant has responded in submission of design changes made at various stages, revised parameter plans and masterplan and, in 2022, updated DAS with the LVA upgraded to a LVIA, so that the likely significance of the effects could be fully assessed. These documents include photomontages from a range of viewpoints and include opportunities for landscape enhancement.

- 6.63 In terms of the LVIA and photomontages illustrating views toward the site, the SDNPA have acknowledged that the negotiations outcomes – a more informal layout and lower building heights to the central parcels and north-eastern corner - would help reduce the impacts, although does not overcome their concern regarding the spread of development within the eastern part of the site; particularly visualisation Viewpoint 11).
- 6.64 In terms of the opportunities for improved landscaping and green infrastructure provision, the SDNPA encouraged your Officers to seek these, taking particular care to ensure tree specimens are of a suitable size and quality.
- 6.65 On this matter, the LVIA correctly identifies the site at District level, within the Horsham District Landscape Character Area O3 Steyning and Henfield Brooks. With regards the Steyning and Henfield Brooks LCA the Council's Landscape Architect advise is that the judgement of effect on the localised landscape character to be higher than negligible. While the proposed development has largely responded positively towards the key valued features and has provided significant areas of open space and green infrastructure, the character and fabric of the landscape will be permanently changed and therefore the magnitude of change would be considered medium, leading to at least a minor adverse change on the localised landscape character.
- 6.66 The LVIA judges the effect on the site itself as being moderate adverse and for this to reduce to minor adverse at Year 10. The Landscape Architect agrees with the judgment of effect of moderate adverse but there are areas within the masterplan where there were concerns that the embedded or other mitigation measures go far enough to reduce to minor adverse effect, point in case the eastern parcel where the layout be further broken down with threads of green infrastructure to provide and more semi-rural transitional character.
- 6.67 For the Council's Landscape Architect, the changes made to the 'spring line' village character area (the eastern parcels) in conjunction with the changes added to the outline Design Code imagery and new artist impression, offers enough to secure an area which has a slightly different sense of place and that better relates with the adjacent rural Kings Barn Lane.
- 6.68 Amendments to the drainage strategy are positive. However, further refinement will be required in the next stages of the design to make sure minimum disruption to existing vegetation is secured and that the landscape strategy can be delivered. Currently they are still connections between suds features which straddles through existing and to be retained hedgerow. A solution or re-routing will need to be investigated. Your Officers take note and seek to impose a pre commencement condition that requires coordination with all underground services and landscape strategy at an early stage.
- 6.69 In regard to the DAS, your Officers are now satisfied sufficient information is shown on buffer zones and no further amendments are required. With regards the tree sizes of future planting within the scheme, the Council's Landscape Architect notes some changes to include larger trees, which is positive. However, the principal street CA1, still proposes 18-20cm girth to be planted in the avenue and only some 30-35cm girth at key locations. Your Officers are still of the opinion that this key corridor should be secured with 30-35cm girth trees. The same for CA3, which is also shown as intended tree lined streets. Currently trees are proposed as 18-20cm girth. This is an important link with the existing village and the trees are key to reinforce the connection and direct views. To make the distinction in the hierarchy from the principal street and the other character areas, it is proposed that trees here to be specified at 20-25cm girth. These tree sizes provisions are to be secured by within a wider landscaping condition.
- 6.70 Finally, an early planting condition (as soon as practical at enabling works stage) should be considered for the southern and eastern boundaries to make sure mitigation measures, of which structural planting is key to the integration of the scheme, is delivered and well underway at an early stage.

- 6.71 Notwithstanding the delivery of these additional mitigations, the applicant's own evidence identifies residual localised landscape character effect within the setting of the National Park, as detailed in the preceding commentary. To seek to minimise this effect, the applicant has committed to funding landscape recovery via off-site compensation within the same Landscape Character Area 03 – at Bramber Brooks Nature Reserve. The Management Proposals for Bramber Brooks that the compensation funds relate to nature conservation and enhancement of certain Key Characteristics identified in the Local Character Area Assessment for LCA 03, including the alluvial floodplain and seasonal flooding; and directly deliver on identified planning and land management guidelines, including more 'natural' floodplain management. Whilst the proposed compensation measures to Bramber Brooks will not directly benefit or mitigate the identified effects within the site, these are considered to positively contribute to the enhancement of the qualities and key characteristics of O3 Local Landscape Character Area (Steyning and Henfield Brooks Character Area) and setting of the National Park. In similar regards, it enhances the character of the land as identified in the HDC Steyning Character Assessment (2019).

Summary on Landscape and Design Matters

- 6.72 Being guided by the National Design Code and the NPPF, new development is expected to demonstrate high quality of design, which responds and integrates well with its surroundings. HDPF Policies 25, 30, 32 and 33 are reflective of National Policy in this regard.
- 6.73 As the proposal is in outline, with all matters reserved except access, the exact layout and design of the proposal is not under consideration with this application. If approved, the details of the scale, layout, landscaping and appearance of the development will be considered under future reserved matters. The expectation is this would be undertaken in substantive accordance with the Design and Access Statement and Outline Design Code submitted in at this outline stage, which indicate how the development is anticipated to be laid out, with the use of Character Areas determinative to building typologies, heights and densities.
- 6.74 At this stage, therefore, the main consideration is whether the quantum of development proposed is acceptable considering the submitted parameter plans. The suite of submitted Parameter plans cover land use, density, buildings heights, access and movement, and green infrastructure. The layout has adopted the principles of urban design, comprising an arrangement of perimeter blocks ensuring outward facing frontages and permeability through a street hierarchy. Existing hedgerows and field boundaries have been retained and enhanced with sustainable drainage incorporated into the scheme in an optimal location for its purpose. As the site is an edge of settlement development, the layout has been designed to ensure the site edges are intersected with landscape buffers.
- 6.75 Your Officers therefore consider the proposed submission, including funding to delivery landscape recovery within the setting of the National Park as compensation to identified residual effects, would represent good design, in the way that term is used in the NPPF. It will equally comply with local plan policy (HDPF Policies 25, 30, 32 and 33) as it will protect, conserve, and enhance local character, taking into account areas identified as being of landscape importance, and maintain and enhance the Green Infrastructure Network. For all these regards and those in preceding paragraphs, there is compliance with Steyning Neighbourhood Development Plan Policy 1 *Green Infrastructure and Biodiversity* and Policy 2 *Responsible Environmental Design* and Policy 3 *Contribution to Character* (where matters of these policies are relevant at Outline stage).

Environmental Protection and Amenity

- 6.76 Policy 33 of the HDPF requires development is designed to avoid unacceptable harm to the amenity of occupiers / users of nearby property and land.

Contamination

- 6.77 The Council's Environmental Health is satisfied with the Preliminary Land Contamination Assessment accompanying the application (ASL Desk Study Report September 2021) which has identified known or suspected sources of land contamination, and in order to fully quantify the risks to future site users a site investigation and generic quantitative risk assessment is required, to be addressed through required remediation through conditions.

Construction Phase

- 6.78 In accordance with HDPF Policy 33 it is acknowledged the construction phase of the development has the potential to impact receptors through noise, lighting and air quality effects. It is considered that, should the application be approved, potential impacts to the amenity of neighbours that might arise during the construction phase could be controlled by suitable conditions including requiring the submission and approval of a construction mitigation plan; restrictions on site floodlighting and working times on site.

Air Quality

- 6.79 The application site is not located within or close to any of the district's defined Air Quality Management Areas (AQMAs). However, in support of the application, and as required by the Council for any development classed as 'major', an Air Quality Assessment has been submitted. The District's Air Quality Specialist has reservations regarding the model verification methodology (use of diffusion tubes for the Steyning High Street Air Quality Management Area and removal of well performing sites from Storrington Area). However, as the forecast for the development to be occupied is 2027, based on the rate of improvement in vehicle emission rates, the impacts of this development are not expected to go beyond Slight Adverse. Therefore, the district's specialist has not objected, and the results of the damage cost calculation given by the applicant are accepted.
- 6.80 Regardless of the air quality model methodology used, in line with the Sussex Air Quality Guidance an emissions mitigation assessment was undertaken and the total costs of the mitigation package as evidenced in the Air Quality Assessment by Ensafe Consultations (Sept 2021) as a commitment to be delivered by the applicant (£265,626) is more than sufficient to cover the Damage Cost of the proposed development (which is calculated at £68,486). The total costs of mitigation package comprise electric vehicle changing points (total costs £132,500); resurfacing PRow works and Travel Plan (£75,000); and travel discount to each dwelling (£61,125). These measures would be secured within Reserved Matters submissions, or by condition or via legal agreement.

Amenity

- 6.81 The indicative site layout plan demonstrates the maximum quantum of development could be accommodated within the developable area whilst providing for and retaining a good standard of amenity for all existing and future occupants of land and buildings of the proposed development (including distance between nearest dwelling from locally equipped play area). A landscape buffer has been provided along the southern boundary where the development abuts existing dwellings fronting Kings Barn Lane and where feasible, has been widened into open space and community orchard. The impacts arising from the precise location and orientations of the proposed buildings onto neighbours is a matter for a later stage (Reserved Matters), however at this stage based on the submitted indicative layout plans, no appreciable concerns are identified. This includes consideration of the amenity impacts of the new pedestrian link onto Kings Barn Lane in place of the dwelling at no.37.

Noise

- 6.82 The application is supported by a Noise Impact Assessment (Ensafe 13.10.22), and an Acoustic Assessment (MEC, Dec 2022) and supporting letter (MEC, 23.01.23). These assessments have identified that the easternmost part of the development site is impacted by noise at night from the adjacent battery energy storage facility off the east off Kings Barn Lane. The Council's Environmental Health team remain unconvinced that noise from the battery farm will not have a detrimental impact on residential amenity, particularly during the night-time hours. As detailed in the MEC Letter the Council's Environmental Health team agree that more detailed noise assessments are required.
- 6.83 The Council's Environmental Health team are satisfied to recommend the above mentioned further assessments through conditions and therefore recommended this approach. However, the applicant is also advised that noise exposure can also be addressed through the hierarchy of design, layout and mitigation measures as set out in ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise for New Residential Development. The additional noise assessments would inform these matters of detail which are for consideration at Reserved Matters stage. Officers agree that this matter can be suitably addressed via the final layout at reserved matters stage and conditions, noting that the indicative site layout submitted with this application shows a generous separation to the battery storage facility, and that this facility is already enclosed within a barn structure.
- 6.84 The Environmental Health team is also of the view that the layout of the western part of the development, with dwellings and amenity spaces located in close proximity of the A283 with associated high road traffic noise levels, does not represent good acoustic design, as detailed in with ProPG: Planning and Noise. However, with acoustic fencing, adequate glazing and active ventilation systems, the Council's Environmental Health team are of the view that acceptable noise levels, in accordance with BS:8233, should be achievable in most of the dwellings through conditions.

