



Mowbray – RM Area 11 Reserved Matters Application

Compliance Design Document (C48)

On behalf of **Legal & General (Strategic Land North Horsham) Limited**

Project Ref: 333102644 | Date: July 2026

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1 Introduction & Overview

- 1.1 The Site is subject a strategic allocation within the Council's adopted local plan (Horsham District Planning Framework, 2015). Policy SD1 (Strategic Policy: Land North of Horsham) allocates the Site for a 'mixed use strategic development to accommodate at least 2,500 homes and associated infrastructure'.
- 1.2 An Outline Application was submitted to the Council in August 2016 (ref. DC/16/1677) and approved on 01 March 2018 for the following:
- 'Outline planning application with all matters reserved except access for a mixed-use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450 m2), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure.'**
- 1.3 The Reserved Matters ('RM') Area 11 parcel sits within Sub Phase 1c of the Outline Planning Permission ('OPP') and proposes the demolition of the existing garage and outbuilding and provision of 11no. residential dwellings, including the conversion of the existing dwelling to provide 2no. dwellings, and associated car and cycle parking, drainage, internal roads, landscaping and associated infrastructure.
- 1.4 This Compliance Design Document intends to demonstrate compliance with the requirements set out within Condition 48 of the OPP in respect of RM Area 11.

2 Description of Development

2.1 Reserved Matters approval is sought for residential development on RM Area 11, as follows:

‘Application for approval of Reserved Matters (layout, scale, appearance, means of access and landscaping) pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for RM Area 11 comprising demolition of existing garage and outbuilding and provision of 11 residential (C3) units, including single storey side extension to existing dwelling and conversion into 2 residential units and car and cycle parking, drainage, internal roads, landscaping and associated infrastructure.’

2.2 The detail of the proposals includes:

- Demolition of existing garage and outbuilding
- Extension and conversion of the Moathouse (existing residential property) into one three-bed and one four-bed market homes; replacement roof tiles
- Construction of nine new Use Class C3 residential dwellings consisting of two-bed, three-bed, and four-bed market houses
- Total of 11 homes to be provided as the following mix:
 - 4no. two-bed houses
 - 6no. three-bed houses
 - 1no. four-bed house
- All homes meet minimum internal space standards as per the Nationally Described Space Standards.
- Carbon reduction through fabric specification, energy efficient controls, water efficiency, low energy lighting and appliances, space heating and hot water from Air Source Heat Pumps for the new build dwellings
- Provision of 22 residential parking spaces comprising allocated spaces, some of which would be under car barns, plus 2 visitor spaces.
- One electrical vehicle charging point per house.
- Footway provided into the site, with shared surface then throughout.
- Cycle parking provided in dedicated cycle storage within rear gardens
- Bins to be stored within rear gardens
- Drainage infrastructure connecting into existing infrastructure.
- Landscape proposals including retention of existing focal tree, additional tree planting to the front of the existing dwelling and associated soft landscaping within the communal open spaces.

- Biodiversity enhancements including the provision of hibernacula.

3 Compliance Design Document

- 3.1 Condition 48 of the OPP requires a 'Compliance Design Document' to be submitted with each application for Reserved Matters approval. The wording of the condition is as follows:

48. Each Reserved Matters application submitted pursuant to this planning permission shall be accompanied by a design document which demonstrates how the Reserved Matters application is in compliance with the approved Design & Access Statement, Landscape & Visual Impact Assessment, Phase Wide Design and Landscape Strategy, Phase-Wide CEMP, Site-Wide Cycling Strategy, Site-Wide Surface Water Drainage Strategy, Phase-Wide Ecological Management and Mitigation Plan (hereafter called the Compliance Design Document).

- 3.2 In short, the Compliance Design Document is to show compliance for each Reserved Matters proposal with the following key documents:

- OPP Design and Access Statement (March 2017; 'DAS')
- OPP Landscape and Visual Impact Assessment (contained within the Environmental Statement Addendum, March 2017; 'LVIA')
- Phase 1 Design and Landscape Strategy (OPP Condition 8; January 2021)
- Phase 1 Construction Environment Management Plan (OPP Condition 9; January 2021)
- Site-Wide Cycling Strategy (OPP Condition 19; March 2021)
- Site-Wide Surface Water Drainage Strategy (OPP Condition 17; June 2019); and
- Phase 1 Ecological Management and Mitigation Plan (OPP Condition 12; July 2020).

- 3.3 The tables below set out the key principles of each of the documents relevant to the proposed works and how/ why they are compliant with reference to other documents/ drawings submitted with this Reserved Matters application.

OPP Design and Access Statement (2017)

- 3.4 The original DAS submitted in support of the OPP was dated March 2016 and was subsequently amended in March 2017. The DAS (2017) identifies the 'vision' for Land North of Horsham as (page 7):

‘[C]reate a new and vibrant community where people will live, work and play, underpinned by the concept of ‘placemaking’ which will shape the design and masterplan. Quality will be at the heart of the development – from building design and landscaping, to public art and high quality sports facilities.

The vision will deliver an exemplar development comprising a sustainable development providing up to 2,750 private and local needs homes, with its own employment areas, schools, shops, health services, leisure and recreation areas, transport links and community centres.

In this unique masterplan, open space and landscape will work together with contemporary construction to create a distinctive place with all the positive characteristics associated with traditional market towns.’

- 3.5 The principles set out in Table 3 below are identified in the DAS (2017) as ‘Key Design Principles’ (pages 28 and 29) which are stated as having ‘influenced and informed the preparation of the masterplan and the information presented in the Design and Access Statement’ (page 28). Given the limited scope of works for which Reserved Matters approval is sought, not all of the principles are relevant. However, for completeness all are included and, where appropriate, are identified as not relevant to this current Reserved Matters application.

