

5.0 MASTERPLAN DESIGN

Blue Infrastructure

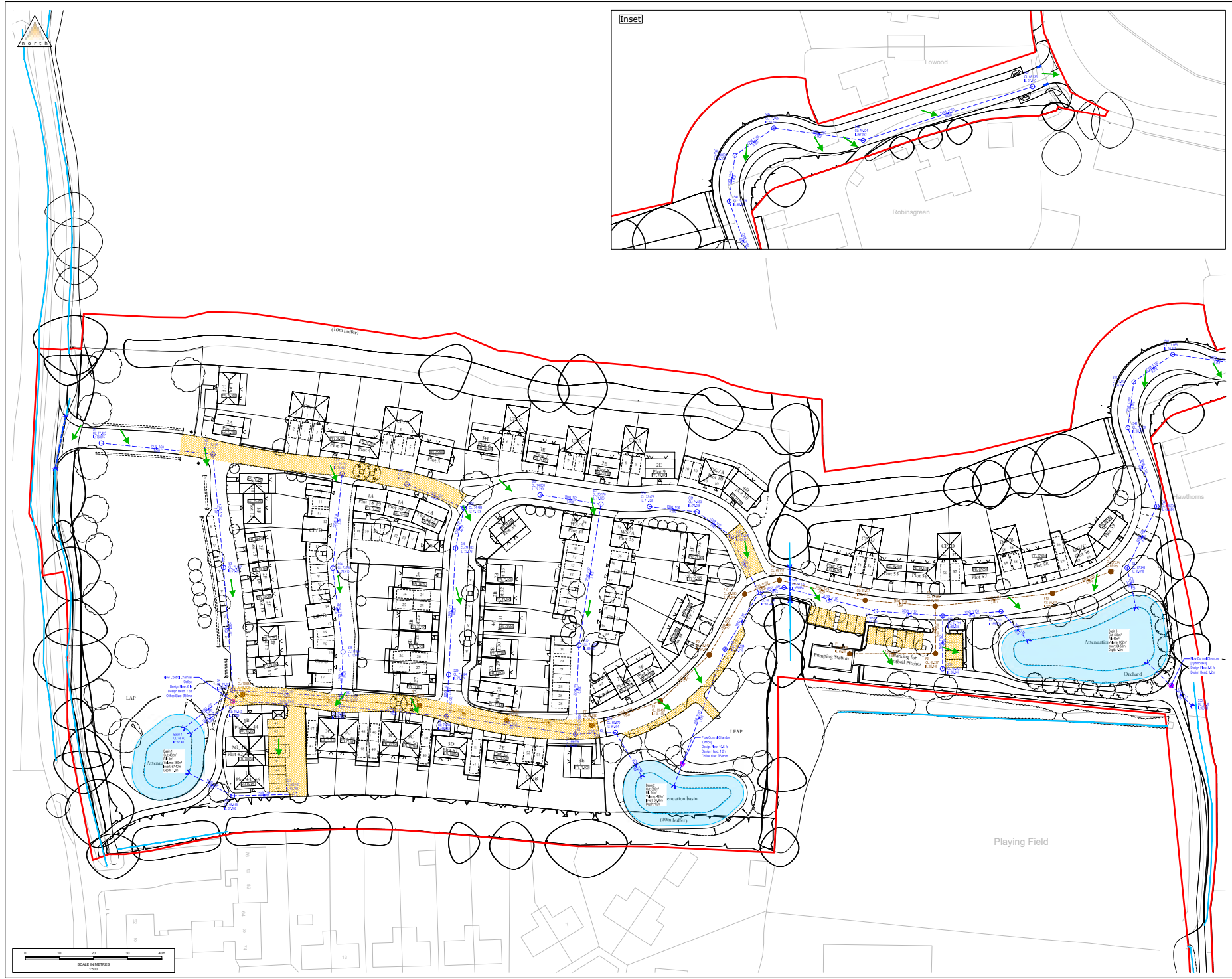
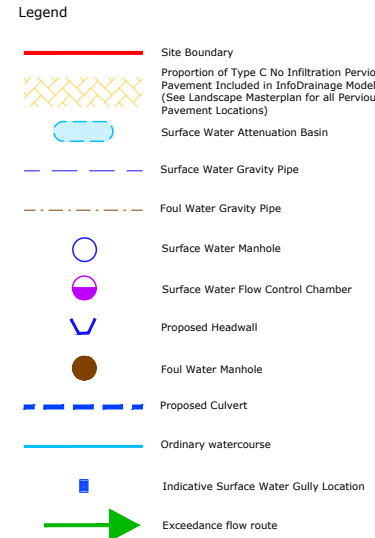
Proposed Drainage Strategy

The proposed drainage strategy for the Site will utilise permeable paving and three attenuation basins which will discharge via a vortex flow control to the nearby existing ditch system, which replicates the existing hydraulic regime. The surface water discharge from the Site will total no more than the pre-development greenfield runoff rate.

The proposed drainage strategy including permeable paving and the attenuation basins can attenuate runoff from the 1 in 100-year + climate change rainfall event, without flooding, and there is sufficient space on Site to increase the attenuation on offer to accommodate increased flows that may come as a result of urban creep and exceedance flows.