Light pollution

- 6.85 It is required to minimise the impact of lighting on neighbouring uses, the wider landscape and biodiversity, including potential glare and spillage, particularly regarding the South Downs International Dark Sky Reserve designation. A comprehensive lighting plan for the site can be provided by condition to ensure that the intensity of illuminance is limited to the confines of the site, thereby avoiding harm to neighbouring amenities. Practical measures to reduce light pollution, such as removal and/or reduction of rooflights, is a matter for detailed design stage.

Fire Risk

- 6.86 It is noted that representations have been made concerning fire risk from the battery storage facility. The West Sussex Fire and Rescue Service (FRS) have reviewed and commented on the proposal and raise no objection to likely fire risks from the adjacent battery storage unit on Kings Barn Lane. The development would not impinge emergency access to the unit and would likely enable fire trucks to better access to the unit via the new estate with extendable hoses compared to Kings Barn Lane. There are currently no set guidelines on how far battery storage facilities must be located from residential dwellings however it is understood from considering battery storage facilities elsewhere in the district that the industry guideline is a minimum of 30m, which the indicative layouts show is exceeded in this instance. There is a request for installation of fire hydrants to serve the new development, which would ensure there is a sufficient supply of water for firefighting and a potential duration of any fire.

Summary on Environmental Protection Matters

- 6.87 Overall, and subject to the recommended conditions being applied, the proposed development would have an acceptable impact on the amenities of adjacent residents and businesses in accordance with HDPF Policies 32 and 33.

Highway Matters - Access, Parking and Highway Safety

- 6.88 HDPF Policy 40 states that development will be supported if it is appropriate and in scale to the existing transport infrastructure, including public transport; is integrated with the wider network of routes, including public rights of way and cycle paths, and includes opportunities for sustainable transport. HDPF Policies 40 and 41 promote development that provides safe and adequate access, suitable for all users. It should be noted that developers can only be required to mitigate the impact of their development, in accordance with CIL Regulations.
- 6.89 A Transport Assessment by Hub Transport Planning Ltd 2020 (TA) accompanies this application. In general terms, your Officers consider the site to be situated within reasonable walking distance of local services and facilities, and bus, rail, and cycle routes.
- 6.90 Highways matters have been the subject of extensive negotiations between Officers and the applicant, with various technical matters addressed in subsequent material submission from Hub Transport and considered by West Sussex County Council (WSSCC) in its capacity as Local Highway Authority (LHA). A significant negotiated outcome has been securing the addition of a signalised pedestrian and cycle crossing of the A283 Steyning By-Pass (a toucan crossing).
- 6.91 The following access works are proposed to serve the development with additional off-site improvements at junctions to mitigate the traffic impact at these junctions brought about by the development as well as improvements to active travel and inclusive accessibility opportunities, as summarised below, and detailed later in this report:

S106 Agreement (to secure):

1. A283/Horsham Road and A283/B2135 Junctions works (and timing of implementation)
2. A283/Castle Lane/The Street/Maudlin Lane/Clays Hill Roundabout works (and timing of implementation)
3. A283/A2037 Roundabout Junction works (and timing of implementation)
4. All Public Right of Way works and contributions (and timing of implementation and/or payment)
5. Works collectively listed as 'sustainable access' (and timing of implementation), comprising dropped kerbs and tactile paving at various routes to local facilities within Steyning from Kings Barn Lane
6. Final Travel Plan (and timing of implementation) and Monitoring Fee.

And to be secured by conditions:

1. Access onto A283 Steyning By-Pass in accordance with the submitted drawings (showing a controlled pedestrian and cyclist toucan crossing on Steyning By-Pass)
2. Emergency, pedestrian and cycle access onto Kings Barn Lane in accordance with the submitted drawings.

Road Safety

- 6.92 In the latest 5-year period (2015 – 2020) a total of 40 accidents have occurred in the search area (the A283 corridor through Steyning, from the B2135 junction in the north, to the A2037 roundabout in the south, as well as the roads within Steyning itself), six classed as serious.

- 6.93 Stage 1 Road Safety Audits have been carried out in line with guidance to cover the following:
- Site access roundabout junction onto A283
 - Pedestrian and cycle access onto Kings Barn Lane (section running N-S east of the site)
 - Pedestrian, cycle and emergency access onto Kings Barn Lane (south of the site)
 - A283/B2135 (Horsham Road) junctions (north and south of the road)
 - A283 Canons Way junction
 - A283/Castle Lane/The Street/Maudlin Lane/Clays Hill roundabout
 - A283/A2037 roundabout.
- 6.94 A Designer's Response (Road Safety Audit Log) to design checks requested by WSCC and to amendments to the proposed site access layout secured in negotiations with HDC and WSCC Officers, confirms the conclusions of the original safety audits are unchanged. At the time of submission for S278 Highway Works Agreements, WSCC reserve the right to request additional Audits for the minor nature of other works referred to in the above paragraphs, if necessary.

Visibility Splays

- 6.95 WSCC confirms the access and visibility splays proposals are safe and is satisfied with the revised arrangements. Submitted plans show all site access works and off-site works can be undertaken either using highway land and/or land in their control.
- 6.96 The WSCC position on this follows receipt of plans showing visibility splays from the site access and from legal line of PRoW on the east side of the road with and without a stationary vehicle in the layby (and demonstration that splays can be achieved using land in the applicant's control and/or highway land) and supporting traffic information for the visibility splay from the defined crossing point on the east side of the road for users. The proposed site access roundabout will not have a material impact on the existing layby; swept path analysis shows a large 3 axle refuse vehicle can be safely accommodated with suitable access maintained, and that adequate visibility splays can be accommodated.
- 6.97 Regarding visibility splays for access onto Kings Barn Lane, a plan has been provided showing adequate visibility splays at the point pedestrian and cyclist access joins Kings Barn Lane to the east side of the site (section running N-S east of the site). For the pedestrian and cycle access onto Kings Barn Lane (south of the site) at the point it emerges to the road the path emerges from within dense foliage where pedestrian and cyclists could be masked. At this point the emergency access to the site off Kings Bran Lane is proposed, and this would be shared with regular pedestrian and cyclist access. At the request of WSCC the splays should be commensurate with the speed limit on that section of the road (30pmph) and should be 65 metres in both directions. This is now reflected in the submitted plans.

Internal Layout and Parking

- 6.98 As the proposal is for outline permission, details regarding the layout and exact numbers of proposed parking spaces are not indicated in this application. These details would be agreed at the reserved matters stage. The Planning Statement outlines the level of provision would be in conformance with WSCC standards in force at the time of reserved matters. The car parking provision will also benefit from disabled spaces and electric charging provision. Cycle parking will be provided in accordance with WSCC standards. Given the sustainable location of the development, this is considered an appropriate approach to addressing the level of parking across the site. Regarding refuse collection, the applicant has also provided swept path analysis to demonstrate that a large refuse vehicle can access all parts of the development.
- 6.99 A construction management plan will be necessary to minimise disruption to traffic flow and safety during the construction phase, to be secured by condition.

Trip Generation

- 6.100 To inform the Transport assessment (TA), the applicant undertook traffic counts on the local highway network (including Steyning Bypass; Kings Barn Lane; Jarvis Lane) and classified peak hour turning counts at following junctions; A283/B2135 ghost island priority junction; A283/Horsham Road ghost island priority junction; A283/Canons Way ghost island priority junction; A283/Castle Lane/The Street/Maudlin Lane/Clays Hill roundabout; and A283/A2037 roundabout.
- 6.101 The applicant acknowledges that some traffic data was collected during COVID-19 pandemic. At WSCC's request the traffic flow data has been adjusted by comparing the 2018 and 2020 data collected on the A283, with the average 2018 weekday AM and PM peak flows factored up to 2020. This provides a robust indication of likely traffic flows on the network in 2020 without the impact of the COVID-19 pandemic. To provide where the most significant traffic impacts are likely to be realised, a traffic distribution and assignment exercise was undertaken, and capacity assessments carried out. Traffic generation has been obtained from TRICS database. WSCC raise no issue with this methodology.
- 6.102 The proposed development is predicted to generate 138 and 141 vehicular two-way trips in the AM and PM peak periods, respectively. This amounts to just over two additional vehicles on the network every minute. An estimate of multimodal trips has been obtained from TRICS database. The development will generate pedestrian, cyclist, and public transport trips. Given that the train station is outside reasonable walking or cycling distance it is likely that these will form part of a linked car/train journey. Bus trips will likely form part of a linked bus/walk trip.
- 6.103 The largest traffic impact on any one link is predicted to occur on the A283 northern arm at its junction with Castle Lane/The Street/Maudlin Way and Clays Hill. Up to 57 additional vehicles are estimated to be added to this arm of the junction during the AM peak period. This amounts to approximately one additional vehicle every minute.

Traffic Modelling and Junction Capacity

- 6.104 To determine the precise impact the proposed development will have on the local network, junction, ARCADY and PICADY modelling software has been used for junction capacity assessment. WSCC raise no issue with the methodologies employed by the applicant.

Proposed Site Access Junction Capacity Assessment

- 6.105 The TA indicates that the proposed site access junction will operate well within capacity in the future year of 2031 with development traffic on the network. The roundabout proposals would not result in a material impact on the A283 at this point, with minimal queues and delays predicted. The toucan crossing was modelled using LinSig (industry standard) software and the layout was also put through a GG119 Road Safety Audit (RSA), with the RSA decision log agreed with WSCC and incorporating their (the LHA's) RSA audit response. The crossing was tested two different ways. The first test was using industry standard fixed green times and intergreens (the time delay between the traffic phase ending and the pedestrian phase starting, and vice-versa). The second test was using lower intergreens to take into account the fact that the crossing will have pedestrian and traffic detection sensors, which means that the signals can 'gap-out', i.e., cut the pedestrian stage much shorter if those walking across have cleared and no-one else has started to cross the A283. Both tests were also a worst-case assessment, as they assume that the pedestrian stage is called once every 60 seconds for the entire hour, which is highly unlikely to occur in reality; it will be called more often in the AM peak hour for the school, but even then, not every 60 seconds for the entire hour. In both scenarios tested, the queue on the south approach (back to the roundabout) can be accommodated within the junction capacity.

A283/Horsham Road Priority Junction (north and south side of the A283) Capacity Assessment

- 6.106 Under the surveyed base traffic conditions the junction was operating within capacity with minimal queues. When the surveyed data is adjusted and growthed to the 2021 Base year it is shown to be operating close to capacity with some significant delays on the left turn out and right turn out movements from Horsham Road. In the 2026 base year the junction is predicted to exceed capacity. This suggests that vehicles trying to pull out of Horsham Road (particularly right turners) struggle to do so because of the heavy traffic flows on the A283.
- 6.107 Once development traffic is added to the network the queues and delays are predicted to increase. With impact at the A283/Horsham Road junction as existing, the applicant shows that there would be increased turning traffic in the future 2031 plus committed development, scenario. In the 2031 future year the queues and delays are predicted to increase further to a point where the junction fails before development traffic is added to the network. Clearly there are some issues predicted to occur at the junction. As a result, a mitigation scheme has been proposed to address this and is detailed later in this report.

