



Surface Water Drainage

- The Site lies in the lowest flood risk zone—Flood Zone 1—with a very low risk of fluvial (river) flooding, and therefore the development is an appropriate location.
- The Site is also at very low risk of surface water flooding, however there are some localised areas that are associated with existing valley features or watercourses that will be taken into account in future designs to ensure that the development does not impact on the natural flow paths of surface water.
- Surface water run-off from the existing Site drains by a network of ditches, watercourses and culverts to Boldings Brook located to the east of Warnham.

- The Site underlying geology is Weald Clay Formation - Mudstone, and therefore the disposal of surface water by infiltration to the ground will not be possible.
- The proposed surface water drainage system would connect to the existing network of ditches and watercourse and therefore would be designed to mimic the way the existing Site drains.
- The proposed surface water drainage system follows sustainable drainage (SuDS) principles.
- Surface water run-off from the Site will be controlled and restricted to the QBar green-field run-off rate and attenuation and storage will be provided on Site to accommodate the 1 in 100 year + climate change storm event.

- The Site's surface water drainage system will be designed to meet the requirements of the LPA, the LLFA and local and national planning guidance, including the NPPF.

- The surface water drainage system will include one or more of the following SuDS features: attenuation basins or ponds, swales/ditches, permeable paving, geocellular storage tanks.

Foul Water Drainage

- The Southern Water sewer records show an existing network of adopted foul and surface water sewers in Warnham. A capacity check has been undertaken with Southern Water, who confirmed that there is adequate capacity in the sewer network to accommodate the development.



Miss Clare Bartlett
Batcheller Monkhouse
57 Lower Street
Pulborough
RH20 2AZ

Our ref: PE/24/0203
Your ref:
Officer: Stephanie Bryant
Email: Stephanie.Bryant@horsham.gov.uk
Tel:
Date: 17th January 2025

Dear Sir/Madam,

Location: Land East of Tilletts Lane, Knob Hill, Warnham, West Sussex

Details: Erection of 60 dwellings and associated accesses, landscaping and parking

Your enquiry has been considered and I can advise as follows:

Pre-application advice is sought for the erection of 60 dwellings and associated accesses, landscaping and parking at Land East of Tilletts Lane, Knob Hill, Warnham, West Sussex.

The advice is given based on the following:

- Housing Mix
- Illustrative Layout
- Pre-application statement
- Concept plan and sketch perspective
- Housing character types
- Design development
- Opportunities and constraints
- The vision
- Statement of intent
- Observations from site visit on 05/11/2024
- Pre-application consultee comments from HDC Housing, HDC Landscape Architect and HDC Conservation Officer.

Site and Surrounds:

Land East of Tilletts Lane is located within the settlement boundary of Warnham village in the north of Horsham District and comprises of two agricultural fields. The site is allocated in the Warnham Neighbourhood Plan (Policy W6).

The two fields are separated by a strip of trees and vegetation. The western field, which is the larger of the two, is bounded by trees and hedgerow on all sides with an open grassed field beyond to the north and east, residential dwellings along Freeman Road beyond to the south, and Tilletts Lane beyond to the west. The eastern field is also surrounded by trees and hedgerows with an open grassed field beyond to the north and west, Warnham playing field (football pitch) beyond to the south, and residential dwellings beyond to the east.

The application site is located within areas of medium and high risk of great crested newts, the Sussex North Water Supply Zone, West Sussex Mineral Safeguarding Area for Brick Clay (Weald Formation), Flood Zone 1, and there are some small areas of low surface water flood risk. The site is also located adjacent to west of the Warnham Conservation Area and Public Right of Way 1430 also runs along the site's eastern boundary.

Planning history:

None

Development Plan Policies:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The **Horsham District Planning Framework [HDPF]**, adopted in November 2015 is relevant and remains the starting point for the assessment of this proposal, with specific reference to the following policies:

- Policy 1 - Strategic Policy: Sustainable Development
- Policy 2 - Strategic Policy: Strategic Development
- Policy 3 - Strategic Policy: Development Hierarchy
- 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

Warnham Neighbourhood Plan (2019):

- Policy W1: Built-Up Area Boundary
- Policy W2: Scale of Housing Provision
- Policy W3: Housing mix – meeting local needs
- Policy W5: Design of residential development
- Policy W6: North of Freeman Road
- Policy W9: Parking standards for new residential development

Horsham District Local Plan (2023-40) (awaiting examination)

- Strategic Policy 1: Sustainable Development
- Strategic Policy 2: Development Hierarchy
- Strategic Policy 6: Climate Change
- Strategic Policy 7: Appropriate Energy Use
- Strategic Policy 8: Sustainable Design and Construction
- Strategic Policy 9: Water Neutrality
- Strategic Policy 10: Flooding
- Strategic Policy 11: Environmental Protection
- Strategic Policy 12: Air Quality
- Strategic Policy 13: The Natural Environment and Landscape Character
- Strategic Policy 14: Countryside Protection Policy 17: Green Infrastructure and Biodiversity
- Policy 19: Development Quality
- Policy 20: Development Principles

Policy 21: Heritage Assets and Managing Change within the Historic Environment
Policy 23: Infrastructure Provision
Policy 24: Sustainable Transport
Policy 25: Parking

Other Relevant Guidance and Policies:

- National Planning Policy Framework [NPPF] (2021)
- Planning Practice Guidance [PPG]
- Air Quality and Emissions Mitigation Guidance for Sussex (2020)
- Planning Advice Note: Biodiversity and Green infrastructure (2022)
- Planning Advice Note: Facilitating Appropriate Development (2022)
- Warnham Parish Design Statement (2007)

Planning Advice

Principle of Development

The site is allocated within the Warnham Neighbourhood Plan (WNP) under Policy W6 for residential development for a minimum of 50 dwellings, therefore the principle of residential development within this location has already been considered and found to be acceptable.

Housing Mix and Affordable Housing

Policy W6 of the WNP requires a minimum provision of 50 dwellings for this site. The submitted scheme proposes to deliver 60 units, therefore is policy compliant.

