



TO: Planning Committee

BY: Head of Development and Building Control

DATE: 6th January 2026

DEVELOPMENT: Full Planning Application for the erection of 92no. residential dwellings comprising dwellings (54no.) and apartments (35no.), creation of new vehicular access onto Sergent Way, provision of public open space, landscaping and drainage.

SITE: Land To The South of Broadbridge Way, Broadbridge Heath, West Sussex

WARD: Broadbridge Heath

APPLICATION: DC/25/0894

APPLICANT: Name: Vistry Homes Ltd Address: C/O ECE Planning Limited

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.

RECOMMENDATION: To approve full planning permission subject to appropriate conditions and the parties completing the necessary section 106 agreement within four months of the committee resolution, or such longer period as is agreed between the parties acting reasonably and properly.

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 This application seeks full planning permission for 92 no, residential dwellings, comprising 54 no. dwellings and 35 no. apartments, 37% affordable homes, creation of new vehicular access onto Sergent Way, provisions of public open space, landscaping and drainage.
- 1.2 The application is supported by a suite of technical documents including a Transport Assessment and Addendum, Biodiversity Net Gain Statement, Flood Risk and Drainage Strategy, Tree Assessment, and Air Quality Assessment.

1.3 The application has been subject to amendments following negotiations with Officers on a wide range of matters, including the provision of an additional 3 no. residential dwellings (1 no. affordable and 2 no. market). The housing mix, as amended, is set out below:

Dwelling type	Affordable	Market
1 bed	11	3
2 bed	18	24
3 bed	3	29
4 bed	2	2
Total	34	58

1.4 Certain trees (identified by category by the applicant's consultant arboriculturist) as well as shrubs will be removed within the site and along the boundaries to make way for the development. A tree root protection zone is proposed for the bisecting tree belt, details of which are provided in an accompanying Arboricultural Assessment and Method Statement. New planting is proposed as mitigation and compensation.

1.5 A surface and foul water drainage strategy has been submitted. The proposals seek to discharge surface water run-off from the site into an ordinary watercourse that runs through the centre of the site from north to south. Attenuation will be sited in below ground attenuation tanks, infiltration trenches and permeable paving subbases.

1.6 Negotiations between Officers and the applicant have secured changes to the original proposal, including amendments to the housing quantum; site access, drainage strategy, and landscaping and street and building design. These are detailed out in later sections of this report.

Overall Access strategy

1.7 Main vehicular access will be taken via the provision of a priority T-junction onto Sargent Way; radii of 6m and a carriageway width of 5.5m with footways provided on both sides, with visibility splays of 2.4m x 43m. This access then runs as a spine road through the site eastwards, with shared surface access roads and private drives. The site can also be accessed via the existing Carter Drive, which runs parallel to Sargent Way to the east.

1.8 As part of the formation of this access, the existing parking layby on the east side of Sargent Way is to be relocated to within the development's spine road, with additional parking spaces provided within the development to offset the reduction on Sargent Way (3 spaces). Also proposed is infill of the existing carriageway hatching along Broadbridge Way eastbound (close to the site's northern boundary) with landscaping/vegetation.

Active Travel Access

1.9 Pedestrian and cycle entrances are provided into the site at three locations (Broadbridge Way, Sargent Way, and Carter Drive) with the creation of a 3m wide shared use west-east route running at the north of the site, from a new (Tiger) controlled crossing on Broadbridge Way and linking into the existing Public Right of Way 1632/2 that runs along the east boundary (Old Wickhurst Lane). At the west boundary this is reduced to a footway beyond the new crossing on Broadbridge Way to reduce the potential for crossing at the bend on Sargent Way. There is an additional shared use access onto Old Wickhurst Lane from Carter Drive. A travel plan is provided in support of the application.

Parking

1.10 It is proposed to provide 173 car parking spaces in total, which are provided in a variety of forms (on-plot parking, perpendicular parking, flexible parking and combination parking with some courtyard parking). The breakdown is 150 no. allocated on plot spaces; 2 no. allocated

on plot spaces to M4(3) standard; and 21 no. visitor spaces. The cycle provision is 112 spaces. The majority will be on plot but also in freestanding stores for the flats. 53% of the car parking spaces will be provided with 'active' Electric Vehicle (EV) charging infrastructure, with remaining 47% providing 'passive' provision (one EV space per dwelling).

DESCRIPTION OF THE SITE

- 1.11 The application site (some 2.4 hectares) comprises two undeveloped fields bisected with a tree belt, near the centre and within the Built-up Area Boundary of Broadbridge Heath, with hedgerows along the north and east site boundaries. The site is otherwise bounded by highway (Broadbridge Way to north, Old Wickhurst Lane to east, and Sargent Way to west).
- 1.12 The character of the immediate urbanised area is mixed. A recreation ground, café and preschool exist beyond Broadbridge Way to the north. Sargent Way to the west has three-storey residential dwellings and a convenience store beyond. Two storey residential properties are located south of the site, with the vehicle access and parking to these properties fronting onto the application site. Public Footpath 1632/2 runs along Old Wickhurst Lane to the east, with a petrol station, Tesco Extra supermarket store, and football club beyond. The Bridge, a large new leisure centre owned by Horsham District Council, sits further to the southeast beyond the Tesco Extra car park, providing all weather pitches and a skate park. A small office building (NFU Mutual) is located directly to the northeast of the site with its vehicle access and parking located closest to the site boundary.
- 1.13 The site slopes downwards towards the south, and a drain with a low surface water flood risk runs through the site from south to north and connects to the drain along the south of Broadbridge Way. The western field parcel was formerly used as a construction yard for the wider Wickhurst Green development and has since been raised and levelled, and has started to naturally regenerate with succession vegetation.
- 1.14 Broadbridge Heath has bus links to Horsham and the surrounding villages. The bus stop at Tesco is served by hourly services to Guildford and Horsham and is within suitable walking distance to the site. A segregated footpath/cycleway runs east-west to the north side of Broadbridge Way, connecting to Horsham.
- 1.15 The site falls within an Archaeological Notification Area and the Bat Sustenance Zone as well as the Wellcross Farm aerodrome buffer. A Gas pipeline is routed adjacent to the site with buffer to its far western corner.

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 15 - Strategic Policy: Housing Provision
- Policy 16 - Strategic Policy: Meeting Local Housing Needs
- Policy 24 - Strategic Policy: Environmental Protection

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
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

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

Policy 1: Strategic Policy: Sustainable Development
Policy 2: Strategic Policy: Development Hierarchy
Policy 6: Strategic Policy: Climate Change
Policy 7: Strategic Policy: Appropriate Energy Use
Policy 8: Strategic Policy: Sustainable Design and Construction
Policy 9: Strategic Policy: Water Neutrality
Policy 10: Strategic Policy: Flooding
Policy 11: Strategic Policy: Environmental Protection
Policy 12: Strategic Policy: Air Quality
Policy 13: Strategic Policy: The Natural Environment and Landscape Character
Policy 17: Strategic Policy: Green Infrastructure and Biodiversity
Policy 19: Strategic Policy: Development Quality
Policy 20: Strategic Policy: Development Principles
Policy 23: Policy: Infrastructure Provision
Policy 24: Strategic Policy: Sustainable Transport
Policy 25: Parking
Policy 27: Strategic Policy: Inclusive Communities, Health and Wellbeing
Strategic Policy 37: Housing Provision
Strategic Policy 38: Meeting Local Housing Needs
Policy 37: Affordable Housing
Policy 40: Improving Housing Standards in the District

West Sussex Joint Minerals Local Plan (2018)

West Sussex Waste Local Plan (2014)

Supplementary Planning Guidance:

Planning Obligations and Affordable Housing SPD (September 2017)
Community Infrastructure Levy (CIL) Charging Schedule (HDC, 2017)

Land West of Horsham Design Principles and Character Areas SPD (2009)
Land West of Horsham Masterplan DPD (2009)

Other Guidance:

WSCC Supplementary Planning Guidance (September 2020) - revised county parking standards and transport contributions methodology
Air Quality and Emissions Mitigation Guidance for Sussex (2020)

Horsham District Council Local Cycling and Walking Infrastructure Plan (HDC Dec 2020)

Shaping Development in Horsham District Planning Advice Note (Sept 2025)
Biodiversity and Green Infrastructure Planning Advice Note (Oct 2022)

RELEVANT NEIGHBOURHOOD PLAN

Broadbridge Heath has not been designated as a Neighbourhood Plan area.

PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/09/2101	Erection of 963 residential units, community facility including land for a primary school, neighbourhood centre, youth and recreational facilities, other formal and informal open space, landscaping and environmental works, transport and access arrangements, new east-west link road, improvements to Five-Oaks roundabout, realignment and partial closure of existing A264 Broadbridge Heath bypass and other ancillary works (Outline).	Permitted 03.11.2011
S106/25/0027	Application for Discharge of Planning Obligation Schedule 5 pursuant to the S106 Agreement dated 3 October 2011 (as amended under reference S106/20/0008) at Broadbridge Heath, Old Wickhurst Lane	Pending Consideration
DC/23/1133	Demolition of existing buildings, erection of two retail units (Class E(a)), a drive-thru coffee shop (Class E(b)) and drive-thru restaurant (Sui Generis) with associated parking, access, servicing, signage, landscaping and offsite habitat creation.	Permitted

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

3.2 **HDC Strategic Planning:** Advice

Both national and local policies identify land be used efficiently and appropriate densities be achieved. Questioned whether proposal does this.

3.3 **HDC Landscape Architect:** No Objection

Remaining points remain to be covered by condition.

3.4 **HDC Parks:** Advice

Requirement of greenspace on-site in addition to contributions for off-site provision.

3.5 **HDC Trees:** Advice

Submitted Arboricultural method statement and Tree protection plan fair assessment of tree-related impacts. However, some modification to layout needed to address Root Protection Area conflicts and likely future resident pressure due to poor tree-to-build relationships post-development.

3.6 **HDC Environmental Health:** No Objection

Approve with conditions.

3.7 **HDC Consultant Ecologist:** No Objection

Subject to conditions

3.8 **HDC Ecologist (BNG):** Advice
Not clear how applicant intends to achieve 10% BNG requirement.

3.9 **HDC Archaeology Consultant:** Advice
Condition advised

3.10 **HDC Waste and Recycling:** No objection

OUTSIDE AGENCIES

3.11 **NatureSpace Newt Officer:** Advice
No likely impact.