A283/Canons Way Priority Junction Capacity Assessment

- 6.108 The existing A283/Canons Way priority junction is predicted to operate within capacity in the future year scenario of 2026 and 2031 with development traffic added to the network. It can therefore be concluded that the proposed development will not have a material impact at this location.

A283/Castle Lane/The Street/Maudlin Lane/Clays Hill Roundabout Junction Capacity Assessments

- 6.109 Under the surveyed base conditions the junction operates within capacity. In the 2026 future year scenario, the Clays Hill arm of the junction is shown to operate beyond capacity during the AM peak, with queues of 29 vehicles and delays of 101 seconds per vehicle predicted. When the development traffic is added to the network the queues are predicted to increase by two vehicles and delays by 17 seconds. In the 2031 assessment the junction is indicated to be operating at capacity in the future year before development traffic is added to the network. The Clays Hill arm of the junction is predicted to be operating significantly beyond capacity during the AM peak period. Queues of 10 vehicles and delays of just over 30 seconds per vehicle are also predicted on the A283 arms of the junction during the same period. In the PM peak period queues of 9 vehicles, and delays of 27 seconds are predicted on the southern arm of the junction. When development traffic is added to the network in the 2031 scenario, the largest increase in delay is predicted on Clays Hill arm of the junction where an increase of 18 seconds per vehicle is predicted. Minor increases in queue and delay are also predicted on the A283 arms of the junction, the maximum recorded being on the northern arm with increases in queue of five vehicles and delays of 12 seconds per vehicle. Whilst the development traffic is not predicted to add a significant amount of traffic to the Clays Hill arm of the junction during the AM peak period, the increase in flows past this arm are resulting in additional delay and queues in this location. As a result, a mitigation scheme has been proposed and this is detailed later in this report.

A283/A2037 Roundabout Junction Capacity Assessments

- 6.110 During the 2021 base year the A283 northern arm is predicted to be operating at capacity during the AM peak. In the 2026 scenario, before development is added to the network, queues of 24 vehicles and delays of 70 seconds per vehicle are predicted to occur on the A283 northern arm during the AM peak. When development traffic is added to the network queues and delays are predicted to increase, increasing by 26 vehicles and 61 seconds, respectively. In the 2031 future year scenario similar increases in queue and delay are

predicted between the with and without development scenarios. As a result, a mitigation scheme has been proposed to mitigate the impact of the development at this location. This is detailed later in this report.

Committed developments.

- 6.111 Committed developments in the area have been accounted for in the traffic modelling to demonstrate the cumulative traffic impacts in the vicinity of the site; Land at Monks Farm, Lancing - 600 homes + primary school; Shoreham Airport - 25,000sqm Employment Site, and Shoreham Harbour Regeneration Area. In the TA, the applicant has also evidenced four separate sites amounting to 109 residential units identified in the Upper Beeding Neighbourhood Plan, as well as being identified in the emerging Horsham Local Plan. Given these sites are included within the neighbourhood plan and emerging local plan, these will already be included in the overall general growth factors provided by TEMPro (the software methodology employed by the applicant).
- 6.112 Following a WSCC request, also provided is traffic flow data showing impact at the A283/A24 roundabout junction at Washington as this roundabout has been flagged in part of the published evidence base used for informing the emerging Local Plan as being one that experiences congestion and delay, particularly in peak periods. The identified additional impacts originating from the development in both AM and PM peak hours are very low (19 vehicles in the AM peak and 9 vehicles in the PM peak) would be imperceptible.

Off-site mitigation/improvements (and resultant traffic impacts)

- 6.113 As documented above and alongside the proposed points of access to the development as documented earlier in this response, the applicant proposes some off-site improvements at the following junctions to mitigate the traffic impact at these junctions brought about by the development. These works are:
- A283/Horsham Road and A283/B2135 Junctions – this scheme involves widening the central right turn lane along the A283 and providing a kerbed central island to protect vehicles in the right turn lanes. This also allows vehicles turning right out of Horsham Road and the B2135 to undertake the manoeuvre in two stages. The proposed scheme is shown on submitted drawings.
 - A283/Castle Lane/The Street/Maudlin Lane/Clays Hill Roundabout – this scheme provides widening on the Clays Hill arm of the junction, thereby allowing two vehicles to approach the give way line of the roundabout at once. The proposed scheme is shown on submitted drawings.
 - A283/A2037 Roundabout Junction – this proposed scheme increases the flare on the A283 northern arm to allow more traffic being able to stack two by two on approach to the junction. Works are shown on submitted drawings.

Traffic impact resulting from the above works:

A283/Horsham Road (north side of A283) and A283/B2135 Junction (south side of the A283):

- 6.114 When compared to the existing situation, the proposed mitigation scheme provides improvements to the capacity of the junctions. For example, in relation to A283/Horsham Road (north side of A283) in the 2026 Base plus Committed plus Development scenario, the queue on Horsham Road left turn reduces from 84 vehicles to six vehicles and delay reduces from 727 seconds per vehicle to 66 seconds during the AM peak period. Regarding A283/B2135 Junction (south side of the A283) the proposed mitigation scheme will improve the junction compared to the existing situation. In the 2026 Base + Committed + Development scenario the proposed scheme is predicted to operate very similar to the 2021 base situation.

- 6.115 Following WSCC querying the queueing times appearing to decrease in the future, the applicant has explained that with mitigation, the junction is shown to operate better. In regard to the traffic impact at A283 Horsham Road/A283 (whole junction including and north and south staggered arms of Horsham Road), the applicant has responded in detail on this, explaining that the provision of kerbs would better define the junction and, in turn, add a wider approach to the A283 on the Horsham Road which would provide some capacity improvements (particularly for those turning left out of Horsham Road) and would overall improve matters for highways users compared to the situation that would arise with the development but no improvements. The applicant has also researched the effect of the widened and kerbed right hand turning lane for users and say this would assist some drivers being more confident to use as two-stage exit from Horsham Road when turning right compared to the existing situation with just road markings and narrow lanes. While the applicant admits it is difficult to accurately predict exact traffic movements and associated activity, it is said to be clear that the junction with the proposed mitigation would be a much-improved design over the existing arrangements which would assist with traffic flow and driver behaviour and confidence when using it. Street lighting might need to be considered as part of the detailed design for the works shown.

A283/Castle Lane/The Street/Maudlin Lane/Clays Hill Roundabout:

- 6.116 The proposed mitigation suggests that it will provide an improvement to the Clays Hill arm of the junction during the AM peak. In the 2026 Base plus Committed plus Development scenario the queues reduce from 31 vehicles to 4, whilst delays reduce from 118 seconds per vehicle to 16 seconds per vehicle. Similar improvements are predicted in the 2031 future year scenario. During the AM peak period, the overall junction delay of the existing junction is predicted to be 40.82 seconds and 57.82 seconds in the 2026 and 2031 future years, respectively, before development traffic is added to the junction. Once development traffic is added to the network and the mitigation scheme is implemented, the overall junction delay is predicted to be 28.16 seconds and 37.14 seconds in the 2026 and 2031, respectively. The proposed mitigation scheme is therefore predicted to reduce overall delays at the junction.
- 6.117 Regarding traffic impact at Castle Lane/The Street/Maudlin Lane/Clays Hill, the applicant has responded to a WSCC query related to the reported increase in delay on the Castle Lane arm of the junction in the 2031 Base plus Committed plus Development, scenario, by confirming that the actual level of delay predicted in the modelling output is 59 seconds per vehicle.

A283/A2037 Roundabout Junction:

- 6.118 The proposed improvement scheme mitigates the impact of the proposed development traffic at this junction. During the AM peak, the predicted queues on the A283 northern arm reduce from 50 vehicles to 12 vehicles, whilst delays decrease from 131 seconds to 34 seconds. Similar decreases are also predicted in the 2031 future year scenario. As a result, the proposed improvement fully mitigates the impact of the development at this location.

Travel Plan

- 6.119 A draft travel plan has been submitted as part of the planning application. The Travel Plan sets out a range of measures and initiatives, including; promotion and publicity of walking, cycling and use of public transport in Resident's Travels Pack; and travel vouchers to the sum of £150 be made available to all households should the trip rate reduction target not be met (and, at request of WSCC, to be used flexibly for a choice of purchase – bicycle, bus tickets, train ticket and not limited to network saver ticket, which was the applicant's original suggestion)

Sustainable Access

- 6.120 'Active Travel' comprises walking, cycling and wheeling. Active Travel England (ATE) has no comment to make on this planning application as its statutory consultee remit applies only to consultations made valid on or after 1st June 2023. Officers have considered the ATE Standing Advice Note which provides guidance to local planning authorities when ATE do not provide a detailed assessment of a development proposal.
- 6.121 The proposal is considered to address the standing advice of the ATE, for a scheme at Outline stage. The submitted Transport Assessment includes a full multi-modal trip analysis to identify the potential demand for sustainable modes of travel from the development. The application is accompanied by a Travel Plan. A package of mitigation works and financial contributions will deliver meaningful improvements to pedestrian and cycle accessibility from the site into Steyning town and the wider Public Right of Way network and White Bridge Link project, to benefit not only future residents of the development but also populations of Steyning, Bramber and Upper Beeding. This package is detailed below.
- 6.122 It is recognised that a range of services and facilities are within reasonable walking distance (1km) and would go toward satisfying day-to-day needs, and, for cycling, a greater range of services could be reached with Steyning High Street located just beyond 1km. Well serviced bus stops are accessible within the 1km distance allowing access to other settlements with additional services.
- 6.123 At the request of WSCC, the application has submitted a Walking, Cycling, Horse-riding, Assessment and Review (WCHAR) report. This concentrates on the proposed site access junction off the A283 but also considered routes to the local facilities within Steyning from Kings Barn Lane. The report sets out proposed improvements identified as part of the WCHAR, over-and-above other mitigation secured as set-out elsewhere in the TA.

Active Travel - Additional Highway network Mitigation

- 6.124 This mitigation comprises several highway improvements to improve pedestrian access at various routes to the local facilities within Steyning from Kings Barn Lane (e.g. pram ramps, tactile paving etc.). WSCC does not consider additional modelling work has, or needs to be, undertaken for these works, which have been confirmed can be carried out within highway land and/or land within the applicant's control. The full list is:
- Dropped kerbs on Cripps Lane adjacent to Jarvis Lane to assist pedestrian access to the shared use route along Jarvis Lane;
 - Dropped kerbs and tactile paving across Cripps Lane, just east of its junction with King Alfred Close;
 - Dropped kerbs and tactile paving across the King Alfred Close bellmouth;
 - Dropped kerbs and tactile paving across Church Street just west of its junction with Church Lane;
 - Dropped kerbs on south side of Vicarage Lane, opposite PROW adjacent to St Andrew and St Cuthman's Church.