Policy W3 of the WNP recommends a dwelling mix of 15-20% 1-beds, 40-45% 2-beds, 35-40% 3-beds and 5-10% 4+ beds.

Affordable housing (AH) provision will need to reflect the policy requirements at the time of submission. Under the HDPF this would be a minimum 35% AH, with 70% of such housing to comprise Affordable Rent and the remaining 30% intermediate housing. Under the emerging Horsham District Local Plan (HDLP) the affordable housing requirement rises to 45% for all new housing development on greenfield land. The proposal comprises of 35% (21 units) AH provision, thereby complying with current development plan policy. Any application should confirm the affordable rent and intermediate housing split.

The Housing Register in Warnham currently has 208 households waiting for housing of which is broken down to 46 households (22%) in need of a 1-bedroom unit, 38 households (18%) in need of a 2-bedroom unit, 92 households (45%) in need of a 3-bedroom unit and 32 households (15%) in need of 4 or more bedrooms. These figures show an increased need for 3-bedroomed affordable rent homes consistent with similar data for the rest of the district.

The site has proposed to deliver the following mix of tenure sizes:

	Affordable Rented	Shared Ownership	Open Market Housing
1-Bedroom	5 (33%)	1 (16%)	6 (15%)
2-Bedroom	5 (33%)	3 (50%)	16 (41%)
3-Bedroom	4 (26%)	2 (33%)	13 (33%)
4-Bedroom	1 (6%)	0 (0%)	4 (10%)
	15	6	39

From the above data there is a clear indication that while the open market housing provision largely accords with WNP Policy W3, a higher percent of the affordable rented units need to be 3 and 4 bed units. Households with a 3 or 4 bed needs are the longest waiting on our housing register currently with some waiting as long as 8 years to be rehoused therefore we could encourage developers to consider this when allocating tenure sizes to affordable housing.

HDC Housing Officers recommend that the affordable housing tenure sizes and delivery is reconsidered to be in line with currently local demand, as follows:

	Affordable Rented
1-Bedroom	4 (27%)
2-Bedroom	4 (25%)
3-Bedroom	5 (35%)
4-Bedroom	2 (13%)
	15

No mention is made of a potential affordable housing provider, and Housing Officers would urge the applicant to reach an agreement with a provider as soon as possible to clarify and confirm tenure split and secure funding arrangements for the affordable homes and ensure the layout and specifications of the affordable units meet the provider's requirements. Housing Officers need reassurance that there are registered providers who would be willing to take on the site and tenure sizes as proposed.

There is also no mention of any affordable tenure that can be adapted according to need in the district such as wheelchair adapted units, wet rooms, or level access. About 30% of households on the councils housing waiting list require adaptations to a property. Housing Officers would encourage developers to consider this and to speak with affordable housing providers as soon as possible to clarify delivery of this need and provide a suitable number of affordable homes built to Part M4(2) and M4(3) standards.

In summary of the above, any submission should reflect a better affordable housing split as suggested above and include details of a potential affordable housing provider.

Layout and Design

Policy 32 of the HDPF states that good design is a key element in sustainable development and seeks to ensure that development promotes a high standard of urban design, architecture and landscape. Policy 33 of the HDPF states that development proposals should make efficient use of land, integrate effectively with the character of the surrounding area, use high quality and appropriate materials, retain landscaping where feasible (and mitigate loss if necessary) and ensure no conflict with the character of the surrounding town or landscape. The submission HDLP policies 19 and 20 and WNP Policies W5 and W6 have similar requirements on design, scale, massing and appearance. Warnham Parish Design Statement identifies a predominance of two-storey, bricked dwellings.

The proposed layout and design are well-considered to respect and reflect the site surroundings and character. While an outward facing approach is usually encouraged, I consider the backing of gardens onto the site boundaries is appropriate in this site context with thick hedgerow and tree boundaries, and helps to ensure the separation of public and private space, and clear defensible boundaries. Furthermore, given the topography of the site, with the north of the field being the highest, there are some wider landscape benefits to the buildings facing downwards and situated further from the northern boundary. Moreover, the inward facing approach along the southern boundary provides greater separation distances from the properties along Freeman Road thereby minimising the impact to neighbouring amenity.

There is one area where I have layout concerns. The central area with plots 29-41, and to a lesser extent with plots 12-38, is too dense with an overreliance on the car park courts. This creates disproportionately large central sections of hard standing for the parking courts relative to dwellings and private amenity space. This is particularly the case with the gardens for plots 30-35 which are too small, particularly as these are affordable housing units and do not seamlessly blend into the rest of the site. To address this, I recommended revising the layout of this area to reduce the internal parking courts and redistribute some of the parking within the frontage/side of plots 12-18 and plots 30-41, noting that parking should generally be located closer to the homes to be user friendly, especially for families with young children.

Any submission should also provide details on proposed cycle storage and waste storage and collection. Furthermore, given the topography of the site, existing and proposed levels plan are required with detail on any implications for gardens/plot boundaries to avoid significant changes in levels between gardens and associated tall boundaries.

Consultee comments

In regard to layout, our Landscape Architect has raised concerns with the reduced open space to the site's high point compared to that shown on Figure 5.3 within Policy W6 in that the proposed layout encroaches into this area. However, alternative open space is provided to the south of this area, providing a more open amenity area and better separation from the existing western treed boundary. Furthermore, the units located within the open space section have been sensitively designed such that I consider this proposed layout is still acceptable. I recommend including some justification on the incursion into this open space section to this effect and make sure the landscape assessment picks this up, particularly in terms of visibility and sensitivity.

In addition, the Landscape Architect recommends a softer more irregular nature to the northern units to provide a better design transition into the countryside and also reflect the urban fabric experienced within the adjacent conservation area. While the consideration of the backing of the gardens onto the site's northern boundary helps with this, I recommend exploring opportunities to stagger/reorientate the northern units and include some explanation/justification for the proposed approach with regard to the countryside transition within any submission to address the Landscape Architect's comments.