3.12 **Natural England:** No Objection
Refer to Standing Advice

3.13 **WSCC Education:** No response received.

3.14 **WSCC Highways:** No Objection
Subject to S106 and conditions

3.15 **WSCC Public Right of Way:** Advice
Highways colleagues will advise

3.16 **WSCC Fire and Rescue:** Advice
Requirement of additional fire hydrant(s)

3.17 **WSCC Local Lead Flood Authority:** No Objection
Subject to conditions

3.18 **WSCC Minerals and Waste:** No Objection.

3.19 **Southern Water:** Advice
Adequate capacity

3.20 **Sussex Police:** Objection
Additional strain placed on our resources would have a negative impact on policing
Direct agent to Secure by Design.

3.21 **Sports England:** Advice
Does not fall within statutory remit. Non-statutory planning advice

3.22 **Environment Agency:** No response received.

PUBLIC CONSULTATIONS

3.23 **Broadbridge Parish Council:** Objection
[Summary 4th December] Strongly object to any proposal that would route development traffic-whether construction-related or permanent-via Carter Drive.

Request an alternative, purpose-designed access that does not place additional pressure on established residential streets. Routing construction or long-term development traffic along Carter Drive would result in unacceptable noise, disturbance, and a loss of amenity for the households directly affected. Carter Drive was designed as an internal residential street, not as a distributor route for major development. Using it as an access point would fundamentally change its intended purpose and would compromise both the safety and the amenity of existing residents. Proposed parking provision fails to meet the permitted differential for

parking allocation relative to the number of dwellings, and it endorses the concerns raised by WSCC Highways.

Not clear when the application was changed from 89 dwellings to 92 dwellings. There does not appear to be a formal amendment to the application to reflect this change. The Parish Council would like to understand where and when the formal planning application changes have taken place and drawings showing the (any) differences to be updated by the applicant and included with the existing documentation.

In addition, the offer of a financial commitment(s) to enhance specific areas of the village has been too specifically targeted. Whilst the Parish Council welcome this, it should not be earmarked as described at this stage as going to a specific organisation, rather than for example to the Parish Council. This should be clear for a final S.106 agreement.

[Summary 6th August] While recognise ongoing need for new housing within district, consider this proposal fundamentally incompatible with prevailing infrastructure limitations, environmental obligations, and well-established community priorities. Lacks sufficient evidence to demonstrate compliance with key policies and fails to adequately address critical matters relating to water neutrality, highway safety, drainage, amenity provision, and land use suitability.

1. Water Neutrality and SNOWS Compliance

Does not provide adequate evidence to demonstrate compliance with Sussex North Offsetting Water Scheme. References to SNOWS vague and non-committal. Absence of detailed, quantifiable strategy raises significant concerns regarding scheme's long-term sustainability. Request imposition of clear planning condition requiring: Detailed breakdown of water-saving measures; Evidence of secured SNOWS offset credits or equivalent mitigation agreements; Long-term monitoring and management mechanisms, including contingency arrangements should SNOWS credits become unavailable.

2. Highways, Access, and Traffic Impact

Vehicular Access and Safety

Proposed vehicular access point onto Sargent Way strongly opposed. Road currently experiences high traffic volumes, poor sightlines, vehicle overrun of pavements, and rat-running behaviours that pose considerable safety risks. Recent WSCC traffic survey (July 2024) recorded approximately 2,000 vehicle movements over four days through Neighbourhood Centre, indicative of existing strain that would be exacerbated.

Alternative Access

Strongly advocate for relocating primary vehicular access to Broadbridge Way (north), thereby mitigating further safety and congestion issues on Sargent Way.

Pedestrian and School Safety

Would increase pedestrian movements, especially for school children travelling to Shelley Primary School and Tanbridge House School. Therefore, following pedestrian safety enhancements are essential: A controlled (signalised) crossing on Broadbridge Way; A raised table crossing near Neighbourhood Centre; A Tiger Crossing north of the development.

Traffic Assessment Concerns

Applicant's projected figure of 34 car movements during peak hours grossly inaccurate. Local observations suggest figure closer to 180 vehicle movements. Revised Transport Assessment required, including updated trip generation data; junction capacity modelling; analysis of cut through traffic using the Co-op car park and Wickhurst Green estate.

Future Management of Sargent Way

Long-term status of Sargent Way remains unclear. Recommend planning authority consider introduction of 20mph Traffic Regulation Order (TRO); potential closure or restriction of Sargent Way; developer-funded infrastructure improvements prior to any occupation.

Cycling and Walking Infrastructure

Rural footpath along Broadbridge Way heavily used but remains unlit along much of length. The Council therefore requests: Installation of low-level lighting at 25m intervals along the entire length; Consideration of transferring ownership of solar lighting to Parish Council, subject to agreed maintenance arrangement.

3. Surface Water Drainage and Flood Risk

Submitted drainage strategy insufficient. Fails to demonstrate compliance with water neutrality principles and does not adequately address known local flood risks. Southern culvert, which is prone to flooding, not referenced or assessed; attenuation basins and watercourses on developer's land currently in poor condition, undermining confidence to manage additional surface water; east-west watercourse to north obstructed and requires clearance and restoration; historical flooding events linked to WSCC culvert and Vistry controlled watercourses noted. Lead Local Flood Authority has objected. Council strongly supports objection and insists all flood risk and drainage concerns fully addressed before determination.

4. Parking Provision

Insufficient visitor parking relative to scale and topology of development. Anticipated household sizes likely lead to parking overspill and localised congestion. Council requests planning authority require additional and appropriately located visitor parking.

5. Land Use and Development Context

Site previously discussed in context of lower-density housing and potential community or educational uses. Feedback from community consultations and local development discussions indicated support for community-led, low-impact scheme that retained open green space.

6. Developer Obligations and Delivery Concerns

Vistry has unresolved history of failing to meet obligations arising from prior developments. Amenity land at the Wickhurst Green development remains to be transferred to Parish Council over 10 years after development commenced. To prevent recurrence, strongly insist no dwelling should be occupied until: all public realm and enabling works are completed; all applicable planning conditions are complied with; obligations secured through S106 agreement.

7. Construction Management

Due to the site's proximity to existing residential properties and pedestrian routes, robust Construction Management Plan (CMP) essential. The CMP should include: strict working hours and noise/dust control measures; traffic marshals during school peak hours to ensure pedestrian safety; scheduled liaison meetings between developer and Parish Council.

8. Community Benefit and Section 106 Contributions

Developer previously committed to community improvements which remain outstanding. The following must be formalised via planning condition or Section 106 agreement: drainage improvements to WSCC culvert beneath Broadbridge Way; contributions toward long-term development of the Broadbridge Heath (Village Centre) open space; financial and logistical support for drainage improvements at Village Centre recreation ground, enabling greater use for community sport.

3.24 **76 no. representations received in total.** This figure includes multiple submissions and recipience from individuals of the same household, of these 62 no. representations have been received from individual property addresses. This is broken down into:

- 59 no. Objections
- 3 no. neither objection/support.

3.25 The 59 no. Objections are summarised below:

Highway Access and Parking

- Additional Traffic – Vistrys traffic movements predict a minimum of 200 movements a day. Sargent Way being used as a rat run, with 1200 movements a day using the coop carpark as a through route, with WSCC proposing to close this due to safety concerns. Residents are concerned that when this happens the bulk of the traffic will utilise Sargent way. Access to coop has blind spots due to parked cars. Access should be from Broadbridge.
- Safety concerns on Sargent Way - bottlenecks being used for on street parking, and road width not being able to accommodate passing traffic, it does not have a traffic control system. Recent incidents include HGVs becoming trapped and causing damage to residential properties and other vehicles, as well as a car mounting the pavement crossing a planted area and writing off another car.
- Speed limitation - Broadbridge way has not received any traffic calming measures following the restriction from 50mph to 30mph, with the only indication of the change being two signs which are reported to not be clearly visible. Recent accidents at the junction where Sargent's Way and Broadbridge way meet.
- Lack of Safe Pedestrian Routes – absence of safe, continuous foot/cycle paths is a significant concern, risk to children walking to and from school. Particularly on Broadbridge Way, Sargent Way and Carter Drive. This conflicts with NPPF P110 requiring safe and suitable access for all users.
- Safety concerns for residents in surrounding streets exiting their driveways onto already congested street - people park on the pavements obstructing views. This will be an exacerbated issue with increased traffic from development.
- New access from main road to Tesco's and retail park on the slip road to deter traffic through Sargents Way.
- Make Broadbridge Way a right hand turn only.
- Bus gate used as a through road putting pedestrians at risk.

Carter Drive:

- New development has proposed connection to Carter Drive, a private cul-de-sac currently only serving existing residents of the street and visitors - This road is narrow which are barely wide enough for 2-way traffic, overparked with blind corners, leading to vehicle conflict, sideswipes, blocked access and potentially pedestrian accidents. Issues which will be exacerbated by the connection to the new development with 90+ cars. The proposed plan does not provide mitigation measures such as widening the road. Bovis previously committed to zero access from Carter Drive; access should instead be from Broadbridge Way.
- From 75 Carter Drive onwards there are no pedestrian footways, meaning that pedestrians have to walk directly on the road creating a safety issue.
- The above conflicts with NPPF P.17 requiring development proposals to create places that are safe, secure and attractive.
- Roads from previous development in the area by the applicant have not yet been adopted 10 years later.
- The road does not meet the technical standards for through traffic, set out in WSCC Highways Design Guide and Manual for Streets, which requires through roads to meet a minimum carriage-way width, with appropriate forward visibility, sufficient passing places, safe pedestrian desire lines and turning areas that do not rely on private driveways. The developers Transport Assessment Addendum does not assess Carter Drive or the localised impacts of extra traffic.

- Residents pay a maintenance fee for the upkeep of Carter Drive; therefore, it is inappropriate for the development to rely on this access as increased throughfall will increase wear and tear on the unadopted road, maintenance requirements and service delivery pressures generated by a separate development.
- Existing residents garage conversion was rejected based on the loss of parking space, and the interventions strain on on-street parking. New development should be rejected on same grounds.
- Concern surrounding emergency service (fire truck, ambulance) access to Carter Dr when trying to access homes.
- Access to carter drive should be emergency only protected by physical barriers or bollards.