Active Travel - Public Right of Way Network

- *Offroad PROW Access enhancement to Bramber and Upper Beeding (the 'White Bridge Link Project')*

- 6.125 This project comprises the intention to upgrade the two footpath spurs leading to St Peter's Church and Beeding Bridge to smoother, all-weather surfaces similar to the 'Walks For All' paths south of the bridge. Achieving full bridleway status would not be practical, so the current paths will still be designated footpaths but with permissive cycle use. Whilst WSCC PROW team have the budget for design of the White Bridge Link Project this financial year,

there is no confirmed budget at this stage for next. WSCC are planning on going out to tender in September time with a view to delivering in summer 2025, budget allowing. A contribution toward the project is judged beneficial and at this time, the surfacing and bridge replacement will take place as one whole project so £100k will reduce the pressures on the public purse for a scheme that will bring active travel benefits between Steyning and Upper Beeding.

- *Access to and enhancement of Downs Link (National Trail/Long Distance Route and Sustrans Cycle Route 223)*

6.126 The WSCC PRow team are pleased to see a direct pedestrian/cycle connection will be provided from the east side of the site to King's Barn Lane which forms part of the Downs Link, and a financial contribution of £80k will be provided to upgrade the Downs Link to provide surface improvements in the vicinity of Wkyham Farm.

- *Footpath 2585*

6.127 The PRow team is happy to note surface improvements will be made to FP2585 where it runs within the development's boundary in the form of an all-weather 2 metre footpath.

- *Foot path 2585: Crossing over A283*

6.128 It is good the developers have taken the opportunity to improve PRow users' safety via the new crossing arrangement where PRow F2585 crosses the A283 via provision of a splitter island, enabling pedestrians to cross in two stages and just north of the new roundabout which will also act to slow traffic.

- *Foot path 2585: West of A283*

6.129 Improving accessibility to wheelchair/buggy users is also very welcomed with the installation of a DDA compliant, pedestrian, graded footway ramp on the west side of the A283 which will connect to the PRow at the bottom of the existing steps. Replacement stepped access will also be provided, as an additional, alternative route.

- *Stile replacement funding*

6.130 Funding of £10k to replace stiles for pedestrian gates and/or kissing gates to landowners within a 5-kilometre radius of the site (cascaded from Steyning, Wiston, Bramber and Upper Beeding parishes) is welcomed.

Summary on Access and Highway matters

6.131 Taking all the relevant evidence into consideration, your Officers fully endorse the conclusions of WSCC, in their capacity as the Local Highway Authority, that the proposed development will not have severe impact on highway capacity or raise highway safety concerns. No objection to the proposal has been raised by WSCC, subject to securing the mitigations that go above and beyond that necessary, and the package of Active Travel measures via condition and S106 legal agreement.

6.132 Indeed, it is the view of your Officers that two significant outcomes are evidenced in the TA submission; firstly, that the proposed mitigation scheme when delivered will improve capacity of the local highway network junctions when compared to the existing situation, and secondly, provide for safe and lit pedestrian and cyclist access across the A283, in the form of a signal-controlled toucan crossing.

6.133 Therefore this proposed development suitably promotes sustainable transport choices and would not result in highway capacity or safety issues and is otherwise in compliance with the National Planning Policy Framework, and there are no transport grounds to resist the

proposal. Officers have no reason to recommend otherwise that the proposal therefore fully accords with HDPF Policies 40 and 41.

Ecology

- 6.134 Policy 31 of the HDPF (2015) states that development proposals will be required to contribute to the enhancement of existing biodiversity and should create and manage new habitats where appropriate. The Council will support new development which retains and /or enhances significant features of nature conservation on development sites.
- 6.135 No statutory or non-statutory sites are located within the site boundary. Several such sites are located within the wider area. The application is supported by an Ecological Assessment (Tyler Grange, September 2021) and an Ecology Technical Note for Access (October 2022), with surveys carried out which concluded the habitats present within the site are of negligible / local ecological importance. The latter are the hedgerows, adjacent ditch, woodland, ponds and mature trees. The site supports low numbers of reptiles (small population of breeding slow worms and common lizards), nesting birds (21 bird species), foraging and commuting bats (three bat species) and the potential for common invertebrates, [REDACTED] and great crested newt (the latter known in the area). No confirmed bat roosts are present on site, but trees with potential features will be retained within the scheme design.
- 6.136 Principles of a mitigation strategy have been provided within the Ecological Assessment, as well as habitat design and management. No adverse impacts to any statutory or non-statutory designated sites are anticipated because of the development. Habitats of negligible importance will be lost because of the proposals, and most habitats of local importance will be retained, protected, and enhanced. There will be some loss of hedgerows within the site, but replacement hedgerow planting will offset this loss. The creation of large areas of semi-natural green / blue infrastructure, areas of public open space and large SUDs, designed to be of benefit for wildlife, would significantly enhance the site for biodiversity.
- 6.137 Proposed native hedgerow, attenuation ponds, native scrub, along with creation of wildflower rich margins, orchard, and enhancement of retained habitats will compensate for the construction phase of the development which would predominantly result in the loss of improved grassland habitat. In addition, the provision of bat and bird boxes on retained trees, will provide ecological enhancements at the site, leading to biodiversity gains (+11.18% and 2.19 Hedgerow Units using the DEFRA Metric 3.0) and improving opportunities for UK and local Priority Species. It is understood by Officers that the Metric version used is dated but there is no obligation to use the latest metric version as this application was validated before Biodiversity Net Gain became a mandatory requirement. The Council's ecologist has recommended a biodiversity enhancement condition, and it is likely that measures submitted pursuant to that condition would be informed by the more recent Metrics as these are now standard working practice in evidencing enhancement and gain.
- 6.138 A Landscape and Ecological Management Plan (LEMP) would ensure retained and created habitats are managed favourably. Measures would be included within a Construction Ecological Management Plan (CEMP) to ensure that the nearby designated sites are protected during the construction phase. This would ensure that no contaminated run off occurs and impacts from dust and noise are minimised. A drainage strategy would also be adopted to ensure that no untreated run-off can enter the adjacent watercourses post development, with all units being connected to a mains sewer, to ensure there are no post development impacts on nearby designated sites.
- 6.139 This evidence relating to the likely impacts of development on Protected & Priority habitats and species - particularly hedgerows, breeding birds, bats and reptiles, and the identification of proportionate mitigation has been reviewed by the Council's ecologist, who is satisfied sufficient ecological information is available for determination and for the Council to demonstrate compliance with its statutory duties, and recommends approval subject to

conditions. This is subject to the mitigation measures identified in the Ecological Assessment (Tyler Grange, September 2021) being secured and implemented in full by condition, as well as additional measures. These include a Construction Environmental Management Plan for Biodiversity (with details of any lighting proposed during the construction period and details of when an Ecological Clerk of Works will be required during construction) and a Wildlife Sensitive Lighting Design Scheme (in order to prevent operational impacts to bats and other light-sensitive species).

- 6.140 The Council's Consultant Ecologist also supports the proposed reasonable biodiversity on-site enhancements, recommended to secure measurable net gains for biodiversity. The applicant's National Park enhancement and Furtherance compensation package would directly fund including habitat creation and its maintenance at Bramber Brooks nature reserve to secure biodiversity gain off-site. For all these reasons and those set out in the preceding paragraphs, there is compliance with Steyning Neighbourhood Development Plan Policy 1 *Green Infrastructure and Biodiversity*.

Effects on ecology of adjacent watercourses

- 6.141 This matter has been raised by third party representations. A full Ecological Assessment (EciA), produced in accordance with industry standard Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines, has been undertaken and submitted as part of the planning application. The Natural England chalk river maps and the geology (BGS maps) of the area identifies no chalk streams running through or along the site and/or site boundaries. The closest stream is 20 metres from the west site boundary.
- 6.142 The site is currently used as horse pasture and other agricultural means. Water currently runs off the land directly into the local stream with no attenuation or filtration. As noted previously, the development will include SuDS as required by local and national planning policy. This system will filter the water as it comes off the site and remove pollutants (phosphates and nitrates) and sedimentation within the ponds before the water is released into the stream. This is an improvement over the existing situation whereby pollutants and silts are free to flow uninhibited into the stream.
- 6.143 The proposed drainage design incorporates a sustainable drainage system (SuDS) and this uses a flow control system to restrict the amount of water that will go into the stream. SUDs function by using a series of ponds to hold back the water within the site itself and water released from them is controlled, something that is especially important when there is heavy rainfall. At the moment there is no such control and water from the land is free to flow into the stream regardless of how much water there is. The drainage design therefore will provide a considerable improvement over the existing scenario; and is in line with common practice and local and national planning guidance. This has been acknowledged by the relevant statutory consultees.
- 6.144 Any surface water flooding upstream/from the existing houses to the south will not be impeded because the ground levels on the site will remain relatively unchanged so that they do not obstruct any current surface water that needs to pass through the development. Importantly, surface water that currently passes through the site will be reduced once the houses are built because it will be directed into our SUDS system and conveyed directly to the new ponds so its release to the stream is also controlled. The ground levels within the development will be profiled to ensure any overland water flow routes are directed to the ponds. This is to ensure any downstream areas are not inundated with high volumes of water which would have previously contributed to flooding and uncontrolled discharge downstream.

Water Neutrality - Protected Species and Habitats

- 6.145 Horsham District is situated in an area of serious water stress, as identified by the Environment Agency. In September 2021, Natural England released a Position Statement which advised all local authorities within the Sussex North Water Supply Zone (the Zone) that it cannot be concluded existing water abstraction in the Zone is not having an adverse effect on the integrity of the Arun Valley SAC/SPA/Ramsar sites near Pulborough. The Position Statement advises developments in the Zone must not therefore add to this impact, and one way of achieving this is to demonstrate water neutrality (the use of water in the supply area before the development is the same or lower after the development is in place).
- 6.146 The Applicant is proposing a Water Neutrality Strategy which comprises a mix of avoidance and mitigation measures to be provided in perpetuity through i) reducing on-site water consumption to 80 l/p/d by the use of water-efficient fixtures and fittings to be secured via planning condition and evidenced by utilising the latest Part G water use calculation; and ii) rainwater harvesting to a minimum of 40% of the dwellings (107 units); and iii) offsetting the proposed additional water demand by utilising existing and proposed water reduction savings at Orchard Farm, Emms Lane, Brooks Green in Horsham District. This offsetting is to be secured via a Section 106 Agreement. The strategy is detailed within the Motion Technical Note 1 dated 20th August 2024, summarised below.

Existing baseline water consumption

- 6.147 Existing water demand associated with the agricultural activities at Glebe Farm and the existing dwelling known as 37 King's Barn Lane has been ignored; existing baseline is nil.