The HDC Conservation Officer reiterates similarly sentiments and has made the following comments:

The design of the road junctions should be sympathetic to this rural context. There should be a softening of these points of vehicular and foot traffic to avoid a suburbanising affect. I concur with comments made by the Landscape Architect in regard of the landscape impact. The development should be designed to appear as settlement in the countryside rather than imposed upon it. To this end maintaining the mature tree boundaries and treating surfaces and street lighting with a sympathy for the rural setting is essential.

The Landscape Architect has raised whether the southwestern PROW connection could be located further north to negate the need for stepped access and reduce impact to trees in this location. However, the pre-application submission statement suggests this is the only option. Please can this be expanded on within any submission to justify this approach. It is understood from the site visit that the proposed PROW connection point follows an existing informal pedestrian route and therefore would result in the least impact to the existing trees and vegetation and the shortest distance between the site and PROW 1428 along Tillets Lane. With this in mind, I consider that an argument could be made to justify the proposed approach.

Conservation Area, Landscape and Neighbouring Amenity

Policy 33 of the HDPF states that development should consider the scale, massing, and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties and ensuring unacceptable harm to amenity of neighbouring properties, such as overlooking or noise, is avoided. Strategic Policy 11 of the submission HDLP requires development proposals to minimise lighting impacts on neighbouring sites. Strategic Policy 20 of the submission HDLP requires development to be designed to avoid unacceptable harm to the amenity of existing and future occupiers or users of nearby property and land, for example due to overlooking, over dominance or overshadowing, light pollution, traffic generation, and general activity, noise, odour and/or vibration.

The HDC Conservation Officer has reviewed the scheme and has made the following comments:

I would expect an assessment of the impact within the setting of the conservation area as part of any planning application. I would also expect a montage provided to show the visual impact of the development when viewing the village from Knob Hill.

Accordingly, please ensure any submission includes a conservation area impact assessment and photomontage visual impact of the proposed development from Knob Hill.

The Landscape Architect's full comments are included at Appendix 1 of this advice letter. I have commented on the layout and landscape feature elements in the layout section above but recommend reviewing the soft landscaping, open space strategy/play provision, boundary treatments and hard landscaping, and lighting recommendations and incorporate and address these within any submission. In particular regard to the open space strategy, I recommend including an Open Space Plan within any submission which illustrates the open space provisions across the site as well as a table which sets out the Open Space, Sports and Recreation Review requirements for the site and how the proposal meets this.

I am satisfied that the proposed design and layout has considered the potential impacts to the neighbouring residential properties through appropriate separation distances and boundary planting. The Design and Access Statement for any submission should provide commentary on this, particular with regard to overlooking, light and noise given the elevated topography of the site.

Highways, Traffic and Access

Policy 33(8) of the HDPF requires, where appropriate, the incorporation of convenient, safe, and visually attractive areas for the parking of vehicles and cycles without dominating the development or its surroundings.

The proposed parking provision exceeds the requirements of the West Sussex Parking Guidance, and the visitor parking spaces exceeds that within the WNP for the football pitch, although it is understood that the latter is in response to public engagement with the local community. Please include clear details of the proposed parking provisions within any submission and confirm how this meets the Parking Guidance and/or providing justification for a different approach. Parking is often a contentious issue and a concern with Members; therefore, this will be particularly important to address.

Details of cycle parking provision and EV charging spaces will also need to be provided as part of any submission in accordance with WSCC Parking Guidance.

I recommend incorporating raised table crossings at the turning heads where there aren't shared surfaces to ensure pedestrian prioritisation, including by plots 41, 28/36, and 24/29. I note that there is no pedestrian footway or shared surfacing for plots 51-54 and request that this is addressed within any submission.

The site allocation policy within the Warnham Neighbourhood Plan is quite detailed and make specific requirements, particularly with regard to access, parking and footpath links. As discussed above, the proposed onsite parking exceeds the 'up to 10' parking spaces required under policy W6(e) with regard to the football pitch. However, it is understood this is in response to public consultation. Clear detail of this should be included in any submission to explain this diversion from the policy W6 requirement.

Policy W6(f) requires segregated site access for cyclists and pedestrians from Threestile Road. This is not currently illustrated as such and it is understood that hedgerows on either side of Threestile Road will need to be cut back to facilitate the eastern site access. Any submission needs to address this policy requirement and detail how it will be met, noting standard width requirements for vehicle, cycle and pedestrian access.

Policy W6(k) requires a footpath link to the existing footpath networks to the east and west of the site, running adjacent to established hedgerows and Tilletts Lane. The W6 policy map indicates the location of this along the northern site boundary with a secondary pedestrian only access in the southwest corner (W6(l) policy requirement). The illustrative layout includes the latter but the former runs through the development rather than along the northern site boundary. It is understood this is in part due to the inward facing design approach. As discussed above, an argument can be made in favour of this inward facing approach due to the established northern hedgerow and wider landscape benefits. However, this is a departure from the policy W6 requirements and therefore any submission needs to clearly justify this alternative approach. Part of this includes ensuring a prioritised pedestrian route through the site, which as noted above needs some amendments, such as in the form of raised table crossings and separate pedestrian footway outside plots 51-54.

Lastly, W6 policy map includes site access options. These are a single access from Tilletts Lane (red route) or two site access points from Tilletts Lane and Threestile Road (green route). The green route crosses the site in a northeast (at Threestile Road) to southwest (at Tilletts Lane) trajectory, however the illustrative layout has the Tilletts Lane access in the northwest of the site. As this is different from policy map W6 site access options, any submission needs to address and justify this alternative approach. Similarly, any submission should confirm the priority to northbound traffic and passing bays for southbound traffic on Tilletts Lane as detailed within the W6 policy map.

I do not have any particular concerns with regard to the proposed site access approach, and use of bollards to prevent traffic flow through the site, provided the policy W6 matters are suitably justified.

Ecology, Biodiversity and Trees

Ecology

Policy 31 of the HDPF states that development will be supported where it demonstrates that it maintains or enhances the existing network of green infrastructure. Development proposals will be required to contribute to the enhancement of existing biodiversity and should create and manage new habitats where appropriate.