Infrastructure:

- Lack of infrastructure for 89 new units.
- Concern surrounding pressure on education provision - Broadbridge Heath Primary already being oversubscribed. The loss of this site which was allocated for another primary school, instead developing more housing will only exacerbate the issue. The extra travelling time, environmental impact and cost for parents taking their children to schools further away must be considered.
- Present Doctors surgeries and dentists are not taking new NHS patients; new developments will exacerbate this issue. No GP in Broadbridge Heath.

Noise, Light, Pollution:

- Concern surrounding the disruption caused to home workers due to noise pollution, dust and disturbance at all hours during construction and from increased residential activity.
- Additional houses will block light to houses already in the area.
- Increase in light pollution.
- Residents concerned over increase in air and noise pollution due to removal of trees and increased traffic.

Water neutrality and drainage:

- Concern surrounding water neutrality and provision as an issue in the area, with hose pipe bans in summer.
- Yearly flooding of village centre field and monster play park due to blocked WSCC culvert and poorly maintained water course south of Broadbridge Way should be rectified.

Overdevelopment:

- Concern surrounding over development in the area.
- Land should be utilised to create public parks green spaces or enhancing local amenities.

Design:

- More flats being brought into the area, with no provision for elderly residents with accessibility issues.
- 100% affordable housing not in the best interest of the local community, well priced family homes or over 65s bungalows would be better suited.
- Affordable flats should be for local Horsham families only.
- Flats and homes sections should be swapped around so that apartments are closer to Old Wickhurst Lane.
- Design is out of scale and out of character for the area and street layout.
- Earlier proposals included a hedge buffer and separate access road which have been removed.
- Carter Drive estate was not designed to handle additional homes proposed.

Loss of General Amenity:

- Loss of privacy by removal of trees, and the installation of 3 storey 40m flats, overshadowing houses in Kinghams Close, Sargent Way and Carter Drive, with windows

directly overlooking private gardens and living spaces and breaching the 21m separation guideline for two storey developments in Horsham's residential areas, causing loss of amenity.

- Impact on quality of life and sustainability of the area.
- Demand for a local party or outdoor recreation area, need as outlined in the Broadbridge /heath Village Green initial design report. Funding to improve access and amenities to the village centre should be secured by a S106 or delivered by developer.
- Loss of promised public house.

BNG / Conservation:

- Bats, foxes, and other wildlife in the area that will be affected. Including at Lyons Farm. Scrublands are essential for ecosystem.
- Decreases green gap between Wickhurst Green and Broadbridge Heath and adds to the splurge of buildings.
- Watercourse should be maintained
- Area in proximity to Wickhurst Green could be enhanced by Vistry.
- Tree lines and waterways that run through the estate could continue to be important in line with HDCs commitment to a Nature Recovery network.
- Area of land is surrounded by established trees and old hedgerows, including veteran trees.
- Wickhurst Green Development uncovered archaeological evidence dating back to Neolithic, Bronze and Roman ages. There should be an investigation into these sites.

Other

- The site red line boundary change and inclusion of Carter Drive as a through road has not been publicised sufficiently with not every property along Carter Drive was notified of these material changes.

3.26 3 no. representations neither in support/objection, summarised below:

Highways & Parking

- Sargent Way being used as a rat run from East to West. 1200 movements a day through the coop car park (WSCC figures) which is due to be closed, rerouting traffic through Sargent. It is also a narrow road, which is further narrowed to one lane of traffic with on-street parking. With the new development this will cause a significant increase of traffic and congestion, which is not included in the traffic survey.
- Bottlenecks along Sargent Way (bottom of Pelling Way and Coop) due to residents on street parking. Vistry proposes moving the existing layby to the new development, reducing the amount of on street parking down the existing road.
- Due to the narrow road and bottle necks HGVs become stuck on the estate nearby, causing damage. This is in addition to a recent incident where a car mounted the pavement.
- Proposed new access covers a raised table which is shared space between pedestrians and cars.

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 Sussex Police have provided detailed comments on the proposal at this stage, referring the applicant to guidance on crime prevention and 'secured by design' measures outlined in their website.
- 5.2 The Joint Commercial Planning Manager at Sussex and Surrey Police has also requested capital infrastructure funding and, in the absence of this developer contribution towards the provision of policing infrastructure, reports the Sussex Police and Crime Commissioner would raise Objection, as the additional strain placed on their resources would have a negative impact on policing of both the development and force-wide policing implications within the district. This is addressed later in this report.

6. PLANNING ASSESSMENT

- 6.1 The main issues to consider in the determination of this application are:

- whether the principle of residential development at appropriate densities is supported on this site;
- the quality of the scheme design and its impact on townscape character; and
- the impact on amenity of existing neighbouring occupiers; flood risk and whether adequate drainage and sufficient open space and safe access can be provided to the site, parking and the impact of the development on highway capacity; and impact on trees and ecology and securing biodiversity net gain and enhancement.

Principle

Development Plan Spatial Strategy

- 6.2 For this application site the development plan comprises the Horsham District Development Framework (HDPF, 2015), the West Sussex Joint Minerals Local Plan (2018) and the West Sussex Waste Local Plan (2014). Broadbridge Heath is not a designated neighbourhood plan area.
- 6.3 Supplementary Planning Documents (SPDs) relevant to the site have not been withdrawn and are considered material to the determination of the application. These are The Land West of Horsham Masterplan SPD (2008) and The Land West of Horsham Design Principles and Character Areas SPD (2009), which identifies the site lies within Character Area 3 – the Neighbourhood Centre. The documents make clear that while an average density of around 45 dwellings per hectare should be achieved within the entire strategic allocation, it would be appropriate for residential development to deliver higher densities (60-65 dwellings per hectare) in this character area.
- 6.4 The HDPF (2015) sets the strategy for growth within the district to 2031. It sets out the land to enable housing growth in the district into the future. Broadbridge Heath is identified as a tier two settlement in the development plan's hierarchy, purposely as a settlement that acts as a hub for smaller villages and towns to serve daily needs.
- 6.5 In broad terms, the site being located within the Broadbridge built-up area boundary, is a sustainable location with good access to services and facilities and sustainable travel connections. As such the principle of development in this location is supported in accordance with policy 2 and 3 of the HDPF and the West of Horsham Masterplan DPD subject to other policy criteria being met.

Compliance with The West of Horsham SPDs

6.6 There has been significant plan-led housing development of Broadbridge Heath over the current plan period (2015-2031). Most of this has been delivered in the context of the West of Horsham Masterplan SPD, via outline permission in 2011 for 963 dwellings and community facility including land for a primary school, neighbourhood centre, youth and recreational facilities (DC/09/2101 refers). This development, known as Wickhurst Green, is now complete with the exception of the current application land parcel.

6.7 The application site was reserved in the above outline planning permission for a primary school and related playing pitches, with the s106 legal agreement at Schedule 5 reserving this site for a period of five years following the completion of the 350th home or 3 years from the date of implementation of the development. Formal offer of the land was made to WSCC on 8 August 2017, meaning the 5 year window for acceptance of the land expired 8 August 2022. The Education team at WSCC confirmed prior to the expiry date that given the recent expansion of Shelley Primary School, and a drop in primary pupil numbers more generally, there was no longer a need for a primary school on the site, with the DfE removing the site from their free schools programme accordingly. There is therefore no longer the need for the site to be used for educational purposes, and there is no prospect of that changing. As the time expiry for a school has now lapsed, and the s106 legal agreement provides for no alternative land use in place of the school, the land is now free of any requirements relating to the outline planning permission. The lawful planning use of the site is therefore agricultural.

6.8 The site is currently free from built form, but your Officers do not regard the site itself as open space as per the national planning policy (NPPF, 2024) glossary definition as it does not provide for important public value opportunities for recreation and sport. There is little prospect of this occurring given the site is not being promoted for a school and thus school playing fields are not going to be brought forward. It is therefore not assessed that development of the site would lead to a loss of open space.

6.9 The NPPF (2024) instructs decision-makers to promote effective use of land in meeting the need for homes and to ensure land is used efficiently to optimise densities (para 129 and 130). Paragraph 130 instructs that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site (using area-based character assessments). Local planning authorities should refuse applications which they consider fail to make efficient use of land.

6.10 Horsham District does not have a 5-year housing supply (presently it can demonstrate only 1 year), and the application proposes housing on a site that can be considered very sustainably located given its immediate proximity to retail, community and leisure facilities, and sustainable transport links to Horsham. Therefore, it is particularly important in this case to achieve an appropriate site density and efficiently and effectively use this land towards addressing housing needs. Your Officers judge the site connection to the wider masterplan and the wider settlement of Broadbridge Heath offers it as highly suitable to come forward for housing. The submitted approach is for a higher density (62 dwellings per hectare) proposed for the western parcel with residential flat accommodation, and a lower density approach to the eastern parcel (43 dwellings per hectare). This is judged an appropriate approach to development of the site for housing.

6.11 An important part of The West of Horsham SPDs for this area was the focus on drawing the old and new community together via improvements to this area of open space surrounded by the neighbourhood centre, parish hall, village hall and play areas. This vision has yet to be fully realised, and in acknowledgment of this, as a result of Officer negotiations, the applicant has committed to deliver enhanced pedestrian and cycle access across

Broadbridge Way as part of this development, and to contribute to funding the delivery of community sports and leisure improvements to the area, totalling £93,000.

Summary on Principle

6.12 The application site is in a highly sustainable urban location in the centre and within the Built-up Area Boundary of Broadbridge Heath, making it highly appropriate for housing, the broad principle of which accords with HDPF strategic growth policies 2 and 3, and hence the spatial strategy of the current development plan.

Housing Mix and Affordable Housing

6.13 HDPF Policy 16 requires that the mix of housing types should be based on evidence set out in the latest Strategic Housing Market Assessment (SHMA 2019 by Iceni). The policy goes on to state that the appropriate mix of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood.

6.14 The Accommodation Schedule housing mix (33 no. affordable units and 59 no. open market units) has been subject to negotiation with Officers to secure increased provision of family homes, and Officers recognise that the mix will need to be balanced with the desired density provision, as explained above (which tempers the ability to deliver more family homes with their own back gardens on the site). Set against this policy consideration and the SHMA, the proposed open market/ affordable dwelling mix is, overall, judged sufficiently in line with the SHMA mix, with the greater proportions of new homes being 2 bed affordable units (18 units, 53% of the Affordable Housing (AH) provision) and 3 bed open market units (29 units, 50% of the sales provision). The comparisons are tabled below.