The permeable paving and the attenuation ponds will provide pollution mitigation benefits that offset the highest pollution hazards on Site, which means that the proposed drainage strategy is appropriate for the discharge of Site runoff to surface waters. Moreover, the proposed drainage strategy also provides amenity and biodiversity benefits, which completes the attainment of all four pillars of SuDS.

It is proposed to dispose of foul wastewater from the proposed development by gravity to a pumping station located on the Site. Effluent will be pumped to the off-site Southern Water sewer network in Warnham.



5.0 MASTERPLAN DESIGN

5.10 Sustainability

The Applicant is committed to delivering a high-quality, sustainable residential development at Tilletts Lane. In response to the global climate emergency, the proposals go beyond individual buildings to focus on the sustainability of the wider neighbourhood. This commitment is structured around four key themes: Energy, Materials, Nature, and Living.

Energy

- All homes will meet high standards of energy efficiency, minimising the need for heating and cooling.
- Low-carbon and renewable energy technologies will be integrated where appropriate.
- Real-time energy use data will be provided to each home.
- Smart energy systems will help reduce energy bills and support lower living costs.

Materials

- The development will prioritise the use of natural, local, and recycled materials with low embodied carbon and environmental impact wherever possible.
- Best-practice waste management will be embedded across the masterplan, design, construction, and operational stages to support net-zero carbon waste goals.

Nature

- The site naturally extends the existing village of Warnham, allowing development to remain contained within the surrounding landscape.
- The proposals will deliver over 10% net biodiversity gain through enhanced habitats, improved ecological connectivity, and integration of wildlife within the built environment.
- Green infrastructure will offer additional benefits such as improved wellbeing, shade, and flood mitigation.
- Sustainable drainage systems will integrate blue and green infrastructure to support biodiversity, habitat creation, and water management.

Living

- A variety of dwelling types, sizes, and tenures will meet local housing needs and promote a diverse, balanced community.
- The masterplan prioritises active travel over car use, encouraging walking and cycling through dedicated routes and strong connections to the wider area.
- The development supports local living and low-carbon lifestyles.
- All homes will be equipped with electric vehicle charging points.
- Water-efficient fittings will be standard in every home.
- Ultrafast broadband will ensure digital connectivity for all residents.



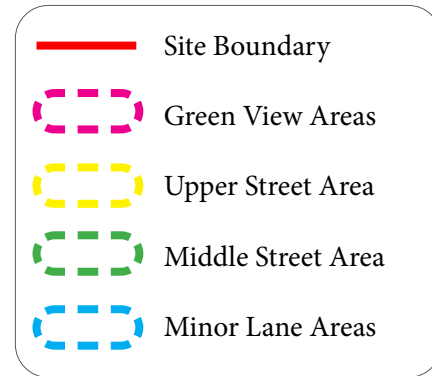
## 6.0 CHARACTER AREAS

Four development character areas are proposed on the Site. These create a hierarchy of distinctive but linked spaces within the development and help to enhance the overall sense of place. Their character is derived from the natural attributes of the Site, and the vision to create a coherent sense of place.

These character areas draw heavily on the Warnham Pattern Book, which identifies recognisable patterns in architecture such as scale, character, building typologies and details. By following these patterns, a sympathetic and harmonious development proposal can be achieved.

The four areas are:

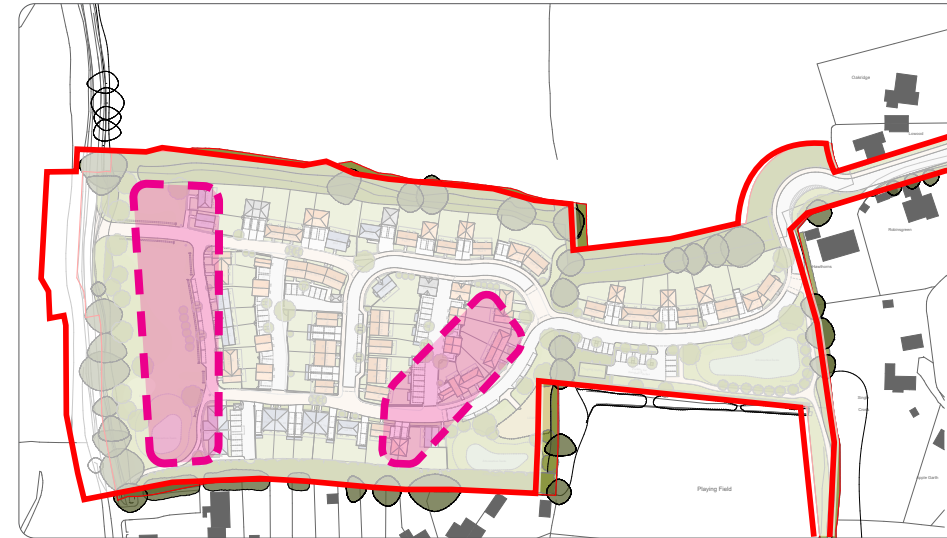
1. Green View Areas,
2. Upper Street Area,
3. Middle Street Area,
4. Minor Lane Areas.