Table 3: DAS Compliance Schedule

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
OPP Design and Access Statement (2017)			
1.	<i>Relationship to Horsham:</i> provide a range of facilities, commercial space and residential accommodation at Land North of Horsham that complements the existing provision within Horsham and support the economic prosperity of the town as a whole.	The Land Use of each parcel was set out in the Parameter Plan (2153A-100O) approved as part of the OPP (and subsequently amended) to ensure the development site as a whole provides a range of facilities that complements existing Horsham. The parcel is set out for a mixed use and while it now proposes residential, it would have features to support the surrounding mixed uses.	Planning Statement
2.	<i>Relationship to Horsham:</i> promote a shift towards more sustainable transport modes for travel between Land North of Horsham and Horsham.	The proposals will connect into the existing footpath network and onto Rusper Road where there are bus routes into Horsham. There are no dedicated cycle paths within the RM area itself as it is a small parcel, but the access connects into the wider cycling network which provides a	DAS (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
		safe environment that encourages and promotes cycling.	
3.	<i>Mixed Uses & Forms</i> : build a range of homes to different types, sizes and tenures to meet the needs of different sections of the community and distribute them widely across the site.	The proposals are for a range of market homes, including a number of smaller units to promote variety.	DAS (July 2026)
4.	<i>Mixed Uses & Forms</i> : provide a range of non-housing uses to service the needs of the residential community and create a varied and stimulating environment.	The parcel is identified for a mixed use which was linked to the listed status of the existing dwelling. Now the dwelling is not listed there has been opportunity to provide residential development to compliment the consented community uses directly adjacent to the east with the community building and to the south with the play area. Together this would create a varied and stimulating environment.	-
5.	<i>Mixed Uses & Forms</i> : provides connected neighbourhoods that cater for most daily needs of residents within easy walking distance of their homes.	The proposals will link to the existing neighbourhood which will be well connected.	DAS (July 2026)
6.	<i>Mixed Uses & Forms</i> : create a vibrant and viable Local Centre as a focus for the community life of the development.	Not relevant – the Local Centre is not proposed within this parcel.	-
7.	<i>Sustainable Community</i> : consider the social, economic and environmental impacts of proposals on existing and future residents and also the wider area.	Delivery of new homes will create notable social and economic benefit. The retention of existing environmental and ecological features also has benefit, plus the enhancement of these through the proposed high-quality landscaping will further add to this.	-
8.	<i>Sustainable Community</i> : facilitate the creation of a safe, comfortable, varied and attractive place.	The proposals have been designed to create an attractive, comfortable and safe residential environment for residents of the parcel and visitors.	DAS (July 2026)
9.	<i>Sustainable Community</i> : explore phasing options to provide an appropriate level of services and facilities to support residents as the scheme is built over time.	Phase 1 has been progressed on site which will include the local centre as well as a supermarket. This parcel is closely connected to Phase 1 and will provide residents access to these facilities. In addition, the Bohunt School is now operational to the east, and there are bus stops on Rusper Road which further	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
		enhances access to services and facilities.	
10.	<i>Landscape & Place:</i> work with the existing site characteristics and landscape features to create a scheme which sits comfortably within the natural environment.	The proposals work within the existing landscape and ecological features, with retention and strengthening of hedgerows and green buffers, with a landscaping scheme that compliments the existing natural environment.	DAS (July 2026) LEMP Compliance (July 2026), landscape drawings
11.	<i>Landscape & Place:</i> take advantage of existing site features and orientation to maximise energy conservation and amenity.	The housing layout has been designed to optimise the outlook of properties towards existing and proposed landscape features, creating a courtyard character which would provide optimum visual amenity. The layout encourages connectivity to enjoy on site and off site amenity. The homes have also been designed to prioritise energy conservation through their fabric.	DAS (July 2026), landscape drawings
12.	<i>Landscape & Place:</i> create a series of green fingers linking to the countryside and towards the town centre.	The proposals are naturally sited within the existing green buffer around the parcel, from which existing and proposed green links come off.	DAS (July 2026) LEMP Compliance (July 2026), landscape drawings
13.	<i>Landscape & Place:</i> avoid Ancient Woodland and important hedgerows and aim to keep as much existing vegetation as possible.	Not relevant – There is no Ancient Woodland or important hedgerows within this parcel.	-
14.	<i>Connectivity:</i> provide good connections both within the new development and to important destinations outside to facilitate access to jobs, schools, health and other important services.	The proposals will connect into the existing network which provides high quality cycle, pedestrian and bus connections to services and facilities.	DAS (July 2026)
15.	<i>Connectivity:</i> consider the differing needs of pedestrians, cyclists, public transport users and car owners, with a focus on the creation of attractive streets rather than efficient highways.	Due to the small size of the parcel, the majority of the site will be a shared surface around a courtyard character. This in itself will create an attractive street scene.	DAS (July 2026)
16.	<i>Connectivity:</i> retain existing rural lanes where possible encouraging pedestrian, cycle and equestrian use through providing new routes better suited to vehicles.	Not relevant – there are no existing rural lanes within the RM Area land.	-
17.	<i>Urban Form:</i> create a clear hierarchy of streets and spaces to define a legible and varied urban environment.	As above, due to the small size of the parcel, the majority of the site will be a shared surface around a courtyard character which will provide a legible environment due to the smaller scale.	DAS (July 2026), street scenes