Affordable Mix Comparison (tenure blended)

Dwelling type	SHMA (2019)	Scheme Affordable	Difference
1 bed	42% (14 units)	32% (11 units)	-3
2 bed	33% (11 units)	53% (18 units)	+7
3 bed	21% (7 units)	9% (3 units)	-4
4 bed	3% (1 unit)	6% (2 units)	+1
Total	33	34	

Open Market Mix Comparison

Dwelling type	SHMA (2019)	Scheme Market	Difference
1 bed	6% (4 units)	5% (3 units)	-1
2 bed	27% (16 units)	41% (24 units)	+8
3 bed	41% (24 units)	50% (29 units)	+5
4 bed	26% (15 units)	3% (2 units)	-13
Total	59	58	

6.15 There is evidence of the developer's engagement with an AH provider, which has informed the AH requirements and design for this site. According to the current Housing Register for Broadbridge Heath, 358 households are waiting for suitable accommodation (the breakdown of need is 101 households (28%) require a 1-bedroom home; 69 households (19%) require a 2-bedroom home; 147 households (41%) require a 3-bedroom home; 41 households (12%) require a 4-bedroom or larger home). Households requiring 3- and 4-bedroom homes are, on average, waiting three times longer than those seeking smaller units. This demonstrates the considerable pressure on larger family-sized affordable homes within the parish.

6.16 Under the HDPF an on-site affordable provision that is policy compliant would be a minimum 35% affordable housing, with 70% of such housing to comprise Affordable Rent and the

remaining 30% intermediate housing. The Accommodation Schedule for this proposal indicates a 37% (34 units) AH provision, slightly more than current policy requirements, which is welcomed. The proposals as originally submitted provide for only 2 no. 3 bed affordable dwellings, which is in part a reflection of the constraint to delivering the desired higher density on site to better align with the Council's SPDs. Following negotiations, a third 3-bed dwelling has been secured as affordable rent (in lieu of a 3-bed market), bringing the total provision to 3 no. 3 bed dwellings as affordable rent tenure. The applicant has stated that there are no 2-bed affordable rent houses to swap out for 3-bed affordable rent. Reference is also made in the initial application submission to potential grant funding to up the overall affordable housing on site. However, the applicant has since confirmed that the level of additionality cannot be fixed at the current time as this depends not only on grant funding but market conditions. Members should be clear that the Officer recommendation of this committee report is therefore based on no more Affordable Housing than is being offered now. It is noted the Council's Housing Officer is satisfied with the overall proposed provision.

Design and Townscape

6.17 HDPF Policy 33 states to conserve and enhance the built environment, developments shall be required to ensure that the scale and massing of development relates sympathetically within the built surroundings, landscape, open spaces and routes within the adjoining site. Being guided by the National Design Guide and under instruction of the NPPF, new development is expected to demonstrate a high quality of design, which responds and integrates well with its surroundings.

6.18 The Land West of Horsham Masterplan SPD (2008) explains that residential development closest to local services and facilities at the heart of the expanded community is to be built at a higher density. The site falls within Character Area 3 of the Land West of Horsham Design Principles and Character Areas SPD, which sets out that it would be appropriate to deliver residential development at between 60 and 65 dwellings per hectare (dph) in the area within which the application site lies – recognising that the area was to have higher densities than other parts of Broadbridge Heath. It is noted that HDPF Policy 32 seeks the optimisation of sites, consistent with Paragraphs 129 and 130 of the NPPF.

6.19 From a basic calculation there are 92 homes proposed on 2.4 hectares of land. On face value this equates to around 38 dwellings per hectare across the whole development which is considerably below the density identified as appropriate in the SPDs. However, it is accepted that not all the site is developable, given the proposal to retain the existing tree belt running through the centre of the site. Excluding this land, the applicants state that the density of their proposals would be 62dph on the west parcel and 43dph on the east parcel. Officers broadly agree with these figures.

6.20 In terms of these densities, the western parcel represents policy compliance. 62dph is in the appropriate range of the SPD. At three storey, the western apartment buildings provide a focal building at the site entrance. This is considered an appropriate response to the town houses opposite which are of similar scale. This area of site also includes smaller house types as well as mostly rear parking with some tandem parking, reflecting the density of surrounding areas. Its design has been subject to negotiation with your Officers.

6.21 To the east side, the development comprises estate roads and semi and detached housing (the larger units of the scheme) at a density of 43dph. This is lower than anticipated in the SPD but is representative of the neighbouring residential areas to the west and south which have a density per ha (dph) of between 40 and 50dph. The perimeter block arrangements to the housing provides active frontages, with outward looking buildings. In your Officers negotiating to maximise the efficient use of land, the site layout and building arrangement of this part of the scheme has been subject to change, to accommodate an additional 3 dwellinghouses, alongside safeguarding the tree belt bisecting the site with relocated open space, adding more street trees, and accommodating appropriate surface water drainage

including a pond. Several of the dwellings and their plot characteristics have been subject to negotiations on architectural refinement to raise the design standard of the proposed scheme. This includes the prominent corner flat block. As a result, there is now increased provision of open space within the site itself to help meet the need for open space provision generated by the development, alongside enhanced Green Infrastructure.

Open Space

6.22 However, there remains a shortfall in some respects to certain on-site provision (calculated in accordance with the Council's Open Space, Sport and Recreation Review (OSSR 2021). The headline outcome is that the development generates a requirement of 0.92ha of greenspace provided on-site in addition to contributions for off-site provision. Broken down further, into all the differing play space types, the quantity of housing provided generates the following requirement regarding public open space, according to the Horsham District OSSR 2021: Amenity greenspace 0.12ha, Natural 0.51ha, Parks 0.29ha, Play 0.01ha, Youth 0.01ha, Allotments 0.04ha. The Council's Parks team is satisfied the development is situated within the required distance of existing play provision, allotments and youth provision, although will generate increased demand on these facilities.

6.23 Your Officers have considered the above on-site shortfalls in the context of the SPD and NPPF direction on densities and making use of efficient land. The on-site provision is insufficient, on its own, in policy terms, however it is accepted that open space needs are capable of being met via CIL funds, which could be used to fund improvements to existing facilities (such as improved drainage to increase capacity on existing fields that are limited in times of inclement weather). The Council's Parks team accepts in this instance, securing financial contributions would be an appropriate means by which to fund improvements of existing local facilities instead of providing rather insignificant facilities on-site. Their recommendation was that the following contributions would be collected, which will go towards improvements; Play & Youth: 192 sqm @ £170 per sqm totalling £32,640 and allotments: 384 sqm @ £25 per sqm totalling £9,625. There will also potentially also be a contribution required for off-site built sports provision and sports pitch provision.

6.24 Your Officers have negotiated a most preferred outcome for open space provision to be funded off site via s106 legal agreement; a £50,000 contribution to the local football club to support drainage improvements, ditch clearance and enhancement of the tree line along Broadbridge Way and a £43,000 off-site open space contribution to be spent on Horsham District Council play provision in Broadbridge Heath.

6.25 The site layout provides for enhanced pedestrian and cycle movement across the site onto the community sports facilities at The Bridge and the play park and large playing field lie to the north of site, and the smaller kick about area to the south (Carter Drive). Given the sizeable funding contributions committed to by the applicant as identified above, to fund improvements to open space provision in the area, and the proximity of the application site to existing facilities, and given the context of Government instruct for efficient use of land, the shortfall in on-site open space provision is judged to have been addressed and as a means of alternative provision is, on balance, acceptable.

Trees

6.26 A detailed Arboricultural Impact Assessment and Method Statement was undertaken to inform the proposals, which has been subject to negotiations with Officers. There would be some tree (category 'C' and 'U') and shrub loss to boundaries to facilitate the development and provide for the pedestrian and cycle link onto Old Wickhurst Lane, but compensatory planting is offered. A tree protection plan has secured enhanced root protection to retained existing 'A' and 'B' category trees, including 'no dig solutions' where necessary, and the retention of the existing bisecting tree belt, and the retained hedgerows lining the north and east boundaries supplemented. Following negotiations after the Council's Tree Officer raised

concern with incursion of the proposed development within the Root Protection Areas (RPAs) of T19 (a category 'A' Oak) and T31 (category 'B' Horse Chestnut), both located at the north site boundary, specifically the inclusion of the cycle/footpath; this now returns onto the low flow/speed road for the contentious short section (plots 81 to 85), to avoid exceedance of the 20% threshold for RPA incursion of the two trees, as advised in British Standard guidance BS5837. Road construction works within or on the periphery of the RPAs of both T19 and T31 remains.

6.27 In the Council's tree Officer's own words, T19 and T31 are mature specimens that make a positive and significant contribution to the character and amenity of the immediate area and the wider landscape. In his words also, the removal of the cycle/footpath from the RPAs of trees T31 and T19, together with the amendments to the RPAs and the larger area covered by the TPF, is welcome. Subject to the works being completed in accordance with the Arboricultural Method Statement, this should ensure retention of trees T31 and T19 is viable in the long term. The Council's tree officer advice is if Planning Officers are minded approving the application, it should be subject to control of sensitive engineering works within RPAs of mature retained trees, including the two trees, and arboricultural supervision by pre-commencement condition.

Summary on Townscape Matters

6.28 With the uplift in the design quality of the development secured, the proposal is judged an appropriate response to the stipulations to housing design set out in the Character Area 3 of the Land West of Horsham Design Principles and Character Areas SPD, whilst responding to Government's instruction to make efficient use of land. There is a balance to be struck and the eastern parcel housing at lower density is judged not to conflict with national and local policies nor the relevant SPD. The Council's Landscape Architect is confident the landscape strategy as it is presented can be delivered, and this element of the proposal could be conditioned.

Amenity and Environmental Protection

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

6.30 The proposed buildings on the site are sufficiently separated by distance (circa 20 metres front-to-front on Carter Drive and some 12 metres rear-to-flank on Kilhams Close) from neighbouring land uses and occupiers, including existing neighbouring residential dwellings, to avoid adverse overbearing or overshadowing/loss of light. Sufficient separation distances and orientations between new and existing buildings would avoid intrusive views and unacceptable loss of privacy, although increased propensity for overlooking would arise. It is also acknowledged the new dwellings north of Carter Drive would introduce noise and disturbance to existing dwellings from their comings and goings, however this would be of an ordinary domestic nature and not a cause for concern.