Proposed housing character types diagram

## 6.0 CHARACTER AREAS

### 6.1 Green View Areas



This character type refers to two areas where the dwellings overlook the two of the main public open spaces for the Site. It is an informal architectural set piece of dwellings stepping down the hill. The area is defined by a high degree of frontage enclosure, meaning that gaps between buildings (where they exist at all) are small providing a more continuous line of development. This strong line of development helps to showcase and contain the adjacent green spaces.

They follow an arts and crafts vernacular style in brick or half-hung clay tile with gable-end porches. There is a mix of roof forms with ridges running both parallel to the lane and perpendicular to it showcasing gable ends adorned with barge boards. Roofs are a mix of plain clay tile and slate.

The houses are medium sized (2-3 bedrooms), with a mix of wide-fronted and narrow fronted types, all set behind a front garden with hedge or estate rail boundary.

In both locations, visitor parking is to the front, but the resident's main parking is to the back of the properties.

In the south-west corner of the Site, a two-storey apartment building has individual canopied front doors to the ground floor units to affect a domestic scale to these larger buildings. Parking to the apartment is concealed within a small court behind the building.

The urbanism precedent is very similar to dwellings facing Knob Hill Corner.



Local precedents for gable-end porches behind small front gardens

Precedents for front boundaries: estate railings and hedges



Local precedents for gable-end and half-hipped roofs enlivening the roof scape



Local architectural precedents for dwellings in brick or clay hung tile

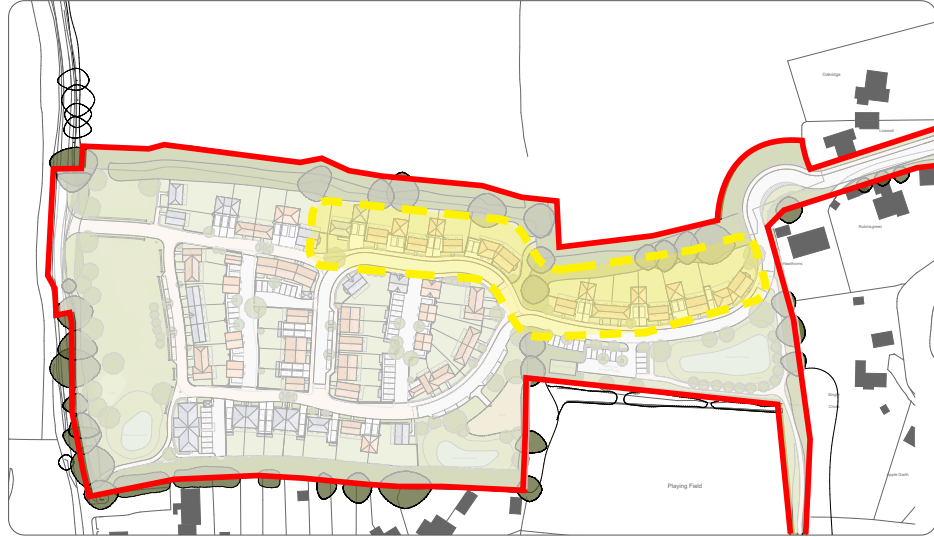


Dwellings overlooking Knob Hill Corner provide a similar urban precedent for Gateway Dwellings



6.0 CHARACTER AREAS

6.2 Upper Street Areas



This character type refers to dwellings on the north-east part of the Site. Here at the top of the Site, the density is slightly lower, and dwellings benefit from south-facing front views over the valley and the public open green spaces and rear views screened by the mature hedgerows behind.

Dwellings are classically inspired and are formal in style. There is a mix of sizes (2-4 bedrooms) but tend to be the larger homes on some of the widest plots. They are wide-fronted, dominantly detached, symmetrical three bay buildings all in brick with formal timber porches. Occasionally, gable-end elevations have bay windows to provide glimpsed views down the hill. The plain clay tile roofs have ridges running parallel to the street with a mix of gable-end and hipped arrangements.

They have moderate-sized front gardens set behind a low hedge.

Parking is on-plot with access from the front.



Local precedents for formal porches



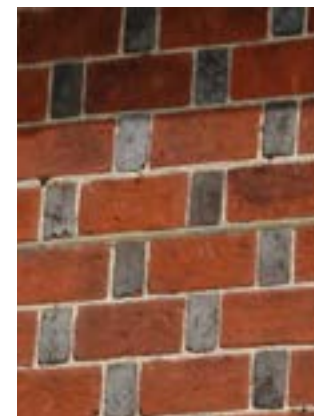
Local architectural precedents for Upper Street Areas: formal homes with wide-fronted, detached, symmetrical, three bay facades



Local precedents for bay windows



Local precedents for front boundaries with hedges



Local examples of Flemish bond, Rat trap bond and painted Stretcher bond brickwork

6.0 CHARACTER AREAS

6.3 Middle Street Areas



Dwellings in this character type provide tightly defined street frontage with neatly terminated views at the ends of the street. On the north side, there is a landmark tree for the neighborhood, and deeply set behind it, a large formal dwelling commanding the top of the hill. On the south side, there is a similar formal dwelling behind a decorative rain garden. Seen in the far distance down this street is a framed view of Christ's Hospital School tower.

Except for these terminating view properties which are quite formal, the houses on Middle Street tend to be less formal. They provide a mix of sizes, from 2 to 4-bedroom properties in brick or half-hung clay tile.