Circular 06/2005 identifies that the presence of protected species is a material consideration when considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat. Therefore, it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed application, is established before planning permission is granted. Information on biodiversity impacts and opportunities should inform all stages of development, and an ecological survey is usually necessary where the type and location of development are such that the impact on biodiversity may be significant and existing information is lacking or inadequate.

Parts of the site are located within the Red Impact Risk Zone for Great Crested Newts (GCN), which is considered to be the suitable habitat with a high likelihood of Great Crested Newts being present. The application site is also located within the supporting area for bats. Therefore, should an application be submitted, it would need to be supported by a Preliminary Ecological Assessment, with Great Crested Newts surveys and Bat and Bird Scoping Reports. Please note the council has a District Licence for Great Crested Newts.

Trees

Policies with the HDPF and submission HDLP encourage the retention and protection of existing trees, and enhanced tree planting to mitigate any loss and improve the biodiversity of the site. The proposed site falls within I2 Warnham & Rusper Wooded Ridge (LCA) as defined by the Horsham District Landscape Character Assessment (2003).

It is noted that there are existing trees within the site and in accordance with policy, I encourage that these are retained and protected. For any submission, a tree survey would be required for all existing trees on the site and their condition. This should inform an Arboricultural Assessment, which will also be required at submission. The Arboricultural Assessment should include details of any trees to be removed with justification for their removal, tree protection measures for retained trees, proposed planting, and a shade diagram (given potential implications for private gardens of plots 48-54). This should be accompanied by plans showing the existing trees and their root protection areas (RPAs), tree protection measures and new tree planting. Please note that as this is a green field site, any engineering within tree RPA's requires overriding justification in accordance with BS5837.

In view of the LCA designation, the Landscape Architect expects future proposals to contribute to the rural, wooded character of the area. Accordingly, additional tree planting is recommended within the site, along the roads and to supplement the existing boundary vegetation.

The Landscape Architect has raised concerns with plot gardens abutting the existing northern and southern trees as any trees within private amenity space cannot be guaranteed protection. This is a particular concern for veteran tree T58. It is therefore requested that the layout be revised the boundary trees and vegetation are clearly excluded from the private gardens to remove conflict within RPAS, along with supplementary boundary enhancement planting and a maintenance strip between the garden boundary and existing landscape features. Alternatively, I have discussed this with the Tree Officer and the northern and southern boundaries could be put under a Tree Preservation Order following any permission being granted. This would negate the need to separate the boundary vegetation from private gardens by way of a maintenance strip and fencing.

The Landscape Architect has also raised concerns with the proposed pedestrian access through the southern hedgerow boundary with the football pitch. It is unclear whether this is an existing or proposed access point and why a second pedestrian access point is required at this location. As the hedgerow is located outside the red line boundary, it is unclear how much opportunity the applicant has to provide infill, enhancement planting. Any submission should clarify the above and either provide enhancement planting or justify the second pedestrian access at this location where possible.

Biodiversity

Biodiversity Net Gain is mandatory as of 12 February 2024, meaning should an application be submitted for this development, at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat will need to be demonstrated as deliverable and subsequently delivered.

The HDLP includes a policy which requires 12% net gain. This would include the submission of a completed biodiversity metric and statement. Further information can be found on the government's biodiversity net gain webpage:

<https://www.gov.uk/guidance/biodiversity-net-gain#biodiversity-net-gain-submitting-a-planning-application>

Any submission will need to include a completed biodiversity metric and statement, which demonstrates the required net gain percentage at the time of submission. Please also note that a s106 legal agreement will be required to significant onsite BNG or offsite BNG not involving the purchase of units/credits.

Water Neutrality

The application site falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.

Natural England advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone.

Accordingly, a Water Neutrality Statement (WNS) would be required as part of any submission. I highly recommend reviewing the Horsham Water neutrality and planning applications FAQs page to get clarity on the detail expected within a WNS:

<https://www.horsham.gov.uk/planning/water-neutrality-in-horsham-district/water-neutrality-and-planning-applications>

It has been queried within the pre-application submission whether the site would qualify for SNOWs. SNOWs will only be made available to sites which fully accord with the development plan and/or are allocated sites. Therefore, this site would qualify for SNOWs. Please note that there will be a prioritisation system which will dictate when qualifying sites will be able to access SNOWs. Please review the Council's website for further information on this at this time and consider whether any potential time delay implications would impact the delivery of the scheme and therefore whether alternative means of offsetting would be preferred:
<https://www.horsham.gov.uk/planning/water-neutrality-in-horsham-district/sussex-north-offsetting-water-scheme-snows>

Flood Risk and Sequential Test

Paragraph 175 of the NPPF is clear that a sequential test is not required where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising, or other potentially vulnerable elements will be located within an area at risk of flooding from any source now and in the future. Policy 38 of the HDPF is clear that where there is the potential to increase flood risk, proposals must incorporate the use of sustainable drainage systems (SuDS) where technically feasible or incorporate water management measures which reduce the risk of flooding and ensure flood risk is not increased elsewhere.

According to EA mapping, there are small sections of the site with a low risk of surface water flooding. It is therefore important that a flood risk assessment is submitted as part of any application alongside a Drainage Strategy, which incorporates SuDS and takes account of existing underground services and tree RPAs.

In regard to SuDS, the Landscape Architect has provided the following comments:

- *Proposed surface water attenuation areas focus predominantly on end of pipe solutions by concentrating on the water storage and slow-release aspects of SuDS. We encourage the surface water strategy to be revisited to explore the 4 pillars of SuDS which include amenity, water quality, water quantity and biodiversity. There are a number of opportunities that can be introduced by implementing tiers or hierarchies of landscape features (no more than 150mm to 300mm deep) such as swales, rain gardens, rills, blue green roofs, etc. The introduction of these features would likely reduce the size or depth of the proposed basins, providing opportunity for better integration within the landscape and amenity space.*
- *We expect to see drawings and levels for the attenuation basins and further potential SuDS proposals.*
- *The ground contouring, planting and inlet and outlet design should be carefully considered to maximise the amenity value.*
- *Attenuation basins should blend aesthetically into the surroundings and must not look like steep sided engineered structures.*
- *Attenuation areas and swales should additionally be combined with variations in vegetation structure to ensure habitat diversity and landscape effect. These should be included within the planting schedule and their specific maintenance within the LMMP.*
- *We recommend blue green roofs are introduced to ancillary structures such as bin and cycle stores. If proposed, we expect to see details within a plant schedule and specific maintenance within the LMMP.*

Please consider these comments to ensure any submission follows the SuDS hierarchy and justifies the approach with regard to sustainable drainage management on site.