Proposed water consumption (including onsite mitigation)

- Proposed water demand (baseline)

- 6.148 The Census data (2011) recommended in the Horsham District Council methodology guidance, has been used to present the most robust calculation for average occupancy of 265 dwellings (Nb the Census 2011 is more precautionary than the Census 2021 date which shows slightly lower average occupancy rates across the district). Using the Building Regulations water use figure of 125 litres per person per day and a population size of 576.39 persons, it is estimated total water usage per day would be 72,048.75 litres per day.

- Proposed water demand (adjusted)

- 6.149 To minimise the proposed water demand from the proposed development water efficient fixtures and fittings will be incorporated, which will reduce water usage to less than the optional standard for building regulations. This has been evidenced utilising the latest Part G water use calculation. The Part G calculation confirms all dwellings will achieve a water consumption of 80 litres per person per day, which includes an allowance of 5 litres per person per day for external water usage. Therefore, the water usage with on-site water reduction measures would equate to 46,111.20 litres per day.
- 6.150 Additionally, rainwater harvesting systems will be installed for a minimum 107 dwellings (or 232.73 persons) equating to some 40% of the development's population. The harvesting system will enable further reduction of mains water by 26.33 litres per person per day to reduce water demand to 53.40 litres per person per day for those homes with a rainwater harvesting system. The rainwater system would be used for toilets, washing machines and outside use. This commitment to a minimum of 40.38% of dwellings (107 units) will yield an additional mains water reduction of at least 6,127.78 litres per day.
- 6.151 With these measures, there will be a net increase in mains water demand of 39,983.42 litres per day. This is the amount that requires off-setting to achieve 'neutrality'.

Offsite mitigation

- 6.152 It is proposed to offset the development's increased water demand through an offsetting scheme at Orchard Farm, Emms Lane, Brooks Green, Horsham (RH13 0TR).

Offsetting from Orchard Farm, Emms Lane

- 6.153 This proposal is for a water reduction resulting from the recent change of use of a substantial part from agricultural to commercial together with a reduction in mains water use from the remainder of the existing poultry farm. The change of use benefits from planning permission, with conditions discharged:

- *DC/23/1512 Change of use of buildings R1, R2 and nos. 18-19 from agriculture to a mixed commercial storage (Class B8) and industrial (Class E(g)[iii]) together with associated alterations and parking. Permitted 19-12-2023*
- *DC/24/0185 Change of use of building nos. 14-17 and a former packing building from agriculture to a mixed commercial storage (Class B8) and light industrial use (Class E(g)(iii)) together with associated alterations and parking. Permitted 12-04-2024*

- 6.154 The water bills from Orchard Farm show the baseline water usage to be 65,300 litres per day. The water bills were evidenced in the above planning applications.

Orchard Farm, Emms Lane – Buildings 18, 19, R1, R2

- 6.155 The approved planning application at Orchard Farm (DC/23/1512) for the change of use in buildings 18, 19, R1 and R2, shows an accepted reduction in water use. The application shows that the existing baseline water usage for the buildings totals 14,179 litres per day. The proposed water usage after redevelopment of the site would reduce the water usage to 2,900 litres per day. This would provide a reduction in mains water usage by 11,279 litres per day.

Orchard Farm, Emms Lane – Buildings 14, 15, 16, 17, Packing Shed

- 6.156 The approved planning application at Orchard Farm (DC/24/0185) for the change of use in buildings 14, 15, 16, 17 and Packing Shed, shows a reduction in water use. The application shows that the existing baseline water usage for the buildings totals 17,719.2 litres per day. The proposed water usage after redevelopment of the site would reduce the water usage to 3,615 litres per day. This would provide a reduction in mains water by 14,104.2 litres per day.

Orchard Farm, Emms Lane – Remainder of the existing poultry farm

- 6.157 The agreed baseline for the remainder of Orchard Farm after netting off the two change of use consents is, therefore, 33,401.8 litres per day. Given the significant reduction in the scale of the poultry farm, including the loss of the packing shed and egg washing facilities, the residual use is no greater than 18,875 litres per day. This provides a further reduction of 14,616.8 litres per day.

- 6.158 The baseline, residual and reduction in water usage for Orchard Farm has been tabled within the Motion Water Neutrality Statement (30th July 2024). The final overall 'credit' figure is 40,000 litres per day (14,616.8 + 14,104.2 + 11,279) and the headroom it creates is 16.58 litres per day.

Is the mitigation sufficient?

- 6.159 The calculation of water demand is robust and accords with HDC/Natural England endorsed methodology (occupancy rates and Part G water Calculator). Natural England has been consulted and raises no objection and concurs with the HDC's position on this.

- 6.160 The reduction in water usage calculations evidence for Orchard Farm as part of the offsetting is robust as this has passed Habitat Regulations Appropriate Assessment undertaken for the grant of planning permission of DC/23/1512 and DC/24/0185.
- 6.161 In recognition that the headroom is very small, the Applicant has offered in the Motion Technical Note 1 (20th August 2024) that additional dwellings on-site could incorporate rainwater harvesting systems to achieve a net mains water consumption of 40,000.00 litres per day. Whilst it is noted that the notional headroom is narrow, this Appropriate Assessment is based on the 107 homes within which rainwater harvesting systems will be installed being a minimum, with the final number and size of those homes to be agreed through condition and at Reserved Matters stage (Motion Technical Note 1 20th August 2024).
- 6.162 The final version of the Technical Note now includes supporting evidence of the amount of offsetting delivered by the proposed rainwater harvesting and further information such as local rainfall data, size of the collectable area and the efficiency of the proposed rainwater collection. Additionally, the technical note is considered to sufficiently demonstrate a robust drought contingency to supply the proposed volumes in perpetuity, as it is made evident that sufficient drought storage can be wholly supplied without a mains connection, such as using appropriately sized storage tanks.

Summary

- 6.163 The Council has completed the HRA exercise and its Appropriate Assessment concludes that subject to conditions and obligations to be secured in a legal agreement, the project will not have an Adverse Effect on the Integrity of the Arun Valley Site, either alone or in combination with other plan and projects. Natural England concurs with the findings and conclusions of the Council, subject to all mitigation measures being appropriately secured, and raises no objection on this basis.
- 6.164 On this basis the development complies with s.70 of the Conservation of Habitats and Species Regulations 2017 as well as with Policy 31 of the HDPF and paragraph 186 of the NPPF. In accordance with the NPPF, the presumption in favour of sustainable development at paragraph 11d of the NPPF therefore applies in the overall determination of this proposal. The implications of this are set out in the 'Planning Balance and Conclusion' section of this report.

Drainage and Flooding

- 6.165 The application site falls within Flood Zone 1 as defined in the Environment Agency flood maps. This means the site has a '*less than 1 in 1,000 annual probability of river or sea flooding*'. Current surface water mapping shows that most of the proposed site is at low risk from surface water flooding. The site has a steep topography that generally falls from south to north. There is a central valley within the site. As identified in the Council's Strategic Flood Risk Assessment (August 2024) a proportion of the centre of the site is to be a risk of surface water flooding; 6% within 1000 year, 2% within 100 year; and 0.9% within 30 year. Vulnerable use (residential) is proposed to avoid these areas, with the valley feature being retained.

Sequential Test and Sequential Approach

- 6.166 As previously referred, the centre of site is subject to low to high levels of surface water flooding. Paragraphs 165 – 175 of the NPPF, supported by the PPG, sets out the government's requirements for development in areas of flood risk. The NPPF requires that development takes a sequential, risk-based approach, taking into account all sources of flood risk and the current and future impacts of climate change, so as to avoid flood risk to people and property. Where development is proposed in areas of flood risk, the sequential test is required to be met, followed by the exceptions test if necessary. The aim of the sequential

test is to steer new development to areas with the lowest risk of flooding from any source, with Paragraph 168 stating that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. Paragraph 169 goes on to state that where it is not possible for development to be located in areas with a lower risk of flooding, taking into account wider sustainability development objectives, the exceptions test may have to be applied.

- 6.167 Paragraph 172 clarifies that '*Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again*'. The exceptions test however may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the plan-making stage, or if more recent information about existing or potential flood risk should be taken into account.
- 6.168 The application site is allocated for development in the submission Horsham District Local Plan, due for examination in late 2024/early 2025. In identifying the sites for allocation within the HDLP, a Strategic Flood Risk Assessment has been undertaken and flood risk has been considered alongside all other relevant considerations within the Site Assessments and Sustainability Appraisal. Therefore, the submission HDLP has sought to steer development to sites with the lowest risk of flooding having had regard to whether other sites at a lower risk of flooding are more preferable when also assessed against broader sustainability criteria. It is therefore agreed that no further testing of the site through the sequential test is necessary under Paragraph 172.
- 6.169 Nevertheless, parts of the site have been identified as being at risk from surface water flooding, therefore consideration must be had as to whether the exceptions test set out at paragraph 170 has been satisfied. In this regard the location of development on the site takes a sequential approach, locating all homes and associated access roads and paths in Flood Zone 1 and outside the areas of medium and high surface water flood risk, meaning persons and property, and safe access and egress, are protected at all times. The Flood Risk Assessment submitted with the application confirms that the development will be safe for its lifetime and will not increase flood risk elsewhere, in accordance with Paragraphs 173 and 175, and the Lead Local Flood Authority have not raised objection accordingly. The development of this site will also bring wider sustainability benefits in terms of increased market and affordable housing, and accessible open space. The proposal therefore meets the two requirements of the exceptions test set out at paragraph 170 of the NPPF.
- 6.170 Overall, therefore, the proposed development of this site meets the requirements of Chapter 14 of the NPPF and the accompanying PPG in respect of site location and mitigating any impacts of flood risk within the site itself, taking the required sequential approach. Appropriate conditions are recommended to ensure that the measures to ensure the surface water drainage measures, including SuDS, are fully implemented. Subject to these conditions the proposal accords with policy 31 of the HDPF and Chapter 14 of the NPPF.

Surface Water drainage

- 6.171 The scheme is accompanied by a site-specific Flood Risk Assessment (FRA), which includes a surface water drainage strategy for the site. This makes for appropriate provision for the management of surface water, a concern expressed by residents. It is proposed that surface water within the development will be attenuated and discharged into the existing watercourse at a restricted rate. Attenuation is proposed to include an attenuation basin, swales and areas of permeable paving; and will be designed to store the volume of water associated with a 1 in 100 year rainfall event (plus an increase to account for climate change). The SuDS features have been located within the site to take account of the natural topography (i.e. the location of the attenuation basin in the northwest corner), and has been designed to provide for associated recreational, amenity and biodiversity benefits.

- 6.172 As previously referred, there is a main overland surface water flow route across the development (central valley). Following receipt of technical evidence, the Lead Local Flood Authority has raised no objection to the FRA and proposed drainage strategy methodologies and its conclusions, subject to the delivery of detailed designs, modelling calculations and plans of a surface water drainage scheme to be secured by condition.
- 6.173 Overall, therefore, the proposed development of this site meets the requirements of Chapter 14 of the NPPF and the accompanying PPG in respect of site location and mitigating any impacts of flood risk within the site itself, taking the required sequential approach. Appropriate conditions are recommended to ensure that the measures to ensure the surface water drainage measures, including SuDS, are fully implemented. Subject to these conditions the proposal accords with policy 31 of the HDPF and Chapter 14 of the NPPF.