The dwellings are narrow fronted to help negotiate the sloping terrain. At the top of the street, houses have bay windows for glimpsed long views down the hill.

There is a mix of roof forms with ridges running both parallel to the lane and perpendicular to it. Where gable roofs face the street, a variety of decorated barge boards reinforce the arts and crafts style. The roofs are dominantly plain clay tile, except for the dwellings terminating the view at the top and bottom of the street. These have slate roofs.

These homes on Middle Street have small front gardens behind a low brick wall and gate. At the top of the street, where it overlaps with the Upper Street Area type, the boundary treatment gives way to a low hedge treatment which is more common in that character area.

The parking strategy is a mix of front access and rear court.



Local architectural precedents: narrow fronted homes in brick or clay hung tile



Local precedents for decorated barge board at gable end dwellings



Local boundary precedents of low walls with gate



Local precedents for bay windows





## 6.0 CHARACTER AREAS

### 6.4 Minor Lane Areas



This character type refers to the dwellings facing onto the shared surface lanes. Because of the two-access strategy, it is necessary to prevent vehicle movement between the Tilletts Lane and Threestile Road entrance. This occurs in the minor lanes where trees provide a living bollard. This means the lanes have limited vehicular traffic and are quiet, intimate spaces.

It is defined by a narrow street width where dwellings are pulled up close to the shared surface street with a narrow defensible zone instead of a front garden. There is limited or no vertical boundary treatment, however there may be a change of materials at the boundary edge. As part of a robust drainage strategy, the southern minor lane also incorporates a rain garden in the public realm.

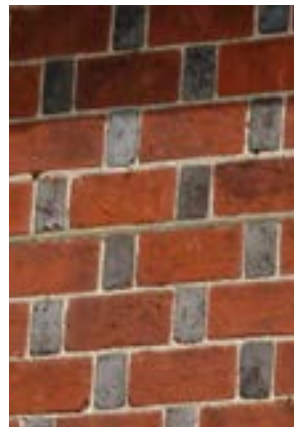
These two minor lanes are lined with 2 or 3-bedroom semi-detached properties or an apartment building with 1-bedroom flats. The apartment is uniquely designed so that each unit has its own canopied private front door, which makes the building look more like a humble domestic terrace.

As a minor space, dwellings are also defined by their humble architectural style, often in brick or timber weatherboarded with limited formal detailing and low eaves set directly above the first-floor windows.

The parking strategy is front access for houses, and the apartment building has a rear court for parking.



*Precedents for rain gardens adjacent to shared surface lane*



*Minor lane dwellings are brick or timber weatherboard*



*Local precedents of dwellings with small defensible zones*



*Precedents of trees used as bollards to limit vehicle traffic*



*Local architectural precedents of brick and timber weather boarding with low eaves lending a humble appearance to buildings*

## 7.0 DELIVERY

Apart from the highways land included within the red line for access improvements, the Site is within the ownership of the Landowner and therefore there are no land ownership issues.

The only significant remedial work to the Site is the relocation of the overhead power line. Therefore, once the Planning permission is granted development could be brought forward over a build period of approximately 2 years, commencing in 2026.

## 8.0 CONCLUSION

The Landowner, Applicant and the development team believe that the proposed development will make a significant and positive contribution to Warnham.

The masterplan shows how an extension to this historic village can be created seamlessly and create a place that feels like it belongs in its surrounding landscape. Through the understanding of the villages location, special character and identity it has been possible to not only design a development appropriate for the twenty-first century, fulfilling all the functional and technical requirements for a residential neighbourhood, but also a place where future residents will feel comfortable and be happy to live.

There are no overriding constraints to development and delivery could commence immediately following a grant of planning permission.



*This sketch illustrates a view of one of the housing character types: Green View Area*



APPENDIX I: WNDP COMPLIANCE

The Warnham Neighbourhood Development Plan sets out 9 Policy Objectives below describing how the development complies.