Noise and overheating

6.31 The Council's Environmental Health officer (EHO) has reviewed the detailed submission and notes the applicant's acoustic assessment report has identified potentially adverse noise impacts from road traffic on some plots on Sargent Way and Broadbridge Way. There is also the need to consider noise from the adjacent Tesco's petrol station and Tesco supermarket which operate 24 hours.

6.32 The acoustic report evidences that whilst the Tesco building would effectively screen the proposed residential development from any significant noise impacts, to address road traffic proposed glazing and ventilation are recommendations to ensure internal noise levels achieve the recommended values for habitable rooms. Although the acoustic assessment

states it is not a formal overheating assessment, it has identified overheating risks in accordance with Part O of the Building Regulations. Conditions are recommended by the Council's EHO to ensure these matters are addressed to safeguard the living conditions of future occupiers.

Construction Phase

6.33 During site clearance, preparation, and construction there is the potential for residents to experience adverse impacts from noise, dust and disturbance. The EHO recommend a Construction Environmental Management Plan (CEMP) by condition to help reduce these impacts. This would include various controls and measures sufficient to safeguard the amenities of existing residents (including control of parking of contractor's vehicles and material storage, and provisions for dust control), and limiting the hours of construction and deliveries in the manner set out below.

Land Contamination

6.34 The EHO have reviewed submission material pertaining to contamination, the advice is a full land contamination investigation be required on site once decommissioned and most buildings and areas of hardstanding/underground infrastructure removed. It is acceptable to secure these additional works by condition.

Air Quality

6.35 The EHO accepts the methodology and conclusions of the applicant's submitted report (Omnia Oct 2025) that calculates a damage cost of £16,294.. The cost of the mitigation measures set out in the submitted report exceeds the damage cost calculation, and it has been demonstrated that the measures go beyond what is required by other policies. Therefore, it is recommended a finalised air quality mitigation plan be submitted for approval to the Council by way of condition, in accordance with HDPF Policy 24 and Air Quality and Emissions Mitigation Guidance for Sussex (2021).

Summary

6.36 Subject to planning condition, adverse environmental impacts, including those onto several residential properties from road traffic noise, the development would have an acceptable impact on the amenities of adjacent residents and businesses in accordance with HDPF Policies 24, 32 & 33.

Highway Matters

6.37 HDPF Policies 40 and 41 promote development that provides safe and adequate access and parking, suitable for all users. Both policies state development will be supported if it includes opportunities for sustainable transport. West Sussex County Council is in the process of developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Broadbridge Heath. It should be noted that developers can only be required to mitigate the impact of their development, in accordance with CIL Regulations.

6.38 To address the transport impacts, the development proposals have been shaped by a Transport Assessment (and addendum), Framework Travel Plan, and Road Safety Audit. WSCC Highways have commented that this application has been subject to pre-application discussions. WSCC have commented that the principle of the proposed access for all modes of transport has been established through these pre-application discussions.

6.39 In general terms, your Officers consider the site to be highly sustainably located, being situated within reasonable walking distance of the Broadbridge village centre, leisure, retail and community facilities, residential estates, and bus and cycle routes to Horsham.

Access

Vehicular

6.40 The current development proposals have taken account of the access strategy and mini roundabout design, which incorporates Old Wickhurst Lane junction, approved in the adjacent (to the east) former WSCC highway depot redevelopment scheme (ref DC/23/1133), and how the access strategy for both schemes inter-relate has been agreed in principle with the Local Highway Authority (WSCC).

Pedestrian and Cycle

6.41 'Active Travel' comprises walking, cycling and wheeling. Foot and bike connections through the proposed development, west and east, and linkage improvements from the existing communities north and south of Broadbridge Way, have been subject of negotiations with Officers, informed by the advice from WSCC Highway Authority. With the support of WSCC Highways, your Officers have sought additional active connectivity provisions in a 'Tiger' controlled crossing as part of the scheme proposals across Broadbridge Way, and alignment of the two pedestrian and cycle links onto Old Wickhurst Lane. A 'Tiger' controlled crossing is a pedestrian zebra crossing with a parallel cycle crossing, providing priority for both pedestrians and cyclists. Whilst these connections are dependent upon connection across third party land, this would be resolved by way of the s106 legal agreement. As requested by WSCC Highways, minor revisions to the footway between the north-south link and the west-east shared use route alignment (amended to also account for T19 and T31 RPAs), and footway widths in front of the plots 72-75 for active travel legibility onto Old Wickhurst Lane, have been incorporated into the site layout.

6.42 Your Officers agree that the development would be within reasonable walking distance (approx. 2km) of services and facilities in Broadbridge Heath. For cycling, it is accepted that the services could reach an even greater number of residents. In principle and based on distance, cycling could replace some trips that would ordinarily take place by car. It is though recognised that distance is only one aspect in considering the potential to encourage walking and cycling trips, with useability and safety other important considerations. In recognition of this, the Applicant has also committed to a £16k contribution towards the provision of Real Time Passenger Information Displays.

Highway Safety

6.43 All the access proposals have been subject to a Stage 1 Road Safety Audit and Designer's Response and vehicle tracking for both cars and larger service vehicles (refuse and fire tender). The off-site carriageway infill improvements, to be funded by the applicant without a financial cap, would reduce vehicle speeds along Broadbridge Way. West Sussex County Council, in its capacity as Local Highway Authority, has confirmed the access proposals are usable and safe, and is satisfied with the arrangements.

Parking (car, cycle, EV)

6.44 The car parking spaces, and cycle provision meets the West Sussex County Council Local Highway Authority (WSCC/LHA) standards, as does the provision of Electric Vehicle (EV) charging infrastructure (subject to building regulations future adoption of spaces for units 90, 91, and 92 and cycle maintenance facilities for the flats, the latter to be secured by condition). According to the WSCC Parking Calculator the revised accommodation schedule would require 169 allocated car spaces and 19 visitor car spaces. The applicant also intends on the reprovision of 3 spaces from Sargent Way. A 10% reduction on the calculator figure to account for the sustainable transport initiatives and linkages being provided on the site would produce a figure of 170 spaces and the reprovision of three (total 173). A total of 173 spaces

are proposed consisting of 152 allocated and 21 visitor space and as such is acceptable. WSCC does feel the visitor parking could be better distributed across the site as the proposals would remove the usage of the additional parking are on the northern section of Carter Drive. Visitors to these dwellings may end up utilising the visitor spaces within the proposed development or those within the wider estate development (DC/12/2202 refers), but it is acknowledged the additional walking time could inconvenience existing residents but would not form a reason for refusal.

Internal Layout and Servicing

6.45 A swept path analysis and vehicle tracking for fire tender and articulated refuse vehicles has been provided and shows the vehicles would operate safely and enter and exit the development in a forward gear.

Travel Plan

6.46 A travel plan is provided as part of the application which would set targets and implement measures to encourage travel by sustainable modes, including a £13,800 contribution towards vouchers (£150 per dwelling for 92 units). The travel plan is to be secured via S106 along with an auditing/monitoring fee.

Trip Generation and Road Network Capacity

6.47 The application submission sets out how the trip generation and highway capacity of the proposal has been calculated. The application is supported by a Transport Assessment (TA), outlining trip rates. To determine the potential trip generation of the proposed development, an assessment has been carried out. The TRICS database has been utilised and the search parameters are agreed. The results indicate the development would generate an additional two vehicular trips in both the AM and PM peak periods (36 AM Peak and 33 PM peak total).

6.48 Whilst a vehicular link has now also been provided onto Carter Drive, no redistribution of vehicular trips has been undertaken and as such the above trip generation results above would represent a worst-case scenario for junction modelling of the main site access and the Broadbridge Way.

Junction Modelling

6.49 Trips have been distributed according to existing traffic patterns recorded via an Automated Traffic Count. 72% of vehicles would distribute north from the site access and 28% south.

6.50 Traffic surveys have been growthed via the use of TEMPRO to a 2027 scenario (opening year) and a 2031 scenario (End of Local Plan) and flows included within the DC/23/1133 retail park application at the former WSCC depot have been included as a committed development. Of other committed development, including the outline planning permission for 133 dwellings at Lower Broadbridge Farm (DC/22/1052 refers), WSCC does not consider the distribution of the development trips from these sites overlap for assessment purposes. The application of TEMPRO growth rates would also account for the impact of growth on the wider network.

- *Broadbridge Way/Wickhurst Lane Roundabout and Proposed mini roundabout*

6.51 To assess impacts on the Broadbridge Way Roundabout/Proposed Mini-roundabout junctions, the applicant has utilised the previously validated VISSIM model from the WSCC depot retail scheme (DC/23/1133 refers) and provided a 2024 base year and 2031 future year Friday PM peak scenario. The Friday PM peak period provides a worse-case scenario.

6.52 The modelling confirms the additional traffic forecast by the proposed development has a negligible effect on the average queues on Wickhurst Lane northbound and from the former highway depot access at the proposed mini roundabout under the DC/23/1133 scheme in all scenarios modelled. Maximum queues in a 2031 scenario would be comparable to those considered acceptable in consideration of DC/23/1133 (the current proposals would increase the queues by a single vehicle within the former highway depot site). As such the level of queuing in the peak period would not be considered severe in line with NPPF para 116.

- *Site Access/Sargent Way Access*

6.53 The proposed site access onto Sargent Way, incorporating the development proposals, will operate within capacity under the '2027 with Dev' scenario during the AM and PM peak periods, with Ratio to Flow Capacities (RFCs) below 0.85 and minimal queuing taking place. The proposed junction will continue to operate within capacity in 2031 during the AM and PM peak periods, with RFCs below 0.85 and minimal queuing taking place. WSCC Highways concur the modelling shows the site access working well within capacity in all modelled scenarios.

- *Links on Carter Drive*

6.54 Whilst the opening up of an access onto Carter Drive would create a through route, WSCC Highways do not anticipate that it would be an attractive route for a significant number of vehicles and the northern end of Carter Drive would still be suitable as a shared service.