Conclusion:

In summary, the principle of development is acceptable as this is an allocated site and generally the proposed layout and design is supported, with the exception of the central section's density, northern and southern vegetation boundary separation and parking court arrangement which needs revising.

In regard to the site allocation and WNP Policy W6 requirements, parts (a), (c), (g), (i), (l) and (m) are met within the pre-application submission.

In regard to Policy W6(b) and affordable housing, a greater number of 3-bed rental homes is required alongside details of a potential affordable housing provider and how affordable tenure can be adapted.

The indicated housing types and design is good and suggests that Policy W6(d) (and thereby also W3, W4 and W5) would be met through the proposal, although any submission would need to include full details of the housing types to confirm this.

The Landscape Architect and Conservation Officer have provided advice in regard to landscaping for the site and submission requirements. Some minor changes to the layout to address this, particularly with regard to W6(m) and the Conservation Officer's comments, proposed enhancements to the northern and southern vegetation boundaries (W6 h and j), and separation of the existing northern and southern vegetation boundary from private gardens. Additional information and justification is also required on several points as part of any submission. As noted above, it is considered that an argument can be made in favour of the inward facing layout approach, given the thickness of the vegetation boundaries, topography of the site, and separation distances/screening it facilitates for neighbouring amenity.

As detailed in the Highways section above, there are some diversions from the Policy W6 requirements (e, f, k) with regard to access and public footpath connections which also need addressing and justifying within any submission. The proposal includes an overprovision of parking

spaces, due to local demand for more visitor spaces, which is not considered a significant concern. It is also important to avoid on-street parking given this connected but still rural fringe site location. Full details and justification on proposed parking provision, along with cycle parking and EV charging, should be provided as part of any submission.

Standard surveys and assessments are required with regard to ecology and trees, but please note the need for overriding justification for engineering (this includes any hand-tool works or hardstanding) within tree RPA's.

Advice has been provided with regard to Water Neutrality and qualification for SNOWs. Further information is on the Horsham website.

In regard to policy W6(2), any submission should confirm the proposed utilities infrastructure, ensuring this does not conflict with existing vegetation or proposed planting.

Application Submission

In the event that all of the above matters can be satisfactorily addressed and mitigated for, then the following provides a 'without prejudice' summary of the supporting documents that would be expected to be submitted. In addition to the application form, fee and usual suite of location plans and architectural drawings, the supporting documents that should be submitted include:

- Planning Statement, including affordable housing provision.
- Design and Access Statement.
- Elevational drawings, including existing and proposed heights and finishing materials.
- Photomontages visual impact from Knobs Hill.
- Landscape Impact Assessment.
- Conservation Area Impact Assessment.
- Open Space Plan.
- Access plans with visibility splays.
- Transport Statement and details on proposed vehicle and cycle parking.
- Preliminary Ecological Appraisal and surveys, including on Newts, bats, birds and badgers.
- Arboricultural Impact Assessment including existing tree survey and plans of existing trees, tree protection measures and proposed tree planting.
- Biodiversity Net Gain DEFRA Metric and statement.
- Water Neutrality Statement.
- Flood Risk Assessment (reference to all sources of flood risk and taking account of climate change).
- Drainage Strategy (any SuDS proposals must reflect and be coordinated with the proposed landscape strategy)
- Air Quality Assessment.

In terms of engagement, you may wish to liaise with Warnham Parish Council to arrange to attend their Committee Meetings to present your plans, before considering a formal submission to HDC. You may also wish to contact residents who live nearest the site to brief them about the proposals, and to ascertain their views. It is noted that separate discussions with West Sussex County Council on highways matters have already taken place which should be helpful. A Statement of Community Involvement should be submitted with any future planning application to summarise what was undertaken.

The above comments are given as the opinion of the Case Officer and do not prejudice any outcome of a subsequent application. Should you submit a formal planning application, please quote reference number PE/24/0203 in your submission.

Yours faithfully

Stephanie Bryant
Senior Planning Officer

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council implemented a Community Infrastructure Levy (CIL) Charging Schedule on 1st October 2017.

The Community Infrastructure Levy is a charge placed on new development. The funds raised will help to pay for a wide range of infrastructure to support development across Horsham District.

Most new development which creates net additional floorspace of 100m² or more, or creates a new dwelling, (including permitted development), is potentially liable for the levy.

How does it affect you?

Applications for CIL liable development which are determined on or after 1st October 2017 are required to pay the Community Infrastructure Levy (unless the development qualifies for relief or exemption).

Further information and the rates charged by Horsham District Council are set out in the CIL Charging Schedule which can be viewed online at www.horsham.gov.uk/planning/apply/cil

General Consent e.g. Permitted Development

Developments which are permitted by way of a general consent (such as permitted development) may still be liable to pay the Community Infrastructure Levy if they meet the above criteria.

In these circumstances, you must submit a Notice of Chargeable Development (CIL form 5), notify us of the person who will assume liability to pay the CIL and make any applications for relief or exemption, before the development is commenced.

SUMMARY OF COMMENTS & RECOMMENDATION:

Whilst we acknowledge that the Site has capacity for development and is allocated within the Warnham Neighbourhood Plan, further consideration of the layout, design, buffer and structural landscaping needs to be given with the intention of enhancing the scheme to ensure landscape and visual harm is appropriately mitigated and opportunities taken to enhance the landscape and visual resources. The current layout presents a number of issues and concerns which are discussed in detail below.