Appendix 1: Warnham Neighbourhood Development Plan Compliance																												
Warnham Neighbourhood Development Plan (W NDP) policy text		Land to the East of Tillett’s Lane response text		Compliance																								
Policy W1: Built-Up Area Boundary																												
1. New development in Warnham parish shall be focused within the Built-up Area Boundary of Warnham village identified on the Policies Map.		The proposed development) is within the Built-up Area Boundary (W NDP1).		✓																								
2. Development proposals outside the Built-Up Area Boundary will not be permitted unless they conform to the policies of the Horsham District Planning Framework;		The proposed development is within the Built-up Area Boundary (W NDP1).		✓																								
3. Development in visually-intrusive locations will not be supported unless mitigated with appropriate landscape screening.		As per 5.12 of the W NDP, the proposed development location is already noted as not ‘overly intrusive’. The proposals retain and enhance the established hedgerows, including adding additional buffers. Along with the ecological advantages, this aides in visually containing the Site.		✓																								
Development is 2 storey or less to keep the roof line as low as possible. As part of the consultation process, an apartment building was removed from the top of the Site and replaced by detached housing in response to perception that this will present a lower roofscape overall.																												
Policy W2: Scale of Housing Provision																												
Over the plan period to 2031, a minimum of 50 new residential dwellings will be provided within Warnham parish.		The proposal is for 59 new dwellings		✓																								
Policy W3: Housing mix – meeting local needs																												
1. The housing mix for development proposals must contribute to meeting identified housing needs of Warnham parish.		Subsequent to this W NDP policy, a mix was agreed with Horsham District Council’s (HDC) Affordable Housing Enabling Officer (AHEO) on 23/04/24, and the affordable rented element was subsequently updated again as part of a formal Pre-Application response on 17/01/25. The revised mix is recorded in Policy W3 (3). Whether this is considered an alternative dwelling mix or not, the minor change clearly comes from those best placed to identify local need. This application’s proposed mix is designed to meet this updated local need from the later request.		✓																								
2. Developments should seek to provide a mix of dwelling sizes based on the following distributions:  a) 1-bed dwellings: 15% to 20% b) 2-bed dwellings: 40% to 45% c) 3-bed dwellings: 35% to 40% d) 4+-bed dwellings: 5 to 10%		As noted above, the requested mix has been updated since the creation of the W NDP Policy. However, measured against the original policy, the application still closely matches:  a) 1-bed dwellings: 11x (19%) b) 2-bed dwellings: 23x (39%) c) 3-bed dwellings: 19x (32%) d) 4+-bed dwellings: 6x (10%)		Superceded Ref: Policy W3 (3)																								
3. An alternative dwelling mix will only be permitted where new evidence is brought forward with an application which clearly demonstrates the need for a different mix.		This alternative mix comes from HDC AHEO’s request. It is similar but more detailed than the W NDP policy mix above. <table><tr><td></td><td>Affordable Rented</td><td>Shared Ownership</td><td>Market Housing</td></tr><tr><td>1 bed</td><td>4 (27%)</td><td>1 (16%)</td><td>6 (16%)</td></tr><tr><td>2 bed</td><td>4 (27%)</td><td>2 (33%)</td><td>17 (45%)</td></tr><tr><td>3 bed</td><td>5 (33%)</td><td>3 (50%)</td><td>11 (29%)</td></tr><tr><td>4 bed</td><td>2 (13%)</td><td>0 (0%)</td><td>4 (11%)</td></tr><tr><td></td><td>15</td><td>6</td><td>38</td></tr></table>			Affordable Rented	Shared Ownership	Market Housing	1 bed	4 (27%)	1 (16%)	6 (16%)	2 bed	4 (27%)	2 (33%)	17 (45%)	3 bed	5 (33%)	3 (50%)	11 (29%)	4 bed	2 (13%)	0 (0%)	4 (11%)		15	6	38	✓
	Affordable Rented	Shared Ownership	Market Housing																									
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	15	6	38																									
4. A fundamental element of such provision is the provision of affordable housing to address local needs.		This change was driven by the AHEO’s provided mix via e-mail on 23/04/24 followed by a subsequent pre-application request for a higher percentage of 3 and 4 bed affordable units to meet the updated local need.		✓																								