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
18.	<i>Urban Form</i> : design high quality buildings to enclose spaces and form important landmarks within the street scene.	The homes will be high quality, with the retention of the existing dwelling at the north of the site retaining and enhancing the important landmark feature within the site.	DAS (July 2026), street scenes, elevations
19.	<i>Urban Form</i> : respect existing development by designing new development to avoid sunlight/daylight impact.	Not relevant – No existing development within the parcel.	-
20.	<i>Character & Identity</i> : create buildings and spaces which have a strong and distinct character.	The proposals have been developed to follow the principles within the Design and Landscape Strategy and with the retention of the existing dwelling would retain the strong and distinct character of the previous moathouse compound.	DAS (July 2026)
21.	<i>Character & Identity</i> : take inspiration from local building styles and urban forms.	The proposals have been informed by a study of buildings and urban form within the local area, including Warnham, Slinfold, Rusper and Rudgwick, as well as taking cues from the existing moathouse buildings and referencing these within the plot placement and use of materials.	DAS (July 2026)
22.	<i>Character & Identity</i> : ensure that development complements and enhances the quality of the surrounding area.	The density and general form of the development has been carefully considered to ensure that it enhances the quality of the surrounding area (as noted above), while also according with the approved Parameter Plan (2153A-1010).	DAS (July 2026)
23.	<i>Character & Identity</i> : create an attractive setting for buildings of heritage value within the site.	The proposals have had regard to the existing dwelling which is considered a Non-Designed Heritage Asset, with the proposed dwellings creating an attractive setting within which the existing building would be appreciated.	DAS (July 2026), Heritage Statement (July 2026)
24.	<i>Community Safety</i> : create spaces with appropriate levels of activity, which are well observed by residents, attractive and well lit.	The proposals have been designed to create attractive areas for residents, with a layout that creates natural surveillance through all houses facing inward to each other and parking areas.	DAS (July 2026)
25.	<i>Community Safety</i> : ensure that the definitions between public and private spaces is clear and unambiguous	There will be a clear differentiation between public and private spaces, with	DAS (July 2026), layout drawings

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	and that different uses do not conflict with each other.	dwellings provided with defensible boundaries	
26.	<i>Community Safety:</i> aim to achieve Secured by Design accreditation from the local constabulary.	The scheme has been designed on the basis of Secure by Design principles.	DAS (July 2026)
27.	<i>Inclusive Design:</i> provides homes which are of a reasonable size to allow adaptation and flexible use by owners throughout their lifetime regardless of physical ability.	The proposals include a range of homes that accord with the Nationally Described Space Standards and would be able to be adapted in the future if desired	DAS (July 2026), floor plans
28.	<i>Inclusive Design:</i> create an external environment that is accessible and appealing to all regardless of physical ability, age, gender or circumstance.	The proposals have had regard to accessibility for all, including ensuring site levels in public spaces are appropriate for all users.	DAS (July 2026)
29.	<i>Car & Cycle Parking:</i> provide an appropriate amount of parking for the surrounding homes without allowing it to dominate the environment of the street.	The level of parking proposed has been designed in compliance with WSCC guidance. The layout provides for parking to the side of dwellings and where at the frontage to the site, is softened by the use of car barns	DAS (July 2026), Transport Statement (July 2026)
30.	<i>Car & Cycle Parking:</i> provide parking which is clearly defined and integral to the design of streets and spaces.	The proposed parking will be clearly defined, including where this is for visitors, and has been carefully considered as part of the design of the streets and spaces, as discussed above.	DAS (July 2026), Transport Statement (July 2026)
31.	<i>Car & Cycle Parking:</i> provide ample, convenient and secure cycle parking to encourage reduced use of the car.	The level of cycle parking has been designed in compliance with WSCC guidance. It will be easily accessible in the rear gardens close to the gate to help encourage its use.	DAS (July 2026), Transport Statement (July 2026)
32.	<i>Sustainable Construction:</i> specify construction materials carefully and avoid those which have poor sustainability credentials.	The proposed materials palette has been chosen to accord with the Design and Landscape Strategy and ensure sustainability credentials are considered	DAS (July 2026), Materials Plan
33.	<i>Sustainable Construction:</i> minimise the requirement for landfill and make use of in-situ remediation and decontamination technology to reduce the amount of waste material leaving the site.	This is embedded within L&G construction practices and will be passed on to the appointed contractor who will have regard to this as well as the measures contained within the Phase 1 CEMP relating to sustainability.	-
34.	<i>Deliverability & Long Term Management:</i> design buildings and external environments that are robust and easily maintained.	The buildings and external environment have been designed to ensure minimal long term management is required. The buildings will comprise hardy, long lasting materials to ensure the proposals have longevity.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
35.	<i>Deliverability & Long Term Management:</i> ensure that quality can be sustained over time through the development of long term management strategies.	The management company will ensure that the quality of the development is sustained over time and will follow the requirements set out within the various management documents, such as the Landscape and Ecological Management Plan	-
36.	<i>Community Engagement:</i> work with local people and community stakeholders throughout the development process to ensure that proposals respond to their needs and reflect local aspirations.	There has been on-going liaison with Horsham District Council, West Sussex County Council and Parish Liaison Group to ensure this can be progressed	-
37.	<i>Community Engagement:</i> enable local people to continue to be involved in the running of their community after development has been completed.	L&GAH are committed to ensuring that residents feel a sense of ownership over the development following completion.	-

OPP Landscape and Visual Impact Assessment (2017)

- 3.6 The Landscape and Visual Impact Assessment ('LVIA') is provided at Chapter 11 of the Environmental Statement Addendum (2017). The LVIA states (see paragraphs 11.1.1 and 11.1.2) that it provides a baseline landscape and visual appraisal for the Site which underpins the subsequent assessment of the potential effects of the Development during the construction stage and on completion. Where adverse effects are identified, mitigation measures are highlighted with the aim of avoiding, reducing or compensating for such effects. Residual landscape and visual effects are also considered and are defined as those 15 years post completion (paragraph 11.5.3).
- 3.7 Table 4 below sets out the key mitigation measures which the LVIA identifies as forming 'the design principles behind the open space and landscape strategy' (paragraph 11.6.4) and how these have been incorporated within the Reserved Matters elements of the proposals (where relevant) to demonstrate compliance.