In addition to the LVA discussed within the submitted information, any forthcoming application must also include information as listed in our website under guidance for preparing a planning application, landscape requirements advice, which can be found here. As part of the accompanying information, it must also have a land budget plan that demonstrates compliance with Horsham District Council's Open Space, Sports & Recreation Review in regard to sizes, walking distances, buffer zones and spaces design.

MAIN COMMENTS:

Layout and landscape features

1. In order to mitigate adverse impacts on landscape character and visual amenity, and to comply with HDPF Policy 26, 31 and 33 (6) of the HDPF, existing vegetation must be protected, conserved and enhanced.
2. We note in addition that the proposed site falls within I2 Warnham & Rusper Wooded Ridge (LCA) as defined by the Horsham District Landscape Character Assessment (2003). Therefore, we expect future proposals to contribute to the rural, wooded character of the area.
3. Site development principles within the Warnham Neighbourhood Plan, Policy W6, Figure 5.3, highlight a portion of land on the northern boundary at the site's highest point as being open space, given the high value views as also identified within the pre-application statement. This area, however, has been encroached by proposed housing in the illustrative masterplan submitted. Given the visibility and therefore sensitivity of the location we wouldn't be supportive of the current layout and recommend that the layout is revised in order to accommodate a larger open space to the north, as highlighted.
4. Existing landscape features such as the tree belts along the northern and southern boundaries, must not be enclosed within or behind back gardens as this places them at considerable risk of future lopping or felling pressure. They are a prominent feature in the receiving landscape and their loss or deterioration would have a significant adverse effect on the character of the area. Concern is raised with the future integrity of these tree belts, therefore we recommend that the layout is revised to remove the garden plots backing onto the existing boundaries.
5. The preferred approach is to have the roads running along the existing boundaries to safeguard these features, as well as enhancing them through further tree planting along streets with generous verges.
6. Failing the above, the location of any proposed boundary treatment that clearly excludes the existing vegetation from plot ownership must be detailed in future proposals as well as the layout reviewed and amended to consider the relationships and remove conflict within RPAs, such as Veteran tree T58, as their retention cannot be secured within private amenity space. This is especially relevant to the eastern parcel, where changes to the road layout may be impracticable. We recommend that the advice of the Council's arboriculturist is sought, especially in regard to T58.
7. Please note, a maintenance strip will also be required between the garden boundary and the existing landscape feature.
8. The required PRoW connection is proposed in the south-west corner of the site, within the RPAs of category A and B trees. Given the degree of change in topography, stepped access is proposed, however this is not appropriate for all users. It is advisable therefore that the PRoW connection should be located elsewhere for accessibility and for minimising disturbance to trees that significantly contribute to the wooded character of the area. See

point 3 in regard to adjusting the road layout, thereby creating suitable access for PRoW users.

9. The eastern parcel of the site is located within Landscape fringe 3 of the Warnham Conservation Area Appraisal and Management Plan and is described as having a high sensitivity to change associated with development and as playing a key role in the rural setting of the Conservation Area. Equally, the site is located at the edge of settlement and in a visually prominent position therefore the parcels along the northern part of the site must be of a softer more irregular nature, to provide a better design transition into the countryside and also reflect the urban fabric experienced within the adjacent conservation area.
10. We note that the hedgerow separating the Playing Field from the eastern parcel has not been surveyed within the Tree Report & Constraints Appraisal. Given that access is proposed through this hedgerow, this should be assessed in full to identify its quality and to ascertain a suitable location with minimal disturbance. It may be the case that the existing access point to the east is sufficient. In addition, this hedgerow should be enhanced in line with recommendations set out within the Landscape Character Assessment.

Soft landscaping

11. Introduced features such as the orchard are welcomed.
12. As outlined in points 3 and 8, we expect a greater provision of tree, hedgerow and buffer planting to break up the built form of development, reflect the rural character and to offer amenity value, with large specimen trees along streets as well as reinforcing and enhancing existing green infrastructure links. Reinforcing of these links should be done with native species so as not to outcompete existing vegetation.
13. Service runs must be considered from the outset so that the tree planting is not diluted later on in the process. Service runs should be indicated in the landscape strategy to demonstrate that it can be delivered.
14. A predominance of one species or variety should be avoided in order to minimise the risk of widespread biotic threats. We recommend following Santamour's rule of 30:20:10 where no more than 10% of proposed trees should be the same species, no more than 20% should be the same genus and no more than 30% should be the same family. a. Plants should be sourced from seed or stock from the Region of Provenance 40 in order to ensure resilience and therefore successful establishment.
15. Where amenity grassland is to be proposed, this should be improved where possible with higher biodiversity and amenity value features such as bulbs, flowering lawns and wildflower meadows. In addition, we recommend the use of drought tolerant and carbon sequestering grasses (see here for an example) in order to reduce water usage and maintenance efforts.
16. Please note that we strongly recommend that chemicals including herbicides, pesticides and fertilisers are not to be applied on site at any time due to impacts on existing and proposed waterbodies, ditches, hedgerows and the protection of their ecological features. For large areas of land, alternative methods should be considered such as hot foam or hot water systems.

Open space strategy/play provision

17. A land budget plan indicating compliance with HDC's Open Space, Sports & Recreation Review must be submitted. It must demonstrate the open space strategy with sizes, buffer zones and walking distances from dwellings. SuDS

SuDS proposals

18. Proposed surface water attenuation areas focus predominantly on end of pipe solutions by concentrating on the water storage and slow-release aspects of SuDS. We encourage the surface water strategy to be revisited to explore the 4 pillars of SuDS which include amenity, water quality, water quantity and biodiversity. There are a number of opportunities that can be introduced by implementing tiers or hierarchies of landscape features (no more than 150mm to 300mm deep) such as swales, rain gardens, rills, blue green roofs, etc. The introduction of these features would likely reduce the size or depth of the proposed basins, providing opportunity for better integration within the landscape and amenity space.
19. We expect to see drawings and levels for the attenuation basins and further potential SuDS proposals.
20. The ground contouring, planting and inlet and outlet design should be carefully considered to maximise the amenity value.