Foul sewerage

- 6.174 An existing ordinary watercourse exists along the north western boundary of the site. This connects into a tributary of the River Adur to the north of the site (The Black Sewer). An existing foul pumping station exists to the north of the site. This is situated at the low point of the natural valley feature and pump flows to the existing sewage works north of the site. The existing foul sewers across the site to this foul pump station will form the foul outfall for the site.
- 6.175 Water treatment provided by the proposed SuDS has been calculated based on the Simple Index Approach as detailed within CIRIA C753. This shows that the proposed network provides appropriate water treatment and has residual treatment capacity for total Suspended Solids, Metals and Hydrocarbons. This is sufficient controls to maintain or improve the environmental quality of any watercourses, groundwater and drinking water supplies. No untreated run-off can enter the adjacent watercourses post development, with all units being connected to a mains sewer, to ensure there are no post development impacts.
- 6.176 Southern Water have recently re-considered the proposed development in their wastewater network capacity assessment and advised that there is now inadequate capacity on their wastewater network to serve this development, and as such network reinforcement is required. Where there is inadequate capacity in relation to a new development, Southern Water have 24 months from the date that a planning application is approved to provide the necessary updates to infrastructure to enable the development to connect. Whether upgrades have been made by this point or not, the development can connect, and alternative drainage arrangements will be made. Should this application receive planning approval, Southern Water has requested the following condition is attached to the consent:

'Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.'

- 6.177 Southern Water's process growth lead has also advised that the additional population from the new development would result in an increase in the volume of solid waste removed during the treatment process, however not to a significant enough volume as to require more routine tankering at the Steyning Treatment site.
- 6.178 No objection is raised by the Environment Agency and drainage authorities, subject to planning conditions ensuring the development is carried in accordance with the submitted flood risk assessment and finished floor levels set no lower than as proposed. Therefore, the development can be satisfactorily accommodated without increasing flood risk elsewhere in accordance with the NPPF and HDPF Policy 38.

Minerals Safeguarding

- 6.179 The proposal is within the Weald Clay Mineral Safeguarding Area (as defined in the WSCC Joint Minerals Local Plan (JMLP), 2018). The applicant has not provided an assessment of how the residential development of the site would impact access to this identified safeguarded resource. Despite this, given the limited extractable size of the site, its locality on the edge of the built-up-area, and the relative abundance of the safeguarded brick clay resource throughout the county; the safeguarding of the resource in this particular instance is considered a low priority. Notwithstanding this, Policy M9 (iii) of the West Sussex Joint Minerals Local Plan requires that for non-mineral development (such as residential development), the decision-maker must determine whether the overriding need for the development outweighs the safeguarding of the mineral. In addition, the applicant must demonstrate that prior extraction is not practicable or environmentally feasible.
- 6.180 Given the 'low priority' that is attributed to the necessity to safeguard brick clay resources on this site, it is considered on balance that it would be unreasonable to prevent development in this location for the purpose of safeguarding an abundant resource with a low priority to safeguard. As such, it is not considered that the sterilisation of minerals can be justified as a reason for refusal in this instance.

Climate Change

- 6.181 HDPF Policies 35, 36 and 37 require development mitigates the impacts of climate change, in reflection of Chapter 14 of the NPPF. The Sustainability and Energy Statement which accompanies this application includes further details on the sustainable design measures incorporated at this stage and to be considered during the detailed design of the development. The development is accessible by means other than the motor car. The proposed new buildings incorporate Environmental Performance measures (including material sourcing) to reduce energy use in construction, as well as energy efficiency and reduction in use of the buildings once occupied. These measures aim to achieve a 35% reduction in carbon emissions. The detailed design of the development will explore options for providing renewable / low carbon technologies for 10% of predicted energy requirements.
- 6.182 It has therefore been sufficiently demonstrated that local plan policies requirements related to energy use and sustainable construction (HDPF Polices 36 and 37) have been complied with, and appropriate measures could be secured by planning condition.

Legal Agreement

- 6.183 In the event that planning permission were to be approved, Policy 39 of the HDPF requires new development to meet its infrastructure needs. Policy 39 states that 'the release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.'
- 6.184 For this development, obligations would be required in relation to open space provision, off site highway, cycle and rights of way improvements and affordable housing, as well off-site landscape recovery. The agreement could also include obligations to secure the water neutrality. Negotiations on the legal agreement are advanced to secure the necessary measures, but at the current time such an agreement is not yet in place.

Community Infrastructure Levy (CIL)

- 6.185 Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. This development constitutes CIL liable

development. In the case of outline applications, the CIL charge will be calculated at the relevant reserved matters stage.

Planning Balance and Overall Conclusions

- 6.186 The Council's housing land supply position stands at less than 3 years which represents a significant shortfall and means the Council is unable to demonstrate a five-year supply of deliverable housing sites. Therefore, the Local Plan policies which are the most important for determining this application are deemed out of date and the presumption in favour of sustainable development in Paragraph 11 d) ii is engaged. The presumption requires the granting of permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in NPPF taken as a whole.

Heritage balance

- 6.187 Because less than substantial harm has been identified to the significance of designated heritage assets an unweighted balancing exercise is required first, in accordance with paragraph 208 of the NPPF. Public benefits may include anything that delivers economic, social or environmental objectives. Weight to the harm identified to the significance of designated heritage assets, in terms of their setting. However, the public benefit arising from the significant contribution of the scheme to market and affordable housing along with the other lesser public benefits are sufficient to outweigh that harm, in compliance with Paragraph 208 of the NPPF.

Overall Scheme Benefits

- 6.188 The proposal provides for a sizeable contribution to the supply of market and affordable housing, which attracts significant weight in favour. The legal agreement would secure 40% of the total housing provision as affordable housing, exceeding current local plan requirements. This benefit is given significant weight in favour. This housing quantum will be delivered on a site location adjacent to an existing settlement where future residents would have access to existing services and facilities by a choice of travel modes.
- 6.189 The off-site highway network works is evidenced to improve upon existing junction capacity so is a benefit not just mitigation, with appropriate weight to be afforded. Contributions towards upgrading the PRow network would result in public benefit to off-road Active Travel opportunities to neighbouring settlements (Bramber and Upper Beeding) and a National Cycle Route; these improvements are beyond mitigation and weighted a significant amount in favour. The proposal would bring economic benefits, including spend and employment in the construction phase, and are attributed moderate weight.
- 6.190 Provision of open space on site would meet and, in some typology provisions, exceed relevant Council policies and other guidance and provide a satisfactory standard of amenities. Such provision weights a limited amount in favour as the open space will, principally, be to benefit of new residents, although there will be some wider benefit, such as the community orchard. The proposal would lead to a quantified delivery of total net gain in biodiversity on-site where, in this instance, there is no statutory requirement to do so for this scheme, so exceeds current development plan requirements (HDPF Policy 31), adding to the (albeit limited) afforded weight to this. The amount spent on mitigating air quality impacts exceeds the air quality damage costs, and this should be afforded appropriate weight as a benefit, given the package of measures exceeds current development plan requirements (HDPF Policy 24).

Overall Scheme Adverse Impacts

- 6.191 There would be visual harmful intrusion of an amount of permeant and irreversible change by introduction of housing into countryside beyond the settlement boundary. Whilst the submitted parameter plans and allied control documents demonstrate mitigations to reduce the landscape harm, there will still be residual impact that would cause harm to the character and appearance of the area, having regard to the setting of the South Downs National Park. Nonetheless, given the localised nature of these visual and landscape character harms and the absence of formal objection from the Park Authority, and taking account of the enhancement and furtherance package that compensates for the residual effects of the proposed development on the setting of the National Park that cannot be mitigated, by conserving, enhancing, and seeking to further National Park purposes, this represents only limited negative weight.
- 6.192 Harm is also caused by the proposal's conflict with the Council's adopted Development Plan spatial strategy policies for new housing development within the district. Nonetheless, the age of the HDPF being over 5 years old and the Council's housing land supply position, means this is of only very moderate weight. This consideration carries some weight, as there is a need to find a suitable location for housing development and the harm with non-conformance carries diminished weight due to the Council's deficient housing land supply position. Importantly, none of these harms are judged by your Officers to be significant and demonstrable as required for decision-taking under para. 11d of the NPPF.

Overall Neutral (Mitigated) Impacts and matters.

- 6.193 No substantive evidence has been put forward which demonstrates the proposal would place harmful pressure on local infrastructure, including school places, the doctor's surgery and dentist. Nevertheless, the development at Reserved Matters stage would be liable for a CIL payment, which can be used by the Council to deliver infrastructure improvements.
- 6.194 The Local Highway Authority (the 'LHA') has assessed the proposal and raised no objection, subject to the provisions of highway access and offsite works (including the controlled crossing at the new roundabout). Your Officers see no reason to disagree with the LHA in respect of this and are satisfied it has been sufficiently demonstrated that the proposal would not be prejudicial to highway safety, nor would a severe impact on the capacity of the local highway network arise.
- 6.195 Environmental Protection impacts (such as of construction noise and air pollution) including on the living conditions of residents, would be appropriately managed through mitigation secured via planning condition or at the appropriate time (Reserved Matters). Planning conditions which deal with protected and priority species and habitat, and flood risk from surface water and drainage, would secure appropriate mitigation of impacts on these matters. Specialist consultees, including the Local Lead Flood Authority, have assessed the proposal and raised no objection.

Overall NPPF Planning Balance

- 6.196 In applying the test of presumption in favour of sustainable development, officers advise that the identified adverse impacts of granting permission identified above would not significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF when taken as a whole. This includes the identified conflict with certain development plan policies as identified above.

Conclusions

- 6.197 Drawing all conclusions together, in applying Section 38(6) and the material considerations detailed above, your Officers conclude that the site would be a suitable and a sustainable

site on the edge of an existing settlement for the quantum and type of development proposed, which would meet identified housing need. In addition, it is found that occupiers of the development would have a genuine choice of transport modes to access local services in Steyning and employment opportunities. Evidently the same conclusion has been drawn from the evidence base which supports the submission the HDLP, as the site is allocated for up to 265 dwellings.

6.198 Your Officers therefore conclude that the application be approved.

7. RECOMMENDATIONS

7.1 To approve full planning permission, subject to the completion of the legal agreement and conditions set out below:

1. Plans Condition

2. Outline Permission:

(a) Details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") for each phase shall be submitted to, and approved in writing by, the local planning authority before any development takes place on the relevant phase and the development shall be carried out as approved.

(b) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

(c) The development hereby permitted shall take place not later than two years from the date of approval of the last of the reserved matters to be approved.