Table 4: LVIA Compliance Schedule

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
OPP Landscape and Visual Impact Assessment (2017)			
1.	<i>Construction Mitigation:</i> locate contractor's compound and material stockpiles away from nearby sensitive receptors.	Where needed, compounds will be suitably located away from sensitive receptors and will be detailed within the CEMP specific to this RM Area.	CEMP (2021)
2.	<i>Construction Mitigation:</i> minimise length of construction time required for scaffolding, and use of designated routes within and around the site.	Construction traffic will utilise main roads only to reach the site and will then follow construction routing agreed through the CEMP.	CEMP (2021)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
3.	<i>Construction Mitigation:</i> reduce the visual effects of mobile cranes by minimising the length of time required for crane activity.	Where mobile cranes are needed, the length of time these are on-site will be kept to a minimum.	CEMP (2021)
4.	<i>Existing Landscape Features:</i> retention and protection of existing boundary trees and shrubs within the application site which are worthy of retention.	The existing trees that are worthy of retention with minimal tree removals within the site.	DAS (July 2026), Tree Survey/AIA/AMS (July 2026)
5.	<i>Existing Landscape Features:</i> retaining and strengthening with new planting, where possible, the majority of existing hedgerows, shaws within the application site area, as well as retaining areas of woodlands, both within the application site and adjoining it, including the provision of appropriate 'buffers' to the woodlands.	The proposals have had regard to the existing trees and hedgerows and will include the retention of all the boundary trees within the moat.	DAS (July 2026), Tree Survey/AIA/AMS (July 2026), landscape drawings
6.	<i>Ecological Habitats/ Enhancements:</i> retention and enhancement of existing high quality wildlife habitats within the application site, where possible.	The existing habitats will be retained where possible and managed appropriately, consistent with the EMMP with high quality landscaping proposed to enhance and provide new habitats.	Phase specific EMMP (July 2026), landscape drawings
7.	<i>Ecological Habitats/ Enhancements:</i> creation of new habitats to enhance the biodiversity value within the application site, and compliment the surrounding habitats including the introduction/ creation of a new dormouse crossing point within the eastern parts of the application site to ensure that this species does not become isolated from section of habitat along and adjoining the Chennells Brook.	The proposals include new planting to enhance the biodiversity value of the wider Site. The dormouse crossing points are not relevant to this RM Area.	Phase specific EMMP (July 2026), and landscape drawings
8.	<i>Ecological Habitats/ Enhancements:</i> provision of new bird and bat roosting habitat.	Opportunities to provide new bird and bat roosting habitat will be explored.	DAS (July 2026), Phase specific EMMP (July 2026)
9.	<i>Ecological Habitats/ Enhancements:</i> retention and enhancement of the existing great crested newt (GCN) and reptile populations within the application site.	The existing moat tested negative for GCNs, however ponds within the surrounding area have tested positive. These ponds are outside the application site.	PEA (July 2026)
10.			-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
11.	<i>Landscape/ Open Space Provision:</i> provision of substantial areas of multifunctional greenspace, natural and semi-natural greenspace, parks and amenity space, youth and children's play spaces, sports and recreational areas and community facilities including cemetery and allotment(s) which exceed the requirements of Policy SD1, SD5, and SD7 of the HDPF.	The proposals include areas of green space within the centre of the site. There would also be direct access for residents to the existing play area and community facilities within the adjacent parcels to the south and east respectively.	DAS (July, 2026), landscape plans
12.	<i>Elevated Parts of the Site:</i> avoiding, where possible, the more visible, open elevated parts of the application site located on (and adjoining) the wooded ridge (Hurst Hill – between Graylands and Wimland Rd). These areas would be retained in open uses with the central northern part of the application site proposed as a Natural Greenspace including parts of a recreational route around the development; whilst the western elevated parts of the application site are proposed for cemetery and allotment uses. It is envisaged that the central northern area would be predominantly open grassland habitat with appropriate landscape planting and 'buffers' along the edge of housing parcels whilst within the cemetery the landscape approach would be more formal with a parkland character. Within the development parcels adjoining these areas careful consideration is to be given to building heights and building densities in order to create a transition from built development to open countryside. This would also assist in creating a natural northern boundary to the development.	Not relevant – this RM Area is located within the lower levels of the wider application Site.	-
13.	<i>Structural Landscape 'Buffers':</i> provision of a wide landscape 'buffers', up to 30 metres in width, along the western, eastern and southern edges of the development comprising of the following: Design and uses within the buffers is to include predominantly open uses, such as youth and children's play areas, sustainable urban drainage (SUDS), noise reduction measures, earth mounding, recreational areas [footpaths, cycle ways, seating areas, exercise trail(s), educational signage and other	Not relevant – this RM Area is not within the identified buffer areas.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	facilities], allotments and areas of new landscape planting; The primary objective of the design of the buffer along the southern edge of the application site adjoining the A264 is to provide physical and visual separation from the road. The buffer would include noise reduction measures such as earth mounding and noise barrier fencing (design to be agreed) which would be heavily planted as well as SUDS as this is the lowest lying parts of the application site. It is envisaged that some of the SUDS are to be permanent ponds with the pond sides to be carefully designed with appropriate safe gradients and slopes allowing the public access to the water's edge as well as for pond dipping etc, whilst other SUDS are to be dry attenuation areas apart from during peak periods of rainfall. Areas of existing vegetation adjoining the A264 would be retained, where possible, with additional screen planting and landscape planting provided to supplement and maintain the existing belt of trees/ hedgerow along this edge with areas of open space created including parts of a recreational route around the development.		
14.	<i>Key Views:</i> retention of long distance, panoramic views southwards from the wooded ridge looking over the Low Weald to the AONB and to the South Downs, although it is appreciated that these views would change and be experienced in the context of increased urban development on the lower land in the foreground within the application site.	The key views assessed and protected in the approved OPP are retained by virtue of compliance with the approved OPP height and development parcel parameter plans.	-
15.	<i>Listed Buildings:</i> provision of appropriate buffers to listed buildings within and adjoining the application site to safeguard / protect their rural landscape settings and minimize impacts where possible, albeit the context of the buildings will change due the proposed development.	The existing building was de-listed and now comprises a Non-Designated Heritage Asset. The proposals would safeguard the special interest of the building and minimise any impacts where possible.	Heritage Statement (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
16.	<i>East – West ‘Green’ Link and New ‘Greenways’</i> : creation of a strong east-west ‘Green’ link between Wimland Road and Langhurstwood Rd through the development. This would include retention of the existing east to west bridleway and footpath (Bridleway No.1585 and Footpath No.1575) between Wimland Road and Old Holbrook, and extension of the ‘Green’ link westwards to connect to Graylands Copse and Langhurstwood Road. The existing routes and new section of footpath / cycleway would be located within a wide corridor of open space including retaining existing hedgerows, trees and wooded adjoining existing routes and new areas of tree, shrub, and hedgerow planting provided to enhance the routes together with incidental seating areas, play areas and open spaces. It is envisaged that Bridleway No.1585 would remain essentially unchanged and form part of an extended section of the Horsham Riverside Walk between Wimland Road and Rusper Road (with a new footbridge provided over the A264) whilst the complete east – west ‘Green’ link would form an integral part of a Heritage trail and Wildlife trail around and through the application site connect places / points of interest.	Not relevant – Works located outside of this parcel.	-
17.	<i>East – West ‘Green’ Link and New ‘Greenways’</i> : a number of new ‘greenways’ will be created along the principal access routes, bus routes and cycle paths and through development parcels which take the form of planted corridors of varying width depending on the location of the pedestrian / cycle route. It is envisaged that these routes would be aligned adjoin to existing hedgerows and hedgerow trees, where possible, new areas of tree, shrub, and hedgerow planting provided to enhance and create attractive routes and places for residents to use and enjoy.	Not relevant – Works located outside of this parcel.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
18.	<i>East – West 'Green' Link and New 'Greenways':</i> provision of new tree and shrub 'buffer' planting adjoining the new east – west link road (within the northern central parts of the application site) to soften the effects of the road, integrate with adjoining areas of ancient woodland and to create a further wildlife corridor within this part of the application site.	Not relevant – Works located outside of this parcel.	-
19.	<i>Sports/ Recreation Provision:</i> provision of a 'Sport Hub' including formal sport pitches and other facilities together with area of 'Natural Greenspace' within the central eastern parts of the application site including vegetation adjoining Chennells Brook and its tributary streams and Bush Copse. It is envisaged that the sports hub will include sport changing facilities and car parking areas, an enclosed 3G artificial sport pitch with floodlighting, number of sports pitches (senior and junior pitches), multi-use games areas (MUGAs) and youth facilities and children's play area whilst the area of natural greenspace will use the existing habitats along the Chennells Brook as a starting point with these being improved and new habitats created to provide an area of informal recreational and educational interest for use by existing and new residents to experience and enjoy. The exact design for the 'natural Greenspace' has yet finalised but it is anticipated that this area would be relatively low key and designed in conjunction with the District Council and interested stakeholders.	Not relevant – Works located outside of this parcel.	-