Summary

6.55 At the request of WSCC Highways, further VISSIM modelling has been undertaken for the Broadbridge Way/Wickhurst Lane Roundabout and the proposed Retail Park mini-roundabout, and the revised junction modelling has demonstrated that highway junctions will operate within capacity in under both 2027 and 2031 during the AM and PM peak periods with minimal queuing taking place. There is no discernible change to the operation of the roundabouts in terms of queue lengths from that assessed and approved as part of the DC/23/1133 scheme (of committed development that WSCC considers relevant).

Development Impacts

6.56 In terms of access, community concerns that the highway infrastructure within the locality of the site requires significant change to adequately accommodate trip generation are noted.

6.57 Although it is acknowledged that there is an ongoing issue with rat running and large vehicles travelling through Wickhurst Green and around the Co-op immediately west of the site (both through its car park and along Sargent Way), WSCC as the Highways Authority is satisfied the development is not anticipated to result in an additional trips along Sargent Way which would be considered to create a severe impact or result in any safety concerns.

6.58 As such, no modelling of additional junctions (such as main roundabouts east and west) is requested by WSCC as the supporting evidence provided shows a significant reduction in vehicle flows on the local highway network, following the downgrade of the former A264 as part of the adjacent Wickhurst Green development. The resultant trip rates and attraction of the proposed development have been calculated and, overall, WSCC in its capacity of Local Highway Authority (LHA), does not dispute the findings of the modelling and raises no objections regarding the trip generation potential of the site. This is because the capacity assessment shows that the modelled junctions will operate within capacity for peak periods with the development in place. In terms of highway network safety, the added impact (queues and delays expected at peak times on identified arms of the access junction) are modelled to be shown to dissipate quickly and in the view of the LHA, are typical of those expected

near retail facilities in peak periods and should be viewed against this context. The operation of the site access junction has been assessed and is not found wanting.

6.59 To conclude on highway capacity, consideration must be given towards Paragraph 116 of the NPPF which states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*' The assessment undertaken has determined that the cumulative impact of the proposed development would not be 'severe' or unsafe in line with the NPPF.

Summary on highway matters

6.60 Taking all the relevant information into consideration, it is considered by WSCC, in their capacity as the expert professional opinion of the Local Highway Authority (LHA), that the development will not have severe impact on highway capacity or raise highway safety concerns. No objection to the proposal has been raised by WSCC.

6.61 Therefore this proposed development is not contrary to the National Planning Policy Framework, and there are no transport grounds to resist the proposal. Officers have no reason to disagree with this conclusion and recommend that the proposal therefore accords with HDPF Policies 40 and 41.

Ecology

6.62 HDPF Policy 31 states 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.

6.63 The Council's consultant Ecologist has reviewed the suite of ecology evidence submitted in support of this application relating to the likely impacts of development on protected & Priority species and habitats, and identification of proportionate mitigation. There is sufficient ecological information available for determination, providing certainty of the likely impacts on protected and Priority species, and will appropriate mitigation measures secured, the development can made acceptable. This enables the Council to demonstrate its compliance with its statutory duties.

Protected and Priority Habitats and Species

- Bats

6.64 The Ecological Assessment (Derek Finnie Associates, April 2025) included further surveys for bat activity. No buildings are present on site, and the existing tree line will be maintained, to which the Preliminary Ecological Assessment (PEA, Derek Finnie Associates, April 2025) states none possess any potential roosting features. Therefore, it is agreed no further bat surveys are required.

6.65 The Mens Special Area of Conservation (SAC) is some 11.8km south-west of site and lists Barbastelle bats as a qualifying feature, but this species has not been recorded within 2km of the application site. Two European Protected Species Mitigation Licences have been granted within 2km of site: for a Common and Soprano Pipistrelle; and for Brown Long-eared Bat, Natterers, Common and Soprano Pipistrelle bat (MAGIC maps). There are approximately 113 records of bats within 2km of the site, including Soprano Pipistrelle, Daubenton's bat, Natterer's bat, Brown Long-eared bat, Whiskered bat, Noctule and Common Pipistrelle and Bechstein's bat.

6.66 There will be no severance to the flight lines of foraging or commuting bats from the SAC and habitat connectivity within the site will be maintained. However, the PEA recommends a wildlife sensitive lighting plan is conditioned to mitigate for any lighting impacts. As such, the Council's Ecologist believes the mitigation measures are sufficient to maintain habitat connectivity within the site and that, with mitigation, there will therefore be no Adverse Effect on the Integrity of the Sussex bat SACs. Natural England concurs on this conclusion, set out in a District Council's Habitat Regulations Appropriate Assessment. Therefore, a Wildlife Friendly Lighting Strategy implemented to avoid impacts from light disturbance should be secured by condition.

- Other Species

6.67 Additionally, the Ecological Assessment (Derek Finnie Associates, April 2025) includes the results of reptile surveys, due to the site having suitability for common reptile species. No reptiles were encountered during the presence/ likely absence surveys. Given the site comprising grassland habitat suitable for a range of species, the Council's Ecologist recommends precautionary mitigation measures to ensure any transient species are not impacted during construction. This should be detailed within a Construction Environmental Management Plan (CEMP): Biodiversity and secured by condition. The proposed development is not considered to impact on great crested newts or their habitats.

6.68 All this provides certainty for the Council of the likely impacts on designated sites, protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable. The mitigation measures identified in the Ecological Assessment (Derek Finnie Associates, April 2025) should be secured by condition, necessary to conserve and enhance protected and Priority species particularly those recorded in the locality.

Biodiversity Enhancements

6.69 The Council's Ecologist also support the proposed reasonable biodiversity enhancements for protected, Priority and threatened species, as outlined under Paragraph 187d and 193d of the NPPF and should be secured by condition. This will enable the Council to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006 (as amended).

Biodiversity Net Gain

6.70 The submitted Biodiversity Net Gain Statement sets out that given the constraints within the site it is not possible to provide an increase in the biodiversity value of the site, as defined by the Metric. Wherever possible, areas of species rich grassland will be created. This will be supplemented by new tree planting and understory planting. The Defra Biodiversity metric has provided the baseline value of the Site. When the future scenario is considered, there is a significant reduction in the BNG value. Hence offsite options, or the purchasing of credits for a third party, will be considered to ensure that a 10% increase in BNG is realised as a result of the scheme via discharge of the Biodiversity Net Gain Condition at pre-commencement stage.

Water Neutrality and Arun Valley Sites

6.71 A 2021 Position Statement from Natural England identified that it could not be concluded with the required degree of certainty that new development in the Sussex North Water Supply Zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites. Therefore, and to comply with the legal duties set out in the Conservation of Habitats and Species Regulations 2017 (known as the Habitat Regulations), all new development since has been required to demonstrate water neutrality.

6.72 On 31st October 2025 Natural England formally withdrew the 2021 Position Statement, citing a package of measures that they were satisfied would safeguard the Arun Valley sites. Principal amongst these measures is a reduction in the Southern Water abstraction licence 'by March 2026'. However, given the licence change has not yet taken place Horsham District Council, as competent authority under the Habitats Regulations, cannot yet be certain that new development will not result in adverse impacts on the Arun Valley sites.

6.73 To ensure development can come forward as water neutral in the meantime, the Council has agreed with Natural England to use the significant water savings made by Southern Water in 2024/25 through their programme of leakage reduction (amongst other measures). This has generated some 3,240,000 litres per day of water savings that can now be attributed to new development without increasing water abstraction in the Arun Valley beyond baseline. These savings were previously to be used to launch the Sussex North Water Certification Scheme (SNWCS), however following the withdrawal statement SNWCS will no longer be launching. Natural England standing advice dated 10 November 2025 raises no objection to using these savings to enable development to come forward. The standing advice clarifies that it functions as Natural England's formal response pursuant to Regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 to all relevant planning applications which seek to achieve water neutrality using the above Southern Water savings.

6.74 Officers have undertaken an Appropriate Assessment which demonstrates that the anticipated increase in mains water consumption from this development, alongside all other development granted since the 31st October 2025, will not exceed 3,240,000 litres per day.

6.75 Accordingly, Officers consider that the proposed development will not have an Adverse Effect on the Integrity of the Arun Valley Site, either alone or in combination with other plan and projects, thereby complying with Regulations 63 and 70 of the Conservation of Habitats and Species Regulations 2017, HDPF Policy 31, and paragraph 193 of the NPPF.

Flood Risk and Drainage

6.76 HDPF Policy 38 states development should follow a sequential approach to flood risk management, giving priority to development sites with the lowest risk of flooding and making required development safe without increasing flood risk elsewhere. Paragraph 165 of the NPPF discourages inappropriate development in areas at risk of flooding by directing development away from areas at highest risk. When determining any planning applications, Paragraph 173 of the NPPF states that local planning authorities should ensure that flood risk is not increased elsewhere and applications should be supported by a site-specific flood-risk assessment, including sequential and exception tests in areas at risk of flooding.

6.77 As part of the planning application, a site-specific Flood Risk Assessment (FRA) has reviewed the existing risk of all forms of flooding at the site, and whether there is potential for change in flood risk from the development. This site is within flood zone 1 and Environment Agency mapping identifies that in terms of surface water flooding, the site is predominantly at no risk, with some areas at risk of flooding on the far eastern corner and to the south of the site; the annual likelihood of flooding being 1 in 30.

Surface Water

6.78 Whilst surface water is identified as being the main flooding risk, this flooding is localised and not a result of a surface water flow path across the site or generated on site and flowing off site. Therefore, as surface water does not pose a significant risk and only affects certain parts of the site, following negotiations in line with WSCC and Horsham District policies, the proposed surface water drainage strategy will now include sustainable drainage which is able to manage the existing risk to the development and prevent any increase in flood risk to neighbouring areas. No Sequential Test for flood risk is required therefore following NPPF para 175 and Planning Practice Guidance.

6.79 The drainage strategy proposes a combination of SuDs features (including geocellular porous paving, green/bio retention areas, filter drains, and attenuation tanks) to limit peak flow at the existing run off rate (run-off on the west side of the site will drain towards the filter drain and retention ponds away from the roadways). With the use of flow regulators, the flow rate exiting the retention ponds shall be controlled so as not to overwhelm the below ground drainage and cause flooding at the downstream manholes. The drainage strategy has been designed to accommodate increases in rainfall due to climate change.