21. Attenuation basins should blend aesthetically into the surroundings and must not look like steep sided engineered structures.
22. Attenuation areas and swales should additionally be combined with variations in vegetation structure to ensure habitat diversity and landscape effect. These should be included within the planting schedule and their specific maintenance within the LMMP.
23. We recommend blue green roofs are introduced to ancillary structures such as bin and cycle stores. If proposed, we expect to see details within a plant schedule and specific maintenance within the LMMP.

Boundary treatments & hard landscaping

24. Where visible and where abutting the public realm, we recommend implementing brick walls for back garden boundary treatments. Front garden boundary treatments could also include brick wall and metal railing details with hedgerow planting behind or picket fencing which is characteristic of the village boundary treatments.
25. We expect climber planting to be provided across the scheme and boundary treatments, particularly where they face onto the roads, pathways, public open space and other key locations within the public realm.
26. We recommend the use of block paving or bound gravel where possible as it is considered to be sympathetic to the rural surroundings and both surfaces can be permeable.
27. Any parking courts and bays should consider the length of parking rows and must be softened and broken up with tree and hedgerow planting. Suitable space must be allowed within the concept layout for this to be delivered.

Lighting

28. Wooded ridges and hedgerows, which are key characteristics of the local landscape, can be deteriorated due to increasing levels of light pollution, therefore light spill must be considered sensitively so as not to cause potential adverse effects.
29. If outside lighting cannot be reasonably avoided, based on guidance from SDNP Dark Skies Technical Advice Note Version 2 and The Bat Conservation Trust guidance note 08/23, we recommend the following to mitigate adverse landscape effects in regard to external lighting in a countryside location:
 - a. 3000Kelvin or lower
 - b. 500 Lumens or below
 - c. Where appropriate, use of motion/proximity sensors and set to as short a possible a timer as a risk assessment will allow. For most purposes, a 1 or 2 minute timer is appropriate.
 - d. Horizontally mounted luminaires with no light output above 90° and/or no upward tilt.
30. Proposals indicate that the PRow will be lit to make it suitable year round, however given the location within the Landscape fringe, in addition to point 28, this is recommended to be absent or restricted in order to avoid light intrusion in the rural location.

**WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION**

TO:	Organisation: Brightplan FAO: Alex Budd and Sam O'Halloran
FROM:	WSCC - Highway Authority
DATE:	09 October 2024
LOCATION:	Land Adjacent to Tilletts Lane, Warnham RH12 3RG
SUBJECT:	Internal Reference: PRE-71-24 50 - 60 dwellings on land adjacent Tilletts Lane.
DATE OF SITE VISIT:	2 September 2024
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBA at planning application stage

The Highway Authority has been consulted for pre-application advice for development of between 50-60 dwellings on land at:

**Tilletts Lane,
Warnham.
West Sussex,
RH12 3RG.**

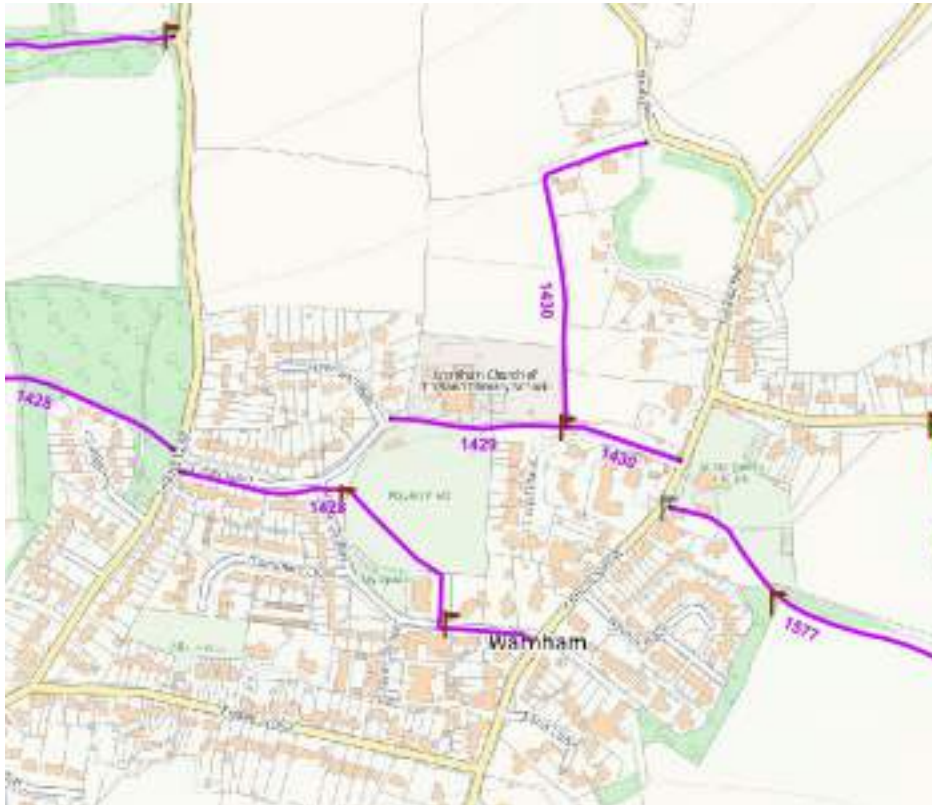
The advice provided below has been prepared by means of a desktop study and site visit, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and provide the following site-specific and standard WSCC comments.

Site-Specific Advice.

- Access driveway surfacing to Threestile Road – Needs to be a fixed/bound surface to prevent deposition of material onto the highway.
- Visibility splays, including forward visibility, at proposed access junction needs to be commensurate with either speed limit or speed of traffic on Threestile Road (an ATC survey can assist with establishing the latter).
- It is recommended that access across village green needs to be provided in the form of a path constructed in a bound material with lighting, taken from the proposed site access footway/cycleway onto Threestile Road through to School Hill. Provision for access along this path for cycling as well as pedestrians, should also be considered.

- Given lack of 'ongoing' walking and cycling infrastructure along Tilletts Lane north of the current built-up area, the Highway Authority questions the creation of access to this route (both vehicular and pedestrian), particularly if (and with regard to pedestrian access), gradients only permit stepped access for pedestrians.
- Public Rights of Way (PRoW) - Appendix B of the Application has incorrectly numbered FP 1428 as 1429.