Design and Landscape Strategy (2021)

- 3.8 To discharge Condition 8 in relation to Phase 1, a Design and Landscape Strategy (January 2021) was submitted to HDC and discharged on 28 January 2021 (ref. DISC/20/0179). The following sets out how these have been incorporated within the Reserved Matters elements of the proposals (where relevant) to demonstrate compliance.

Table 5: Design and Landscape Strategy (DLS) Compliance Schedule

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
Design and Landscape Strategy (January 2021)			
1.	<i>Masterplan Design Principles</i> Embracing Existing Assets - The site is rich with an existing natural framework of trees, hedgerows and woodland glades as well as heritage assets. This will help to create a distinctive new place embedded within a mature landscape, bringing people closer to nature.	The proposals will retain the key historical features and assets within RM Area 11, including the Moathouse building itself and as such, will assist in creating a distinctive place embedded within the landscape.	DAS (July 2026), layout
2.	<i>Masterplan Design Principles</i> Creating a Sense of Arrival – The entrance to the site follows a sequence of screened landscape spaces which draws you into the site, away from the engineered environment of the A264. The carriageway is split to enhance the arrival experience, creating a calmer, slower and greener approach to future homes.	The proposals include the retention of the existing building which, alongside the large area of landscaping to the frontage would create a sense of arrival.	DAS (July 2026), layout
3.	<i>Masterplan Design Principles</i> Forming Connections – A series of connections will provide access to future parcels for development. Existing landscape corridors will be enhanced and protected to form a connected landscape framework. The hill will become a natural, open landscape with uninterrupted views across Horsham and beyond.	The existing landscaping will be retained and continue to form connections across the wider site.	Landscaping plans, layout
4.	<i>Masterplan Design Principles</i> An Early Destination – A focal point will be created early on to engage the community and encourage activity on the site from the outset. A new destination, 'The Moathouse' sits within an enclosed, mature and enchanting setting. A new community hotspot accessed from the existing track and footpath, attracting locals and visitors from far and beyond.	While the proposals are not for a community use within RM Area 11 itself, the proposals will sit within the backdrop of the proposed community centre and destination play area which will act to engage the community. There will also be opportunity to use the southern part of RM Area 11 for community services such as parking for an ice cream van.	DAS (July 2026), layout
5.	<i>Masterplan Design Principles</i> Village Centre, Moathouse Park & School –	As above, while the proposals themselves do not include a community use, they will form the	DAS (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	A village centre is formed upon arrival into Phase 1 adjacent to the Moathouse. Mixed uses such as a village shop and small scale community facility will be integrated into the centre to encourage community interaction and establish a heart for Phase 1. Bohunt School, delivered early on, helps to enclose the new Rusper Road junction alongside new homes to the west.	backdrop to this, and complement the proposed community centre and play area.	
6.	<i>Masterplan Design Principles</i> Establishing the New Community – Pockets of development continue to come forward to the south and east along secondary routes, to complete the first phase at Land North of Horsham.	Not relevant – this relates to areas to the south and east.	-
7.	<i>Character Areas</i> West Village Character Area – The West Village area should be of a semi-formal character, to reflect its central position overlooking the Moathouse and surrounding green space. The area is framed by two north south green corridors connected by the PRoW running east to west. The listed Moathouse is sheltered by existing mature trees and the moat. The landscape character primarily takes reference from the existing features incorporated within the green corridors. A mix of typologies including semidetached, terraces with some detached and apartment buildings on key corners will characterise the built form.	The proposals will frame the open space with the retention of the Moathouse building and the creation of a courtyard style setting around this. There will be a mix of typologies within this including detached, semi-detached and one row of terraces.	DAS (July 2026)
8.	<i>Landscape and Public Realm: Sustainability Principles</i> Key Commitments – Enable sustainable living through the layout of the scheme in terms of transport, energy use, water use and materials.	The proposals include measures to promote sustainable living such as the inclusion of ASHPs for the new builds, and fittings within the homes to reduce water consumption. This will ensure a carbon reduction through fabric specification, and energy efficient controls.	Energy and Sustainability Statement (July 2026)
9.	<i>Landscape and Public Realm: Sustainability Principles</i> Key Commitments – To enhance the overall value of the development and create positive social, economic and environmental benefits.	Delivery of new homes will create notable social and economic benefits. The retention of existing environmental and ecological features also has benefit, plus the enhancement of these through the proposed high-quality landscaping will further add to this.	DAS (July 2026)
10.	<i>Landscape and Public Realm: Sustainability Principles</i> Key Commitments – To improve biodiversity across the development	The proposals include the retention of protection of existing habitats where possible and will provide a suite of ecological enhancements which will improve	DAS (July 2026), Phase Specific EMMP (July 2026), LEMP Statement (July

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	area through the creation of a variety of habitats, and protection of existing protected species	the biodiversity of the area, including through additional planting, provision of log piles/ hibernacula.	2026), landscape drawings
11.	<i>Landscape and Public Realm: Sustainability Principles</i> Key Commitments – To provide a connection between the local community and the wider landscape.	The proposals include vehicular and pedestrian connections south into the open space and community centre area.	DAS (July 2026)
12.	<i>Landscape and Public Realm: Sustainability Principles</i> Key Commitments – To improve connectivity between the existing Land North of Horsham residents and the wider landscape.	As above, the proposals include vehicular and pedestrian connection to the south which then links into the open space and play area which in turn connects into the wider landscape.	DAS (July 2026)
13.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife – Existing habitats will be protected and enhanced, wherever possible.	The proposals include the retention of protection of existing habitats where possible, including retaining the significant trees around the eastern and western boundaries	Phase Specific EMMP (July 2026), LEMP Statement (July 2026) Tree Survey/AIA/AMS (July 2026)
14.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife – Provide a buffer zone adjacent to existing watercourses.	The existing trees and vegetation will be retained and continue to form a natural buffer to existing watercourses.	Layout plans
15.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife – Provide a buffer of at least 15m adjacent to Ancient Woodland areas.	Not relevant – there are no areas of Ancient Woodland in close proximity to RM Area 11.	-
16.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife – A network of green corridors and nature parks to be provided to promote nature and biodiversity within the development to supplement existing habitats.	The proposals will retain the green infrastructure around the edges of the site and will supplement the existing habitats with new planting.	DAS (July 2026), Phase Specific EMMP (July 2026), LEMP Statement (July 2026)
17.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife – Native plant species to be used wherever possible, based on existing species compositions on the site.	The proposals include native planting where appropriate.	Landscape drawings and specification
18.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife – Provide bat and bird boxes in park areas as appropriate	Not relevant – there are no park areas within RM Area 11.	-
19.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife – Use of local provenance plants	As above, the proposals include native planting where appropriate.	Landscape drawings and specification
20.	<i>Landscape and Public Realm: Key Design Principles</i> Natural Habitats and Wildlife –	The proposals have had regard to Priority Habitats and species, with the new planting enhancing and	Phase Specific EMMP (July 2026), LEMP Statement (July