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

3. Submission of Reserved Matters:

(a) The submission of reserved matters applications pursuant to this outline approval shall demonstrate substantial compliance with the following Parameter, Phasing, and Open Space Strategy plans submitted as part of the Outline approval to fix the development principles:

Drawing P20-2253_16: Site Location

Drawing P20-2253_13 Rev C: Land Use Parameters

Drawing P20-2253_14 Rev D: Building Heights Parameters

Drawing P20-2253_15 Rev E: Green and Blue Infrastructure Parameters

Drawing P20-2253_18-1: Phasing

Drawing P20-2253_010 REV G Plan 2 - Open Space Strategy

(b) The submission of reserved matters applications pursuant to the outline approval shall demonstrate substantial compliance with the DAS and Outline Design Code submitted a part of the Outline approval to fix the development principles.

Reason: To enable the Local Planning Authority to control the development in detail to ensure Reserved Matters compliance with development principles fixed at outline and to comply with Section 92 of the Town and Country Planning Act 1990.

4. Pre-commencement Condition: The development hereby permitted shall not commence until the following components of a scheme to deal with the risks associated with contamination, (including asbestos contamination), of the site be submitted to and approved, in writing, by the Local Planning Authority:

(a) An intrusive site investigation, based on the findings and recommendations of the ASL Desk Study Report, to provide information for a detailed risk assessment to the degree and nature of the risk posed by any contamination to all receptors that may be affected, including those off site.

(b) Full details of the remediation measures required and how they are to be undertaken based on the results of the intrusive site investigation (b) and a verification plan providing details of what data will be collected in order to demonstrate that the remedial works are complete. The scheme shall be implemented as approved. Any changes to these components require the consent of the Local Planning Authority.

Reason: As this matter is fundamental to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works and to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

5. Pre-commencement Condition: Prior to commencement of development, in accordance with the submitted FRA (Flood Risk Assessment, PJS Land Development, dated January 2022 with document reference PJSL20-11-FRA-01F) and drawing number PJSL20-11-0034 Rev E (Drainage Strategy Plan, 21.07.23), detailed designs of a surface water drainage scheme incorporating the following measures shall be submitted to and agreed with the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any dwelling shall take place until the approved works required to facilitate that dwelling have been completed. The scheme shall address the following matters:

I. If infiltration is proven to be unfavourable, then Greenfield runoff rates for the site shall be agreed with the Lead Local Flood Authority. These post development runoff rates will be attenuated to the equivalent Greenfield rate for all rainfall events up to and including the 1% annual probability. The discharge location for surface water runoff will be confirmed to connect with the wider watercourse network.

II. Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 3.33% and 1% annual probability rainfall events (both including allowances for climate change).

III. Detailed designs, modelling calculations and plans of the of the drainage conveyance network in the: • 3.33% annual probability critical rainfall event plus climate change to show no above ground flooding on any part of the site. • 1% annual probability critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any above ground flooding from the drainage network ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development.

IV. The design of the basin will incorporate an emergency spillway and any drainage structures include appropriate freeboard allowances. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1% annual probability rainfall event.

V. Finished ground floor levels of properties are a minimum of 300mm above expected flood levels of all sources of flooding (including the ordinary watercourses, SuDS features and within any proposed drainage scheme) or 150mm above ground level, whichever is the more precautionary.

VI. Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge. VII. A maintenance and management plan detailing the activities

required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development. Include following if appropriate.

VII. Construction shall not begin until a detailed construction phase surface water management plan for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be carried out in accordance with the approved details.

Reason: To prevent flooding in accordance with National Planning Policy Framework paragraph 163,165 and 170 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.

6. Pre-commencement Condition: No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall include details of the following relevant measures:

- i. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
- ii. A description of management responsibilities;
- iii. A description of the construction programme which identifies activities likely to cause high levels of noise or dust;
- iv. Site working hours and a named person for residents to contact;
- v. Detailed Site logistics arrangements; the loading and unloading of plant, materials and waste; the storage of plant and materials used in construction of the development,
- vi. Details regarding parking, deliveries, and storage by site operatives and visitors;
- vii. Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptors and ongoing monitoring;
- viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network;
- ix. Details of public engagement and Communication procedures with the local community prior to and during construction works
- x. Details of traffic construction routing to and from the site
- xi. Anticipated number, frequency and types of vehicles used during construction,
- xii. The method of access and routing of vehicles during construction,
- xiv. The erection and maintenance of security hoarding,
- xv. The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders)

The construction shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the related phase.

Reason: In the interests of highway safety and the amenities of the area, ecological and biodiversity interests, and in accordance with Policies 24, 33(2) and 40 of the Horsham District Planning Framework (2015).

7. Pre-commencement Condition: As part of each reserved matters application and prior to commencement of development, A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).

- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Details of any lighting required

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority

Reason: To conserve protected and Priority species and allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) in accordance with Policy 31 of the Horsham District Local Plan and Policy 1 of the Steyning Neighbourhood Development Plan (2022).

- 8. Pre-commencement Condition:** No development shall commence for each dwelling until precise details (to include details shown on a plan) of the existing and proposed finished floor levels and external ground levels of the development in relation to nearby datum points adjoining the application site have been submitted to, and approved in writing by, the Local Planning Authority for that dwelling. The development shall be completed in accordance with the approved details.

Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and setting of the South Downs National Park in accordance with Policies 25, 30, 33 of the Horsham District Planning Framework (2015) and Policy 2 of the Steyning Neighbourhood Development Plan (2022).

- 9. Pre-commencement Condition:** No development shall take place until a programme of archaeological work has been secured in accordance with an overarching Written Scheme of Investigation that has been submitted to, and approved in writing by, the Local Planning Authority.

a) Each phase of the development (as set out in the above Written Scheme of Investigation and which shall be in accordance with the phasing shown on drawing P20-2253_18-1), including enabling and groundworks, shall not be commenced until a corresponding phase of on-site archaeological fieldwork has been completed to a scope agreed with the Local Planning Authority and their archaeological advisors to allow development of that phase to begin.

b) An initial summary report will be provided following completion of each phase of onsite archaeological fieldwork.

c) Following the completion of the archaeological fieldwork for all phases of the site, a scheme of assessment reporting, analysis, publication and dissemination of results and archive deposition will be undertaken to a scope that is to be agreed in advance with the local planning authority and their archaeological advisors.

Reason: As this matter is fundamental as the site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development in accordance with Policy 34 of the Horsham District Planning Framework (2015).

- 10. Pre-commencement Condition:** Other than the access roundabout -the development shall not be commenced until the access roundabout serving the development has been

constructed in accordance with the details shown on drawings T17583.004 REV K, T17583.016 REV A and 019 (the latter showing a controlled pedestrian and cyclist toucan crossing on Steyning By-Pass).

Reason: In the interests of road safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 11. Pre-commencement Condition:** No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until an Arboricultural Method Statement informed by the already submitted ARBORICULTURE TECHNICAL NOTE Glebe Farm, Steyning 1234_R07a_10th October 2022_RL_JP_CW by Tyler Grange detailing on a plan all trees/hedgerows on site and adjacent to the site to be retained during construction works, and measures to provide for their protection throughout all construction works, has been submitted to, and approved in writing by, the Local Planning Authority, and until the following preliminaries have been completed in the sequence set out below:

- All trees on the site shown for retention in the approved Arboricultural Method Statement, as well as those off-site whose root protection areas ingress into the site, shall be fully protected throughout all construction works by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction – Recommendations' (2012).
- Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.
- Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.
- Any trees or hedges on the site which die or become damaged during the construction process shall be replaced with trees or hedging plants of a type, size and in positions agreed by the Local Planning Authority.

The development shall be implemented and thereafter carried out at all times strictly in accordance with the agreed details.

Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015) and Policies 1 and 2 of the Steyning Neighbourhood Development Plan (2022).

- 12. Pre-commencement Condition:** No development shall commence unless and until details of the proposed means of foul water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter all development shall be undertaken in accordance with the approved details and no occupation of any dwelling shall take place until the approved works required to facilitate that dwelling have been completed. The foul drainage system shall be retained as approved thereafter.

Reason: As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).

- 13. Pre-commencement Condition:** Construction shall not begin until a detailed construction phase surface water management plan for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be carried out in accordance with the approved details.

Reason: To ensure that the construction of the site does not result in any flooding both on and off site and that all Surface water Drainage features are adequately protected and to comply with Policy 38 of the Horsham District Planning Framework (2015).

- 14. Pre-commencement Condition:** No development shall take place on site until a scheme for protecting the proposed development from road traffic noise has been submitted to, and approved in writing by, the Local Planning Authority. The proposed scheme shall achieve the following noise levels:
- a) Internal day time (0700 - 2300) noise levels shall not exceed 35dB LAeq, 16hr for habitable rooms (bedrooms and living rooms with windows open)
 - b) Internal night time (2300 - 0700) noise levels shall not exceed 30dB LAeq with individual noise events not exceeding 45dB LMax (bedrooms and living rooms with windows open).
 - c) Garden/external amenity spaces should not exceed 55 dB LAeq, 16hr.

Reason: To preserve the amenity of the future residents of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 15. Pre-commencement (slab level) Condition:** A detailed assessment of the acoustic impact on proposed dwellings arising from the operation of adjacent battery energy storage facility shall be provided. The acoustic impact assessment shall be undertaken by a competent person in accordance with BS 4142:2014. The assessment shall be submitted to the Local Planning Authority together with recommendations for a scheme of attenuation measures, including ventilation sufficient to prevent overheating and maintain thermal comfort, to mitigate any adverse impacts identified in the acoustic assessment. The scheme shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To preserve the amenity of the future residents of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 16. Pre-commencement Condition:** Prior to the commencement of development, a scheme of attenuation measures, including ventilation sufficient to prevent overheating and maintain thermal comfort, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall fully implement the recommendations of the acoustic impact assessment required under condition 14 above, including performance details and a glazing plan, sufficient to ensure noise levels do not exceed NR30 at night in all bedrooms identified as requiring mitigation in condition 14 above. Prior to occupation a final verification report shall be submitted to and approved in writing by the Local Planning authority. All work must be carried out by suitably qualified person and the approved noise, attenuation and ventilation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: To preserve the amenity of the future residents of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 17. Pre-commencement (slab level) Condition:** No development shall commence until a plan showing all areas where advance planting is to be delivered at the various stages of the project, including enabling works stage for any structural planting along buffer zones (including southern boundary and key mitigation and integration measures) that are to be retained / enhanced and then those that can progress alongside with the phasing on drawing P20-2253_18-1, has been submitted to and approved by the Local Planning Authority. The advance planting so agreed shall thereafter be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and character of the surroundings and setting of the South Downs National Park, and in the interests of visual amenity in accordance with Policies 30 and 33 of the Horsham District

Planning Framework (2015) and Policies 1 and 2 of the Steyning Neighbourhood Development Plan (2022).