APPENDIX I: WNDP COMPLIANCE

Warnham Neighbourhood Development Plan (W NDP) policy text	Land to the East of Tillet t’s Lane response text	Compliance
<b>Policy W4: Dwellings appropriate for the needs of older people</b>		
In order to provide for the needs of older people in Warnham, developments that provide 25% of dwellings to Lifetime Homes standards will be strongly supported provided the proposal is compliant with other policies in the W NDP.	The Lifetime Home standard has now been replaced by the optional building regulations M4(2). All dwellings will be delivered as M4(2) and Nationally Described Space Standard (NDSS) compliant.	✓
<b>Policy W5: Design of residential development</b>		
1. Proposals for residential development will be supported where:  a) The scale and character of the proposals respect the landscape and its features, valued views into and out of the settlement, the local streetscape and heritage assets;  b) There will be no unacceptable loss of amenity for neighbouring uses through the loss of privacy, loss of light or visual intrusion;  c) They demonstrate high quality design that is in keeping with the scale and existing character of buildings and layout in the area; and  d) They protect and preserve priority habitats.	The below elucidates how each policy subpoint has been addressed:  a) The scale and character of the proposals are designed to be low-2 storey development, which is visually contained by the landscape. Development arrangement seeks to replicate identified patterns within the Warnham streetscape. Heritage assets are respected through lower densities near the Conservation Area, and contextually appropriate architectural styles.  b) Existing residents’ privacy, light and visibility is being protected through retained and enhanced hedgerows; non-residential buffers adjacent to existing residential boundaries; lower densities near the Conservation Area; and limiting development to 2 storeys.  c) To ensure high-quality design, the Landowner commissioned the Warnham Pattern Book in 2021. This researched how the region has grown, and identified local building traditions, styles, materials, densities, typologies, and place making principles. This application has relied heavily on this research to ensure proposals are sympathetic and contextually appropriate in scale and character.  d) AEWC have been conducting ecological appraisals of the Site and have devised mitigation and enhancement measures to avoid impacts on protected species and habitats. This has resulted in proposals for high-quality, semi-natural habitat, tree planting, and hedgerow enhancement, bat and bird boxes, log piles and hibernacula.	✓
2. Proposals for residential development, including redevelopments, will be supported subject to the following criteria being met, where appropriate:  a) They provide adequate off-road parking for residents, visitors and service vehicles, in accordance with Policy W9 (Parking standards for new residential development);  b) They provide high quality boundary treatment including the retention and enhancement, of established hedgerows;  c) They respect and protect the buildings and environment of the Conservation Area, listed buildings and the other heritage assets of the parish;  d) They provide good pedestrian and cycle connections to the main services, bus stops and the train station;  e) They provide adequate storage for waste recycling containers;  f) They provide storage for cycles;  g) The maximum height does not exceed two storeys plus pitched roof unless clear justification can be made as to why such heights are required and how they address the objectives of the Warnham Neighbourhood Development Plan;  h) They contain a proportion of single storey dwellings; and  i) Traffic generation and parking does not adversely affect vehicular and pedestrian safety.	The below elucidates how each policy subpoint has been addressed:  a) Adequate off-road parking for residents, visitors and service vehicles is provided. Refer to Policy W9 for further details.  b) Boundary treatments are noted on PL108 Boundary Treatment. These are high quality and derived from an analysis of existing boundary types within the village. Existing hedgerows will be retained, enhanced and protected.  c) The proposals make every attempt to respect and protect the Conservation Area and its setting: by providing a lower density development near this area; designing architecture in appropriately sympathetic and contextual styles; and retaining and reinforcing existing hedgerow and tree boundary treatments in the area.  d) The Site is well-connected for pedestrians to all services and bus stops in Warnham with multiple links. Refer to Policy W6 (f), (k) and (l). The nearest train station is off-Site 1.25km away, but well-connected via Footpath 1574.  e) The Applicant liaised with HDC to determine waste and recycling requirements. (1x 140L refuse bin & 1x 240L recycling bin per house, and 1x 1100L refuse bin and 1x 1100L bulk recycling bin for flats based on 180L refuse / 240L recycling per flat). The apartment buildings have dedicated bin store buildings. Market dwellings provide refuse storage within oversized garages (designed to accommodate cycles/bins/cars at the same time) or within lockable structures within carports. Affordable dwellings provide refuse storage within external bin/cycle stores at the rear of properties.  f) Adequate space for storage of bikes has been provided. Refer to Policy W9(3) for further details.  g) The maximum height of development proposals does not exceed two storeys.  h) Six of the proposed apartments are single storey properties designed with private front doors with level-access  i) The Site has been designed with vehicular and pedestrian safety in mind. The 2-access strategy reduces vehicles numbers at each entry point to ensure safer traffic movement. Vehicle movement through the Site is designed to be slow moving. Movement has been tested by Bright Plan and confirmed to be safe. Adequate parking is provided off-street or within dedicated on-street bays so as not to cause congestion, which would lead to reduced movement safety. Level pedestrian crossings are provided across the Site to slow vehicle movement and encourage safe pedestrian priority movement.	