Foul Water

6.80 Southern Water confirms there is currently adequate capacity in the local sewerage network to accommodate a foul flow of 0.78 l/s for the above development at manhole reference TQ15310203. No surface water flows (existing or proposed) can be accommodated within the existing foul sewerage system unless agreed by the Lead Local Flood Authority

Conclusion on flood risk and drainage matters

6.81 The various drainage authorities raise no objection to the strategy of the drainage proposals, subject to conditions accounting for surface water flow paths, storage, and disposal of surface water from the site in a range of rainfall events and ensuring the Sustainable Drainage System operates as designed for the lifetime of the development, in accordance with National Policy and HDPF Policy 38.

Climate Change, Archaeology, Fire Safety, and Waste

6.82 HDPF Policies 35, 36 and 37 require development mitigates the impacts of climate change, in reflection of the NPPF. This application is supported by an Energy Statement which has been prepared by AES Sustainability Consultants Ltd. As set out within the accompanying Statement, the approach would be a fabric first approach to sustainable construction, and further passive design measures so energy demand and consequent CO2 emissions are minimised.

6.83 Part of the site has been subject to a low level of archaeological investigation, but further evaluation is required to adequately assess the archaeological potential of the site and so a condition requiring a scheme of archaeological work is advised by the Council's consultant Archaeologist in accordance with HDPF Policy 34. West Sussex County Council's Fire and Rescue Service has requested the proposal provides for required fire hydrants, under the terms of HDPF Policy 39 (infrastructure provision). This can be secured by condition.

Waste

6.84 WSCC as Minerals and Waste Authority note waste uses are safeguarded on the adjacent site use as a depot, which is no longer operational with planning permission recently granted for its redevelopment (ref DC/23/1133), so in this context, its safeguarded status is diminished and the current proposal to introduce sensitive receptors in adjacency would not conflict with Policy W2 of the Waste Local Plan.

S106 Heads of Terms

6.85 In the event that planning permission is approved, HDPF Policy 39 requires new development to meet its infrastructure needs. The grant of planning permission would therefore need to be accompanied by a s.106 legal agreement securing a suite of non-financial obligations and financial contributions. High level Head of Terms have been agreed between parties and negotiations on the legal agreement are at drafting stage and at the current time such an agreement is not yet in place. The draft S106 agreement would include obligations required in relation to:

- On-site open space and managed land provision and ongoing maintenance
- On-site 36% affordable housing - 70(affordable rented)/30(shared ownership) tenure split.
- Access and associate works (including all off-site highway improvements, without a financial cap)
- £50,000 contribution to the local football club to support drainage improvements, ditch clearance;
- Travel Plan, including £13,800 contribution towards Travel Plan vouchers (£150 per dwelling for 92 units, and auditing fee (£3,950)
- £43,000 off-site open space contribution to be spent on Broadbridge health village centre recreation ground and enhancement of the tree line and lighting along Broadbridge Way; and
- £16,000 contribution towards the provision of bus stop Real Time Passenger Information Displays.

Community Infrastructure Levy (CIL)

6.86 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.

Use Description	Proposed	Existing	Net Gain
Residential – District Wide Zone 1	7,296.14	0	7,296.14
		Total Gain	7,296.14
		Total Demolition	0

6.87 The above figures will be reviewed by the CIL Team prior to issuing a CIL Liability Notice and may therefore change. Exemptions and/or reliefs may be applied for up until the commencement of a chargeable development. If planning permission is granted, a CIL Liability Notice will be issued thereafter. CIL payments are payable on commencement of development.

6.88 Community Infrastructure Levy (CIL) 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) (July 2024). 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. This includes emergency services such as the Sussex Police Service (current provision/ planned provision/ key issues and future considerations).

6.89 In this circumstance, therefore, it is not reasonable to oblige the applicant to provide the funding requested by Sussex Police via the s106 agreement (its justification being premised on it being required in part to mitigate the increased population resulting from the development and in part to subsidise a reduction in grant funding for Sussex Police in recent years). There is also no direct evidence that this proposal will increase the risk of crime or disorder such that this bespoke contribution is necessary for Sussex Police.

Conclusions and Planning Balance

6.90 In accordance with planning law, the starting point for the assessment of this proposal is to consider whether it accords with the provisions of the adopted development plan (in this case, the Horsham District Planning Framework (2015)). In compliance with the Council's

adopted spatial strategy, the proposals will deliver an appropriate use for this site with much needed housing in a highly sustainable location within Broadbridge Heath. The scheme would also provide an appropriate housing mix, including affordable housing, utilising a site in a central and sustainable location.

Overall Scheme Benefits

6.91 The weight attached to the provision of housing takes into account the Council's severe lack of a five year housing land supply (currently at 1%), and the requirements of paragraphs 124, 125 and 127 of the NPPF which require 'substantial' weight to be given to making effective use of land within settlements for homes, and which seek to support development for alternative uses (particularly those uses which help to meet unmet need, such as housing) on sites where there is no reasonable prospect of an application coming forward for the use identified within the adopted SPDs. The slight exceedance of the policy compliance affordable housing (2%) is afforded weight. The scheme also brings economic benefits, including spend and employment in construction phase, which are attributed moderate weight.

Overall Neutral (Mitigated) Impacts and matters.

6.92 Subject to the securing of the off-site compensatory open space contributions for the shortfall in on-site provision, no substantive evidence has been put forward which demonstrates the proposal would place harmful pressure on local infrastructure. In addition, the proposal is acceptable in relation to highway impacts; the Highways Authority is satisfied the site would be safely accessed without harm to the operational use of the highway network. This is subject to conditions and obligations under a legal agreement. This includes the obligations upon the applicant to deliver pedestrian and cyclist linkages across the site and beyond, to improve community connectivity over Broadbridge Way.

6.93 The scheme is also considered appropriate in terms of its design and layout on townscape impacts and provides a satisfactory standard of amenities for prospective occupiers whilst avoiding adverse impact on adjacent neighbours by virtue of orientation and layout. The application is also appropriate in terms of ecology impacts on protected and priority species, which is suitably mitigated, and would provide the required level of Biodiversity Net Gain. The scheme, subject to conditions, is also appropriate in relation noise impact, air quality, and land contamination. Drainage proposals, including SuDs, are acceptable and result in no additional infrastructure burden and will not increase flood risk elsewhere and drainage and flood risk. As per the recent withdrawal of the Position Statement issued in September 2021, Natural England concludes no further adverse harm to the Arun Valley sites, subject to the imposing of 110 litres per person per day water consumption restriction.

6.94 However, your officers recognise the concerns of the community expressed on issues around transport. In this regard, however, it is acknowledged the site is well served by road and public transport, and cycle and footway infrastructure and access and parking arrangements as presented are all deemed satisfactory to the professional expertise of the Local Highway Authority, within the framework of national planning policy and guidance. This includes the site being safely accessed and operating without severe impacts (in terms of resultant traffic use and highway capacity cumulative with other relevant committed development) on the road network.

Overall Conclusions

6.95 Drawing all conclusions together, your Officers conclude the site to be a suitable and a sustainable location within Broadbridge Heath for the quantum and type of development proposed, which would meet identified housing need. Officers advise this when the proposal is assessed against the development plan and policies in the NPPF when taken as a whole, having regard to key policies for directing development to sustainable locations, making

effective use of land, securing well-designed places and providing affordable homes, individually or in combination. The tilted balance is in effect per NPPF para 11d(ii) as it is assessed that no exemptions identified in 11d(i) and related footnote 7 apply. Officers therefore recommend this application be approved.

7. RECOMMENDATIONS

7.1 To approve full planning permission for the reasons previously set out above, subject to the completion of a S106 legal agreement and the following conditions:-

1. Plans list

2. **Regulatory (Time):** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

3. **Pre-Commencement Condition:** The development hereby approved shall not commence until a Construction and 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:

- Details of site management contact details and responsibilities;
- A plan detailing the site logistics arrangements on a phase-by-phase basis (as applicable), including:
- location of site compound,
- location for the loading, unloading and storage of plant and materials (including any stripped topsoil),
- site offices (including location, height, size and appearance),
- location of site access points for construction vehicles,
- location of on-site parking,
- locations and details for the provision of wheel washing facilities and dust suppression facilities
- The arrangements for public consultation and liaison prior to and during the demolition and construction works – newsletters, fliers etc, to include site management contact details for residents;
- Details of any floodlighting, including location, height, type and direction of light sources, hours of operation and intensity of illumination.
- Details regarding dust mitigation measures to be deployed,
- During site clearance, preparation and construction the dust and Air Emission Mitigation measures described on Table 15 of the Air Quality Assessment report (Omnia, Oct 2025) shall be adopted.
- Details of other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network.

The construction shall thereafter be carried out in accordance with the details and measures approved in the CEMP, unless the written consent of the Local Planning Authority is received for any variation

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

4. **Pre-Commencement Condition:** The development hereby approved shall not commence until 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.

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 (as amended) and in accordance with Policy 31 of the Horsham District Planning Framework (2015).

5. **Pre-Commencement Condition:**

- i) No development shall take place until a programme of archaeological work has been secured in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority.
- ii) The development hereby permitted shall not be commenced until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition [i] and that provision for analysis, publication and dissemination of results and archive deposition has been secured and approved by the Local Planning Authority in writing.

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)

6. **Pre-Commencement Condition:** Prior to commencement of the development, detailed designs of a surface water drainage scheme shall be submitted to and agreed with the Local Planning Authority. This shall be in accordance with the approved Flood Risk and Drainage Report by Markides Associates, P02, 2nd May 2025; Technical Note by Markides Associates, P04, 29th October 2025 and Proposed Drainage Strategy by Markides Associates, P03, 21st November 2025. The design shall follow the NPPF, PPG Flood risk and coastal change and National Standards for SuDS. The submitted details shall include:

- a) 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). Hydraulic calculations and detailed construction drawings shall be used to demonstrate this.
- b) Detailed drainage layout plan, which corresponds with the hydraulic calculations.
- c) An exceedance flow routing plan demonstrating no increase in surface water flood risk on or off site. The plan must include proposed levels and flow directions.

- d) Evidence that the surface water drainage system meets the four pillars of SuDS/Standard 4-7 of the National Standards for SuDS.
- e) Construction method statement for the surface water drainage system.
- f) Maintenance and management plan for all elements of the surface water drainage system and any ordinary watercourses/culverts within the phase.