- 18. Pre-commencement (slab level) Condition:** No development shall commence until full details of all underground services, including locations, dimensions and depths of all service facilities and required ground excavations, have been submitted to and approved by the Local Planning Authority in writing. The submitted details shall show coordination with the landscaping strategy and proposals and Arboricultural Method Statement. The development shall thereafter be carried out in accordance with the approved details.

Reason: As this matter is fundamental to the acceptable delivery of this permission, to ensure the underground services do not conflict with satisfactory landscaping in the interests of amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 19. Pre-commencement (slab level) Condition:** No development above ground floor slab level shall commence until full details of the water efficiency measures and rainwater/greywater harvesting system required by the approved water neutrality strategy (Technical Note 1: Water Neutrality Statement Date: 20 August 2024 Site: Glebe Farm, Steyning, Horsham by Motion) have been submitted to and approved in writing by the Local Planning Authority. The rainwater harvesting system shall include suitable storage tanks to provide a minimum 35 days storage capacity.

Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2021), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

- 20. Pre-commencement (slab level) Condition:** As part of each reserved matters application and prior to slab level of any development, a Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the Local Planning Authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) detailed designs to achieve stated objectives;
 - c) locations of proposed enhancement measures by appropriate maps and plans;
 - d) persons responsible for implementing the enhancement measures;
 - e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To enhance Protected and Priority Species/habitats and allow the Local Planning Authority to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species) in accordance with Policy 31 of the Horsham District Planning Framework (2015).

- 21. Pre-Occupation Condition:** No dwelling hereby permitted shall be first occupied until evidence has been submitted to and been approved in writing by the Local Planning Authority that the approved water neutrality strategy for that dwelling has been implemented in full. The evidence shall include the specification of fittings and appliances used, evidence of their installation, details of the rainwater harvesting system installed including a minimum 35 days storage capacity, and completion of the as built Part G water calculator or equivalent. The installed measures shall be retained as such thereafter.

Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy

Framework (2021), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

- 22. Prior to Occupation Condition:** The development hereby approved shall not be occupied until all the works which form part of the scheme for protecting the proposed development from noise as approved by the Local Planning Authority under conditions 14 and 15 above have been completed. All works which form part of the approved scheme for that respective dwelling shall be completed prior to first occupation of that dwelling. The approved scheme shall be thereafter maintained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the amenity of the future residents of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 23. Prior to Occupation Condition:** The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authority verification that the contamination remediation scheme required and approved under the provisions of condition 4 has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 4, unless otherwise agreed in writing by the Local Planning Authority.

Reason: As this matter is fundamental to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works and to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

- 24. Prior to Occupation Condition:** Prior to first use of each phase of the development a detailed verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), must be submitted to and approved (in writing) by the Local Planning Authority. The verification report shall include a full set of "as built" drawings plus photographs of excavations (including soil profiles/horizons), any installation of any surface water drainage structures and control mechanisms.

Reason: To ensure a SuDS drainage system has been provided to an acceptable standard to the reduce risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance Policies 35 and 38 of the Horsham District Planning Framework (2015) and Policy 2 of the Steyning Neighbourhood Development Plan (2022).

- 25. Prior to Occupation Condition:** As part of each reserved matters application and prior to the first occupation of any dwelling, a Landscape and Ecological Management Plan (LEMP) must have been submitted to, and be approved in writing by, the local planning authority prior to the occupation of the development. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.

h) Ongoing monitoring and remedial measures and future maintenance responsibilities and prescriptions for all areas of land including a plan showing parties responsible for the maintenance of different areas and their contact details including long term design objectives, management responsibilities, a description of landscape components, management prescriptions, maintenance schedules and accompanying plan delineating areas of responsibility.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured and the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details and the development shall thereafter be maintained in accordance.

Reason: To allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) in accordance with Policy 31 of the Horsham District Planning Framework (2015) and Policies 1 and 2 of the Steyning Neighbourhood Development Plan (2022).

- 26. Prior to Occupation Condition:** As part of each reserved matters application and prior to first occupation of any dwelling, a lighting design scheme shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be in accordance with the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light and shall have been designed by a suitably qualified person in accordance with the recommendations.

The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (as amended) and Policies 1 and 2 of the Steyning Neighbourhood Development Plan (2022).

- 27. Prior to Occupation Condition:** Prior to the first occupation of any dwelling/unit forming part of the proposed development the developer will, at their own expense, install the required fire hydrants (or in a phased programme if a large development) in locations to be submitted to and approved by the Local Planning Authority to BS 750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting.

Reason: To ensure fire hydrants are provided for fire safety in accordance with Policy 32 of the Horsham District Planning Framework (2015).

- 28. Prior to Occupation Condition:** No part of the development shall be first occupied until such time as plans, details and construction specification showing the proposed works for

any PRow within the development site boundary have been submitted to and approved in writing by the Local Planning Authority after consultation with the Highway Authority.

Reason: To ensure that suitable materials are used for the Public Right of Way works and to provide safe and suitable access in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 29. Prior to Occupation Condition:** No dwelling shall be first occupied until Electric Vehicle Charging spaces have been provided for that respective dwelling in accordance with plans and details to be submitted to and approved in writing at Reserved Matters by the Local Planning Authority.

Reason: To provide electric vehicle car charging space for the use in accordance with Policies 35 and 41 of the Horsham District Planning Framework (2015) and the WSCC Parking Standards (2019).

- 30. Prior to Occupation Condition:** The delivery of the hard and soft landscaping will be in accordance with the phases shown on drawing P20-2253_18-1. No part of each phase of the development hereby permitted shall be occupied until full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority for that phase. The details shall include plans and measures addressing the following:

- Details of all existing trees and planting to be retained;
- Details of all proposed trees and planting, including schedules specifying species, planting size, densities and plant numbers and tree pit details; and to adhere to the following specifications to tree sizes at key corridors/important links and to reinforce street hierarchy:
 - CA1 Principal street with 30-35cm girth
 - CA3 tree lined streets with 20-25cm girth
- Details of all hard surfacing materials and finishes;
- Details of all boundary treatments;
- Details of all external lighting;
- Ecological enhancement measures set out in the Tyler Grange Ecological Assessment (12345_R05a_RB_HM) dated 24 September 2021.

The approved landscaping scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the relevant phase. Notwithstanding this requirement, unless otherwise agreed in writing with the Local Planning Authority, no more than 75% of the dwellings shall be occupied until the Local Equipped Area of Play and the Open Amenity Space (as defined in the Section 106 Agreement) are ready for use.

Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed or retained planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and character of the surroundings and setting of the South Downs National Park, and in the interests of visual amenity in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015) and Policies 1 and 2 of the Steyning Neighbourhood Development Plan (2022).

31. **Prior to Occupation Condition:** No part of each phase of the development hereby permitted shall be occupied until details for the provision for the storage of refuse and recycling facilities have been submitted to and approved at Reserved Matters in writing by the Local Planning Authority for that phase. No dwelling shall be first occupied until the facilities serving the respective dwelling has been provided. Once provided the facilities shall thereafter be retained for use at all times.

Reason: To ensure that adequate and satisfactory provision is made for refuse and recycling storage clear of all highways in accordance with Policy 40 of the Horsham District Planning Framework (2015)

32. **Prior to Occupation Condition:** No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with plans and details to be submitted to and approved at Reserved Matters in writing by the Local Planning Authority. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles clear of all highways in accordance with Policy 40 of the Horsham District Planning Framework (2015)

33. **Prior to Occupation Condition:** No part of each phase of the development shall be first occupied until details of the road(s), footways, cycle ways serving that phase of the development have been provided in accordance with plans and details to be submitted to and approved at Reserved Matter stage by the Local Planning Authority.

Reason: To ensure safe and suitable access in accordance with Policy 40 of the Horsham District Planning Framework (2015).

34. **Prior to Occupation Condition:** No dwelling shall be first occupied until the approved parking, turning and access facilities necessary to serve it have been fully implemented in accordance with plans and details to be submitted to and approved at Reserved Matter stage by the Local Planning Authority. The parking, turning and access facilities shall thereafter be retained as such.

Reason: To ensure that adequate and satisfactory provision is made for the turning and access of vehicles in accordance with Policy 40 of the Horsham District Planning Framework (2015)

35. **Prior to Occupation Condition:** No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved at Reserved Matter stage by the Local Planning Authority.

Reason: To ensure that adequate and satisfactory provision is made for cycle parking in accordance with Policy 40 of the Horsham District Planning Framework (2015)

36. **Prior to Occupation Condition:** No dwelling shall be first occupied until the necessary in-building physical infrastructure and necessary external site-wide infrastructure to enable superfast broadband speeds of 30 megabytes per second through full fibre broadband connection serving the respective dwelling has been provided.

Reason: To ensure a sustainable development that meets the needs of future occupiers in accordance with Policy 37 of the Horsham District Planning Framework (2015).

- 37. Prior to Occupation Condition:** No dwelling within Phases 2 and 3 of the development as shown on drawing P20-2253_18-1 *Phasing* shall be first occupied until the works to provide emergency, foot and cycle access onto Kings Barn Lane have been provided in accordance with the approved drawing T17583.018 REV A.

Reason: To provide safe and suitable access in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 38. Prior to Occupation Condition:** No dwelling within Phase 3 of the development as shown on drawing P20-2253_18-1 *Phasing* shall be first occupied until a detailed scheme for the pedestrian/cycle link to Kings Barn Lane (east) as a connection to the Down Links Bridleway (NCN Route 223) has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that safe and suitable access onto the Public Right of Way network in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 39. Regulatory Condition:** All mitigation and enhancement measures and/or works have been submitted to, and approved in writing by, the Local Planning Authority. These should be in accordance with the details contained in the Ecological Assessment 12345_R05a (Tyler Grange, September 2021) and the Ecology Tech Note for Access 12345_R08a (Tyler Grange, October 2022), unless otherwise agreed in writing by the Local Planning Authority.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and Policy 31 of the Horsham Development Planning Framework (2015) and Policy 1 of the Steyning Neighbourhood Development Plan (2022).

- 40. Regulatory Condition:** The existing PRow within the site shall remain undisturbed throughout the course of construction unless either legally stopped up or diverted prior to the commencement of any of the development hereby permitted. The alignment of any public right of way to be retained within the site shall be protected by being clearly demarcated, signed and fenced, as may be approved by the Local Planning Authority after consultation with the Highway Authority, throughout the course of the development.

Reason: To ensure safe and suitable Public Right of Way access in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 41. Regulatory Condition:** As each dwelling is occupied, the Travel Plan T17583 Rev B (Hub Transport Planning, January 2023) as already submitted with the planning application and agreed in principle with the Local Planning Authority, shall be implemented, monitored for a minimum of 5 years, and shall be updated in agreement with the Local Planning Authority.

Reason: To encourage and promote sustainable transport in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 42. Regulatory Condition:** No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays.

Reason: To safeguard the amenities of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).