APPENDIX I: WNDP COMPLIANCE

Warnham Neighbourhood Development Plan (WNDP) policy text	Land to the East of Tilletts Lane response text	Compliance
<b>Policy W6: North of Freeman Road</b>		
1. Development will be supported on approximately 3.55 hectares of Land to the North of Freeman Road subject to all of the following criteria being met:  a) The provision of a minimum of 50 dwellings;  b) The provision of affordable housing which meets the requirements of Horsham District Planning Framework Policy 16, with the expectation that all affordable housing provision shall be made on-site;  c) The provision of a range of house types in accordance with Policies W3, W4 and W5 of this plan;  d) The provision of accessible public green space within the site commensurate with the scale of development;  e) The provision of space within the road system or by means of a car park to permit occasional parking of up to ten vehicles in proximity to the football pitch;  f) The provision of appropriate access into the site for vehicles, and segregated access to the site by cyclists and pedestrians from Threestile Road and Church Street;  g) The retention and enhancement of trees and hedgerows on the western boundary of the site (except where required to provide access to the site);  h) The provision by landscaping of a buffer on the southern edge of the site adjacent to the housing in Freeman Road to minimise visual intrusion to existing properties;  i) The provision of a buffer zone to the north of the football pitch to accommodate visitors and spectators to football matches;  j) The retention and enhancement of the established hedge along the northern boundary of the site;  k) Provision for a footpath link to the existing footpath network: paths 1428 and 1429 and 1430, adjacent to the established hedgerows, and Tilletts Lane;  l) The provision of a footpath link from the south-west corner of the site to Tilletts Lane; and  m) The development shall respect the amenity of neighbouring properties, conserve heritage assets in the Conservation Area and the setting of relevant listed buildings.	The below elucidates how each policy subpoint has been addressed:  a) The proposal for 59 dwellings exceeds minimum requirements.  b) The proposal includes a mix of 21 on-site affordable dwellings (35.6%) to HDC’s specification meeting Policy 16 requirements.  c) As noted in Policies W3, W4 and W5 above, a range of house types are provided to meet local needs and this requirement.  d) Three accessible public green space are provided, including a LAP (169 sqm), LEAP (400sqm), orchard, and informal green space. These have been scaled to comply with the requirements of ‘Horsham District Council Open Space, Sport and Recreation Review, June 2021’.  e) 10 spaces within their own car park are provided for users of the football pitch.  f) Appropriate access into the Site is provided for vehicles from Tilletts Lane and Threestile Road.  Segregated access to the Site is provided for pedestrians via an upgraded Footpath 1430 at Threestile Road and near Church Street. The southwest corner of the Site provides an additional stepped pedestrian access onto Tilletts Lane.  Unfortunately, it has not been possible to provide appropriately engineered cycle routes through the Site because:  i) The Footpath 1430 is not wide enough to support the necessary 3m surface between the school and adjacent drainage ditch improvements.  ii) There is a pinch point at the access in the northeast corner of the small field between the RPA of two significant tree RPAs. This cannot accommodate a 3m cycleway and 6m carriageway.  iii) The pedestrian access in the southwest corner of the large field is a no-dig solution, within tree RPAs, over a steep gradient to a sunken lane, within a tight constraint between tree trunks. As a result, it is not possible to provide a ramped solution at a gradient acceptable for a cycleway. See also point (g) below.  g) As required, except for access to the Site, trees and hedgerows on the western boundary have been retained, enhanced and further protected by the inclusion of green space adjacent to them.  h) As required, a 10m buffer on the southern edge of the site has been provided adjacent to the housing in Freeman Road to minimise visual intrusion and maximise ecological value of the area.  i) As required, a buffer zone north of the football pitch (30m to the nearest habitable room) has been provided. This accommodates parking for football matches, an orchard, SuDS basin, and pumping station.  j) The northern boundary hedge has been retained and will be further enhanced by a 10m zone further north as part of ecological enhancements, thereby complying with requirements.  k) Footpath 1430 will be upgraded through the red line Site area, which provides a direct connection to 1429. The pedestrian path in the southwest corner of the Site links to the existing pavements along the east side of Tilletts Lane, which links to the access point for the offsite Footpath 1428.  l) As noted above, a footpath link from the south-west corner of the Site is being provided.  m) As noted in all the points above, the proposals make every attempt to respect neighbouring development possible. It further respects the Conservation Area and the setting by: providing a lower density development near this area; designing architecture in appropriately sympathetic and contextual styles; and retaining and reinforcing existing hedgerow and tree boundary treatments in the area.	<div>✓</div> <div>Policy W6 (f) reference to cycles is not possible to comply</div>
2. Proposals for new and improved utilities infrastructure will be encouraged and supported in order to meet the identified needs of the community.	Additional off-site highways improvements to the north of the Site are being made to improve vehicle safety and traffic movement. Refer to Bright Plan’s Transport Statement for further details.	<div>✓</div>

APPENDIX I: WNDP COMPLIANCE

Warnham Neighbourhood Development Plan (WNDP) policy text	Land to the East of Tilletts Lane response text	Compliance
<b>Policy W7: Protection of existing commercial premises or land</b>		
1. There will be a presumption against the loss of commercial premises or land which provides employment. Applications for a change of use of existing commercial premises to an activity that does not provide employment opportunities will be resisted unless it can be demonstrated that the commercial premises or land:  a) Has not been in active use for at least 12 months; and  b) Has no potential for either reoccupation or redevelopment for employment generating uses as demonstrated through the results of:  i. A marketing campaign lasting for a continuous period of at least six months and a supplemental report evidencing the marketing undertaken and the market response; and  ii. A detailed valuation report	This application is for residential development. It does not propose new employment uses, nor does it impinge on existing commercial premises.  By providing good links to the existing retail and employment, this Site will help to bolster existing jobs with new customers.	<div>✓</div>
2. Development proposals which will provide employment in the parish will be encouraged subject to such uses and premises being compatible with the rural nature of the parish, neighbouring land uses, and the capacity of supporting infrastructure.		
<b>POLICY W8: Public car parking</b>		
1. Proposals to provide car parking to serve users of Warnham Station, as shown in Figure 7.3 and on the Policies Map 1, with vehicular access provided from Station Road and landscape mitigation measures as appropriate will be strongly supported.	This policy is not relevant to this application.	<div>N/A</div>
2. Proposals including appropriate bicycle parking facilities in conjunction with proposals for public car parking to promote sustainable transport provision will be supported.		
<b>Policy W9: Parking standards for new residential development</b>		
1. For all new residential developments, including redevelopments, the minimum number of car parking spaces to be provided will be in accordance with the West Sussex Residential Parking Demand Calculator, unless it can be satisfactorily demonstrated that an alternative provision would be appropriate on a specific site. Parking spaces can take the form of spaces or garaging/car port facilities but must be permanently available for parking use.	The Calculator has been employed on this project to determine and provide the required parking spaces through a mix of garages, car ports and off-street surface parking. Refer to Bright Plan’s Transport Statement for further details.	<div>✓</div>
2. Additionally, appropriate levels of parking shall be provided for visitors and service vehicles.	The Calculator has been employed on this project to determine and provide the required visitor spaces. In addition, and beyond this, 10 spaces have been provided for users of the adjacent football pitch.	<div>✓</div>
3. Appropriate provision shall be made for the parking of cycles in developments and at car parks.	Dry, lockable bicycle storage is provided across the Site at a rate of 1 cycle space/bedroom or better. Apartment 1 has an external cycle store, and apartment 2 has an allocated room within the building for cycles. Market dwellings provide cycle space within oversized garages (designed to accommodate cycles/bins/cars at the same time) or within lockable structures within carports. Affordable dwellings provide cycle space within external bin/cycle stores at the rear of properties.	<div>✓</div>



APPENDIX II: SUSTAINABILITY APPRAISAL COMPLIANCE

The Warnham Neighbourhood Development Plan Sustainability Appraisal, June 2018 sets out 10 sustainability objectives shown below with responses relating to the Site.