Reason: To ensure the design meets the National Standards for SuDS and does not increase flood risk elsewhere in accordance with NPPF and Policies 35 and 38 in Horsham District Planning Framework (2015).

7. **Pre-Commencement Condition:** No development shall commence 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 by the Local Planning Authority in writing. 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 in accordance with Policy 33 of the Horsham District Planning Framework (2015).

8. **Pre-Commencement Condition:** No development shall commence until full details of 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 accordance with the landscaping 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).

9. **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 (with the exception of survey equipment), until the following preliminaries have been completed in the sequence set out below:

- a) All trees on the site shown for retention on approved drawing number Tree Protection Plan, Drawing no: VYH24657-03A Sheet 1 of 2, and 2 of 2 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).
- b) 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.
- c) Before any work begins on site, the person(s) responsible for supervising the works must meet the Arboricultural Officer of the Local Planning Authority, on site, so the Arboriculturist Officer can supervise that the tree protection measures have been installed in accordance with the approved drawing number Tree Protection Plan, Drawing no: PJC/6768/25/C.

d) 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.

Reason: As this matter is fundamental to the acceptable delivery of this permission, in the interests of amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

10. Pre-Commencement (slab-level) Condition: No development above ground floor slab level of any part of the development hereby permitted shall take place until a scheme of noise and vibration attenuation and 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 include acoustic performance details of the building facades and glazing and incorporate the recommendations detailed in the Acoustic SouthEast acoustic assessment report, dated 22/04/2025, reference J4003. The scheme shall achieve the habitable room standards as detailed in BS8233:2014 and appropriate consideration of LAmax with suitable measures to ensure the thermal comfort of occupiers. Any mechanical ventilation shall be designed and installed in accordance with the ANC Acoustics Ventilation and Overheating: Residential Design Guide 2020.

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

11. Pre-Commencement (Slab Level) Condition: No development above ground floor slab level of any part of the development hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external finishes of the buildings has been submitted to and approved by the Local Planning Authority in writing and all materials and finishes used in the construction of the development hereby permitted shall conform to those approved.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy 33 of the Horsham District Planning Framework (2015).

12. Pre-Commencement (Slab Level) Condition: No development above ground floor slab level of the development hereby permitted shall take place until a Biodiversity Enhancement Strategy for protected, Priority and threatened species, prepared by a suitably qualified ecologist, 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 or product descriptions to achieve stated objectives;
- c) Locations of proposed enhancement measures by appropriate maps and plans (where relevant);
- d) Persons responsible for implementing the enhancement measures; and
- e) Details of initial aftercare and long-term maintenance (where relevant).

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

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

13. Pre-Occupation Condition: No dwelling shall be first occupied until an air quality mitigation plan has been submitted to and approved in writing by the Local Planning Authority. The air

quality mitigation plan should contain measures equal or greater in value to the calculated environmental damage cost and include (but not be limited to) the measures detailed in Section 5.5.3 of the Omnia Air Quality Assessment, such as the Air Source Heat Pumps. The Air Quality Mitigation Plan shall be implemented in accordance with the approved details prior to occupation and all features shall be retained in that manner thereafter.

Reason: To mitigate against the impact of the development in accordance with Policy 24 of the Horsham District Planning Framework (2015) and Air quality and emissions mitigation guidance for Sussex (2021).

14. Pre-Occupation Condition: No part of the development hereby permitted shall be first 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. The details shall include plans and measures addressing the following:

- Details of all retained and proposed planting and seeding, including wildflower and amenity grass spec and schedules specifying species, planting size, densities and plant numbers
- Tree pit and staking/underground guying details
- A written hard and soft landscape specification (National Building Specification compliant), including ground preparation, cultivation and other operations associated with plant establishment
- Hard surfacing materials - layout, colour, size, texture, coursing, levels
- Walls, and other supporting structures - location, type, heights and materials
- Minor artefacts and structures - including, location and type of street furniture, planters, bollards, knee rails, refuse and other storage units, lighting columns and lanterns
- SuDS details and SuDS plant schedule

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 development. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site (other than those within private gardens) shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 30 years after completion of the development. Any proposed or retained planting outside of private gardens, which 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 townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

15. Pre-Occupation Condition: No part of the development hereby permitted shall be occupied until a landscape management and maintenance plan (including long term design objectives, management responsibilities, a description of landscape components, management prescriptions, maintenance schedules and accompanying plan delineating areas of responsibility) for all communal landscape areas has been submitted to and approved in writing by the Local Planning Authority. The landscape areas shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure a satisfactory development and in the interests of visual amenity and nature conservation in accordance with Policy 33 of the Horsham District Planning Framework (2015).

16. Pre-Occupation Condition: Prior to occupation, a lighting design strategy for biodiversity in accordance with Guidance Note 08/23 (Institute of Lighting Professionals) shall be submitted to and approved in writing by the local planning authority. The strategy shall: a)

identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and b) show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. 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 conserve and enhance 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) and Policy 31 of the Horsham Development Framework.

17. **Pre-Occupation Condition:** No dwelling shall be first occupied until the associated facilities for storing refuse and waste, including for waste that can be recycled, have been provided in accordance with the approved plans. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To ensure the adequate provision of recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).

18. **Pre-Occupation Condition:** No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use in accordance with Policy 40 of the Horsham District Planning Framework (2015).

19. **Pre-Occupation Condition:** No dwelling shall be first occupied until the cycle parking serving the respective dwelling has been constructed in accordance with details submitted to and approved in writing by the local Planning Authority, informed by the approved site plan and to include details and cycle maintenance facilities for the flats. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies in accordance with Policy 40 of the Horsham District Planning Framework (2015).

20. **Pre-Occupation Condition:** No part of the development shall be first occupied until such time as the vehicular and pedestrian and cycle access in and out of the site serving the development has been constructed in accordance with details submitted to and agreed in writing by the local planning authority as shown on drawings 24069-MA-XX-XX-DR-C-201 Rev P04 titled Highway Proposals General Overview and 24.1945.1000 REV AF titled Proposed Site Layout.

Reason: In the interests of road safety and to provide alternative travel options to the use of the car in accordance with Policy 40 of the Horsham District Planning Framework (2015).

21. **Pre-Occupation Condition:** Prior to the commencement of the development details showing the proposed location of the required fire hydrant(s) shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Service. These approvals shall not be unreasonably withheld or delayed.

No part of the development hereby permitted shall be occupied until a fire hydrant(s) to BS 750 standards or stored water supply (in accordance with the West Sussex Fire and Rescue Guidance Notes) has been installed, connected to a water supply with appropriate pressure and volume for firefighting, and made ready for use in consultation with the WSCC Fire and Rescue Service. The hydrant(s) or stored water supply shall thereafter be retained as such.

Reason: In accordance with fire and safety regulations in accordance with Policy 33 of the Horsham District Planning Framework (2015).

22. **Pre-Occupation Condition:** Prior to first occupation of the development, a verification report shall be submitted to and approved by the Local Planning Authority. This shall demonstrate that the surface water drainage system has been built in accordance with the agreed scheme, and that any variations or defects are appropriately addressed.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with NPPF and Policies 35 and 38 in Horsham District Planning Framework (2015).

23. **Pre-Occupation Condition:** No part of the development hereby permitted shall be occupied until the necessary in-building physical infrastructure and external site-wide infrastructure to enable superfast broadband speeds of a minimum 30 megabits per second through full fibre broadband connection has been provided to the premises.

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).

24. **Regulatory Condition:** All mitigation measures and/or works shall be carried out in accordance with the details contained in the Ecological Assessment (Derek Finnie Associates, April 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. 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 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) and Policy 31 of the Horsham Development Framework.

25. **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).

26. **Regulatory Condition:** If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy has been submitted to and approved by the local planning authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: 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).

27. **Regulatory Condition:** All works shall be executed in full accordance with the submitted Arboricultural Impact Assessment/Method Statement - Land at Wickhurst Green Broadbridge Heath Horsham, Ref: VYH24567aia_ams, Revision: A: dated 22/10/2025

Reason: To ensure the successful and satisfactory protection of important trees, shrubs and hedges on the site in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015).

28. **Regulatory Condition:** With the exception of certified topsoil already covered by GEOENVIRONMENTAL ASSESSMENT (Idom January 2025) and unless the discovery strategy is triggered under Condition 26 of this decision notice, no soils shall be imported or re-used within the development site until the developer has submitted details of the chemical testing and assessment of the soils which demonstrates the suitability of the soils for the proposed use. The assessment shall be undertaken by a suitably qualified and competent person and full details shall be submitted to and approved in writing by the local planning authority

Reason: 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).

29. **Regulatory Condition:** The dwelling(s) hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to no more than 110 litres per person per day. The subsequently installed water limiting measures shall thereafter be retained.

Reason: As this matter is fundamental to limit water use in order to improve the sustainability of the development in accordance with Policy 37 of the Horsham District Planning Framework (2015), and 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), Paragraph 193 of the National Planning Policy Framework (2024), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

Biodiversity Net Gain Condition

Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 states that planning permission is deemed to have been granted subject to the "biodiversity gain condition" which means development granted by this notice must not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

This permission will require the submission and approval of a Biodiversity Gain Plan before development is begun.

For guidance on the contents of the Biodiversity Gain Plan that must be submitted and agreed by the Council prior to the commencement of the consented development please see the link: [Submit a biodiversity gain plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/submit-a-biodiversity-gain-plan)

Statutory exemptions and transitional arrangements

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These can be found at Paragraph: 003 Reference ID: 74- 003-20240214 of the Planning Practice Guidance, which can be found at <https://www.gov.uk/guidance/biodiversity-net-gain>.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

Effect of Section 73(2D) of the 1990 Act

Under Section 73(2D) of the Town and Country Planning Act 1990 (as amended) where -

- (a) a biodiversity gain plan was approved in relation to the previous planning permission ("the earlier biodiversity gain plan"), and
- (b) the conditions subject to which the planning permission is granted:
 - (i) do not affect the post-development value of the onsite habitat as specified in the earlier biodiversity gain plan, and
 - (ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat within the meaning of regulations made under paragraph 18 of Schedule 7A, do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier biodiversity gain plan.

The earlier biodiversity gain plan is regarded as approved for the purposes of paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 (as amended) in relation to the planning permission.