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	Create a range of habitats to promote diversity with reference to Priority habitats and species	creating new habitats for different species	2026), landscape drawings
21.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Natural Habitats and Wildlife – Install log pile stacks in suitable areas	Not relevant – there are no suitable areas within this RM Area due to the tight boundary around the moat, however there are other ecological enhancements proposed.	-
22.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Natural Habitats and Wildlife – Wetland areas to be created in suitable locations providing habitats for newts and foraging bats.	Not relevant – there are no wetland areas proposed within RM Area 11, however there are areas of this within the wider development.	-
23.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Natural Habitats and Wildlife – Biosecurity - tree procurement to be of native stock wherever possible, and latest biodiversity guidance on procurement of tree and plant stock to be followed.	As above, the proposals include native planting where appropriate and all latest guidance will be followed.	LEMP Statement (July 2026) landscape drawings
24.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Culture and Heritage – Proposals for planting, and materials strategies should build on the natural characteristics, history and culture of the development area and surrounding communities to promote a strong sense of place and identity.	The proposals have had regard to the natural characteristics, history and culture and development of the area to promote a strong sense of place and identity.	DAS (July 2026)
25.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Culture and Heritage – Creation of new civic spaces and parks where different cultures can meet and share in community activity and recreation.	RM Area 11 will not contain any formal community areas or buildings, but will have opportunity for community services such as space for an ice cream van, and will be located close to the proposed community centre and play area to share in community activity and recreation.	DAS (July 2026), Planning Statement (July 2026)
26.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Culture and Heritage – Interpretative artwork strategy to reference the historic uses of the surrounding landscape, or to reinforce new habitat creation	Not relevant to RM Area 11 – this is relevant to the wider site.	-
27.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Equity and Fair Trade – Installation and maintenance of public realm and open space would provide opportunities for job creation. All sectors of the community	This will be considered when the open space is created.	-
28.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Equity and Fair Trade – Creation of attractive public realm for use by all sectors of society where	The layout has been designed to create an attractive public realm, creating a focal point within the centre of the site and leading out to the wider open space and	DAS (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	new and existing communities can meet.	community centre, creating opportunities to meet others.	
29.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Provision of comprehensive and attractive cycle and pedestrian routes throughout the development and provision of new links to areas beyond development to minimise the need for car travel, promoting a healthier lifestyle.	Not relevant – RM Area 11 is a very small phase with shared surfaces rather than specific pedestrian and cycle routes. However the RM Area will open out and connect to attractive routes already in place within the development.	-
30.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Provision of recreational routes throughout the development.	Not relevant – due to small size of the parcel.	-
31.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Provision of a network of open spaces including parks, play areas, and natural green spaces to provide an attractive setting to the development.	Not relevant – due to small size of the parcel. However, the proposals do connect into the wider open space and play area to the south.	-
32.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Promote the benefits of nature and a 'green' and attractive environment.	The proposals retain all the boundary trees and vegetation which will provide a green and attractive environment, coupled with the new planting.	DAS (July 2026), landscape drawings
33.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Provision of play facilities that satisfy HDC's access requirements for NEAPs and LLAPs.	Not relevant – due to small size of the parcel	-
34.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Minimise light pollution through the use of low light fittings as necessary.	Due to the nature and size of the proposals there will be very minimal lighting.	DAS (July 2026), lighting drawings
35.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Minimise noise pollution through sensitive environmental master planning and mounding, and planting	The proposals retain the boundary trees and vegetation and respect the play area buffer to the south, ensuring noise pollution is minimised.	DAS (July 2026), layout
36.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Health and Happiness – Create healthy and comfortable micro-climate by using planting where appropriate to reduce the effects of adverse weather	The proposals include a careful consideration of species that will withstand climate change and have good lifespans. The LEMP also ensures any loss of landscaping is appropriately replaced.	LEMP (July 2026), landscape drawings
37.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Local and Sustainable Food – Promote farmers markets in the village centre	Not relevant.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
38.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Local and Sustainable Food – Provide foraging habitats where space allows within natural green areas.	Not relevant – foraging habitats are not provided for residents (but would provide appropriate habitats for wildlife).	-
39.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Inclusive Access – Where possible space should be designed to ensure it can be used safely, easily and with dignity by all, regardless of ability, age, gender, ethnicity or economic circumstances.	The layout has been designed so it is inclusive for all, with appropriate levels and widths, with the design of the dwellings consistent across the typologies.	DAS (July 2026)
40.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Inclusive Access – Where possible space should be designed to ensure it can be convenient and welcoming with no disabling barriers so everyone can use it independently without undue effort, separation or special treatment.	As above, the layout has been designed so it is inclusive for all, with appropriate levels, widths and no harmfully enclosing features which would feel unsafe or create separation.	DAS (July 2026)