Sustain-ability theme	Objectives	Criteria	Development response
1/Env	To preserve and enhance the natural beauty of Warnham in terms of its: - geology, landform, water systems and climate – ancient woodlands – tranquillity.	Area of ancient woodland within the parish. – Number of developments in ‘highly vulnerable’ or ‘more vulnerable’ flood risk areas. – Loss of any of these features through grant of planning consent.	The Site is outside of the flood risk area. There is no loss of ancient woodland within the parish. All mature and veteran trees on or Adjacent to Site are retained and protected
2/Env	To protect and enhance the biodiversity of the parish, its wildlife habitats and species.	Area of habitats within the parish (data from Sussex Biodiversity Information) – Condition of ancient woodland in parish – Number of trees with TPOs. – Length of hedgerows in parish. – Variety of BAP species recorded.	The existing habitats on the Site are to be maintained and enhanced, especially along the existing boundary hedgerows and those within the Site.
3/Env	To protect the landscape setting of Warnham and focusing development on previously developed land.	Development within areas assessed as low suitability. – Loss of views of value, including the conservation area and views of the hills to the north and west of Warnham. – Number of planning applications granted in areas with low landscape capacity. – Development on previously developed land.	The Site has not been previously developed, however the proximity to the existing football pitches and the landscape improvements for existing residents to this existing amenity, and the creation of a walkable extension to the existing village makes this location ideal for development.
4/Soc	To ensure that housing addresses the needs of the existing community of Warnham before addressing wider needs Mix of housing built by dwelling size. - Number of people with a local connection on the Housing Register that are newly housed. - Number of affordable homes completed.	Mix of housing built by dwelling size. - Number of people with a local connection on the Housing Register that are newly housed. - Number of affordable homes completed.	The mix of the development complies with Local Policy and HDC’s Affordable Housing Enabling Officer’s requested mix, thus responding to the Housing need for Warnham.
5/Econ	To maximise the potential of existing employment and support the needs of local employers.	Number of existing businesses retained. - Number of new businesses in the parish. Number of local start-ups. - Data on employment levels. - Number of businesses and dwellings (for home workers) with access to superfast broadband.	This application is for residential development only, however by providing good links to the existing retail and employment, this Site will help to bolster existing employers with new customers.
6/Env	To maximise the potential of existing employment and support the needs of local employers. To protect the identity and local distinctiveness of Warnham as a rural village and to enhance the village streetscape.	Number of listed buildings in builtup area. - Number of applications for listed building consent. - Number of developments within or adjacent to a Conservation Area. - Density of housing.	The development has a low density, in keeping with the rural character of Warnham, and the architectural design and scale of the properties are sympathetic and contextually appropriate with Warnham.

7/Soc	To ensure that the community has a high quality and healthy lifestyle.	Census figures on long term illness and general health. - Number/area of green spaces within walking distance of homes. - Usage of formal green spaces within the parish. - Number of formal recreation facilities within walking distance of homes. - Number of homes experiencing unacceptable levels of noise.	There are three public open spaces including a LAP, LEAP, orchard, and informal green spaces provided on the Site. Enhanced connections to the Village including upgrades of footpath 1430 will improve access to these amenities.
8/Soc	To improve safe movement around the parish and to key service centres outside the parish by a range of modes.	Levels of traffic using the A24/A29 - Levels of traffic using local roads around the village and wider parish. - Number and distance of new footpaths/ cycle paths. - Speed data. - Accident data from police. - Number of safe crossing points across key routes - Number of public parking spaces.	Off-site highways improvements to the north of the Site are being made to improve vehicle safety and traffic movement into Warnham. Safe and accessible pedestrian movement is prioritised on-Site with pedestrian priority crossing, and dedicated pedestrian access onto the Site from a variety of locations. The proposal includes the provision of 10 additional parking spaces to serve the existing playing fields, enhancing connectivity to this local amenity. These measures support improved local movement and contribute to safer access to recreational facilities within the parish.
9/Soc	To ensure that the community has adequate access to the key utilities and services it needs, including health facilities, convenience shops, schools, broadband.	Distance the population of the parish live from key services. - Availability of regular public transport. - Number of shops in settlements. - Speed of broadband services.	The Site is located next to the Built-up Area Boundary for Warnham, and highly connected so that all the services and amenities of the Village are within walking distance of the Site, including local shops and school. The nearest health facilities are in Horsham, which is most easily accessed via bus stops within a short walk of the Site.
10/Soc	To ensure the provision of a range of community leisure and recreation facilities that provide for the needs of the community.	Number of community facilities within the parish, distinguished by target user age.	The development complies with local policy requirements by providing both a Local Area for Play (LAP) and a Local Equipped Area for Play (LEAP), ensuring a range of leisure and recreational facilities that meet the needs of the community and support the well-being of local residents.