Para 1.2.2 states that these paths will be 'upgraded'. WSCC will need to know which paths (their correct numbers) and which sections of those paths they are suggesting will be 'upgraded'. Also, what is meant by 'upgraded'? WSCC would welcome improvements but it needs to be clear about what is proposed and for whom – walkers or cyclists, too?

The Scoping Report appears to propose an all-weather surface on FP 1430, in which case PRoW agreement to this would need to be sought and agreed. PRoW team would consider a 2m-wide unbound surface but not a sealed surface (para 2.5.1 section 1 refers). A rolled limestone surface would be more appropriate for this location. However, as this is likely to serve as one of the main (and likely, preferred) routes in and out of the development because of its directness to and from the village centre and primary school,

the ability to cycle along it should also be thoroughly investigated. Lighting should also be provided.

If the 'upgrading' is to provide cycle access, then this would require a change of designation from Public Footpath to Public Bridleway. This can be achieved if the applicant can agree with the landowner to dedicate those higher rights and a suitable width (minimum 3m). In such circumstances WSCC would require all-weather bridleway surfacing and upgrading of any bridges and culverts, too.

Any upgrade to allow both walking and cycling should also extend to the section of FP 1430 where it runs E-W to and from the village centre.

Footpath 1429 (the section running along the southern boundary of the primary school) should also be considered for upgrading for walking and cycling purposes (plus lighting).

Footpath 1428 also seems to feature in the Appendix B plans but it's not clear how or what is proposed for it. This will need to be made clear in any TA.

- Speed limit change proposals on Threestile Road – Any TA should demonstrate that discussions have taken place with elected Members and the police and that support has been obtained from them too. Also, every speed limit application in West Sussex needs to be cross-referenced to the West Sussex Speed Limit Policy and how the speed limit proposals meet the functional hierarchy element of the Policy (please see link below that also includes a link to the current Speed Limit Policy). I can't see any reference that this has been undertaken as part of this submission but would expect to see it as part of a formal application.

[Speed limit changes - West Sussex County Council](#)

From observation of the submitted documents, the notes and roundels don't match on the plans.

Additionally, average speeds are used to identify the need for supporting measures, not to identify the speed limit to be proposed.

In principle, WSCC would support the 20mph and 30mph proposals for Threestile Road as set out in paragraph 2.4.2 i and ii. However, the length of the 30mph section must be a minimum of 400m. Also, it would need to be made clear how far the 20mph limit extends for and where it would start and finish.

WSCC does not see the validity of the VAS/Speed Indicator Devices as proposed in 2.4.2 iii, given there is no RTC problem at present and the risk to road users would be reduced through the 30mph speed limit proposed. This would be unnecessary infrastructure that would create a maintenance liability. Certainly, placing one a few metres into the 20mph speed limit seems completely inappropriate, though WSCC would be happy to take a view again with sight of speed data.

Regarding road markings, WSCC would not permit placing speed limit roundels on red patches as this also creates an unnecessary maintenance liability. If there is a need to provide a red patch, as determined by assessment of the traffic speed data, these should be installed as 'eyebrows' to the speed limit roundels. However, WSCC's current view is that it would prefer to just see use of the roundels with no red patch.

- Junction improvements will need to be provided with design checks, a Stage 1 Road Safety Audit and DRAFT Decision Log (Designer's Response).
- Layby surfacing – COMMENTS STILL AWAITED FROM MAINTENANCE ENGINEER AND WILL FOLLOW.
- Extent of transport modelling should also provide details of traffic impact at the junction of A24 Dorking Road with Bell Lane. To see if any traffic counts are available at this location, please visit the following:

[West Sussex Traffic Data - Log in](#)

- At the junction of Tilletts Lane with Mayes Lane and Threestile Road, if the current traffic splitter island is removed, the existing finger post (or its replacement) will need careful re-positioning (visible on page 10 of your Scoping Note/Technical Note).
- There will be the need to investigate later (weekday and Saturday) evening bus services and provision of a Sunday service for the No. 93. currently run by Metrobus.
- TA to also make reference to any locally proposed cycle and bus schemes/infrastructure improvements. Local bus stops should be looked at to see if upgrades are necessary (e.g. shelters, real-time passenger information, seats etc).
- In the Horsham Local Plan, Strategic Policy HA20: Warnham Housing Allocation 1, a site is allocated as shown on the Policies Map, for the provision of at least 20 homes: WRN1: Land South of Bell Road, 1.4ha, (20 homes). The wording in the policy says that in addition to meeting national and Local Plan requirements, development will be supported where proposals have regard to site layout and be designed to ensure development is sympathetic to local character and the prevailing linear urban form on Bell

Road; and, having regard to any measures that seek to address road safety on Bell Road. This pre-app submission is **NOT** that site. However, any TA for this site at Tilletts Lane should provide a commentary about road safety along Bell Lane, including consideration of possible measures if road safety issues have arisen recently since traffic management works and speed limit reduction were carried out.

- Cycling – Consideration of access should be given across A24 to and from the railway station (also a WSCC Transport Plan objective and one going to informal consultation and discussion shortly). Please see link below:

(Reference to Horsham A24 improvements is in the Horsham Area Transport Strategy section pages 75 and 76):

<https://www.westsussex.gov.uk/media/17428/wstp.pdf>

Standard WSCC Advice.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- Design Audit of any proposed highway works, including plan identifying departures from standards.
- Final Stage 1 Road Safety Audit (RSA) of the site access and any other proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Reference to supporting national, regional, and local planning documents and policies.
- A Travel Plan Statement prepared in accordance with WSCC guidance.
- Parking strategy, including provision of parking for all modes of transport plus EV parking provision.
- Relevant data collected to date.
- Proposed trip rates supported with TRICS outputs and site selection methodology.
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology.

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmr/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may

find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Please note that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future, nor should comments in the response be considered exhaustive as often other matters arise when planning applications are submitted. And, any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Tim Townsend
Planning Services