41.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Inclusive Access – Where possible space should be designed to ensure it can be flexible and responsive, taking into account what different people need and want.	All dwellings are NDSS compliant, thus providing the space for residents in the future to adapt the homes to their individual needs. In addition, all gardens are of appropriate sizes so outside spaces can be used flexibility as well.	DAS (July 2026)
42.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Inclusive Access – Where possible space should be designed to ensure it can be realistic, offering more than one solution to help balance everyone's needs.	As above, all dwellings are NDSS compliant, thus providing the space for residents in the future to adapt the homes to their individual needs. In addition, all gardens are of appropriate sizes so outside spaces can be used flexibility as well.	DAS (July 2026)
43.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Security and Safety – Public realm and amenity spaces should be designed to ensure there is good passive surveillance from public routes, overlooking properties, and active frontages, to ensure the development is a safe and softly policed neighbourhood.	The layout has been designed to promote active frontages, particularly over the central green space and all parking areas will also be visible.	DAS (July 2026), layout
44.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Zero Waste – Use of recycled materials wherever possible.	Where possible recycled materials will be used.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
45.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Zero Waste – Re-use or compost site arisings from landscape maintenance wherever possible.	Where possible this will be carried out through the landscape maintenance.	LEMP Statement (July 2026)
46.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Zero Waste – Felled trees and vegetation to be chipped and reused as mulch.	Where possible this will be carried out through the landscape maintenance.	LEMP Statement (July 2026)
47.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Zero Waste – Creation of log pile stacks in natural green spaces.	Not relevant – as above, due to site size, but would be carried out elsewhere in the wider development.	-
48.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Waste – Reuse concrete hardstanding for cycle paths etc	This will be carried out where possible.	-
49.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Waste – Reuse and protection of existing site soils	This will be carried out where possible.	
50.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Sustainable Water – Conserve and enhance visual and ecological character of existing water courses	Not relevant – there are no existing watercourses within the RM Area, although the boundary vegetation will be retained around the moat area which will conserve the ecological character.	-
51.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Sustainable Water – Provide a buffer of at least 3m adjacent to existing watercourses to enhance visual appearance and protect and enhance existing wildlife habitats.	This will be provided.	Layout plans
52.	<i>Landscape and Public Realm:</i> <i>Key Design Principles</i> Sustainable Water – Reduce run-off rates by accommodating and managing the flow through the use of SuDS to control the quantity and quality of the discharged water, including swales, water attenuation basins, and appropriate engineered solutions such as crates if required..	The proposals include appropriate management of surface water through the SuDs hierarchy.	Drainage Strategy (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
53.	<i>Landscape and Public Realm: The Moathouse Principles – Consider the provision of new community uses</i>	Consideration has been given to new community uses for the Moathouse building, but since the de-listing of the building, it has been considered more appropriate to provide additional housing. The RM Area is located adjacent to the new community centre and north of the play area and open space, so there is opportunity to connect with the community and provide space for services such as an ice cream van.	Planning Statement
54.	<i>Landscape and Public Realm: The Moathouse Principles – Respect the status of the historic house and gardens</i>	The proposals have had due regard to the status of the building and the layout has responded well to this.	DAS (July 2026), layout
55.	<i>Landscape and Public Realm: The Moathouse Principles – Provide accessible parking</i>		
56.	<i>Landscape and Public Realm: The Moathouse Principles – Provide cycle parking if converted to community use.</i>	Cycle parking is provided, but to residential standards as no community use is proposed.	Parking plans
57.	<i>Landscape and Public Realm: The Moathouse Principles – Propose design responses to the site which respect the heritage and age of the property</i>	The design response has been explored and updated through pre-app with the Council and the proposals successfully respect the heritage of the property, celebrating it through the courtyard style approach to the layout.	DAS (July 2026), layout
58.	<i>Landscape and Public Realm: The Moathouse Principles – Create clear links to adjacent public spaces</i>	There would be clear links to adjacent public spaces.	Layout
59.	<i>Landscape and Public Realm: The Moathouse Principles – Ensure integration of existing lane and boundaries, and public right of way along the southern boundary, as a key link between the various public open spaces, east to west, and to service routes north and south.</i>	Not relevant – there are no public rights of way within the RM Area, however links to the public spaces to the south will be retained.	-
60.	<i>Movement Strategy: Street Hierarchy – On-street parking should be carefully integrated into the street scene, whilst allowing for clusters of planting</i>	The on-street parking has been carefully considered, with car barns used to create interest, reflect the setting of the Moathouse but also to soften the hard surfacing.	DAS (July 2026), layout
61.	<i>Movement Strategy: Street Hierarchy – Planting creating rhythm and definition along the street is encouraged</i>	Not relevant – there are no formal streets within the layout due to the small size of the RM Area	-
62.	<i>Movement Strategy: Street Hierarchy – A coherent palette of materials and landscape should be applied to create</i>	The proposals will provide a high quality public realm which respond to the setting of the Moathouse building as well as the landscape.	DAS (July 2026), materials plan

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	a high quality public realm environment		
63.	<i>Movement Strategy:</i> Parking Typologies – The neighbourhoods will be structured through spine streets, slightly shifting in alignment, referencing the urban design structure of local villages.	Not relevant – RM Area is too small for formal streets and spine roads	-
64.	<i>Movement Strategy:</i> Parking Typologies – On-plot frontage - To serve, where practicable, no more than 8 dwellings on any one side of the street. - A maximum of six spaces in a row separated by landscape. - A minimum landscape break of 1m wide to accommodate tree or specimen shrub planting. Shrubs or trees to be positioned to minimise car door damage to plant stems. - Hedging and landscape will be used to assist in defining the spaces. - The layout of the parking to be formed to create a rhythm to the landscape. - Small sized tree species to be planted no closer than 5m to the dwelling. - Medium sized tree species to be planted no closer than 7m to the dwelling. - A hard landscape treatment provides a clear space to readily manoeuvre around the parked cars. - A footpath where practicable will be provided between the parking bays and the privacy strip / front garden of properties.	The proposed parking would comply with these requirements as the maximum amount of parking in a row would be 4 spaces. All properties would have privacy strips between parking and front gardens where relevant.	Layout, parking plans
65.	<i>Movement Strategy:</i> Parking Typologies – On-plot corner - A maximum of six spaces (12 with garages). - Enclosure will be provided through the use of brick walls / fence enclosing parking bays. - For minimum garage dimensions refer to local policy guidance.	Not relevant.	-
66.	<i>Movement Strategy:</i> Parking Typologies – On-plot between buildings	All parking would be set behind building lines.	Layout, parking plans

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	- Parking spaces should be set behind the building line. - Spaces will be designed where practicable so as not to allow for tandem parking projecting beyond the building line and/or plot boundary. - Windows can be provided on flank elevations from habitable rooms overlooking parking/driveways. - Generally two tandem spaces to be provided for each dwellings. - For minimum garage dimensions refer to local policy guidance.		
67.	<i>Movement Strategy:</i> Parking Typologies – Mews - Parking should be overlooked for security through natural surveillance. - For continuous mews, proposals should demonstrate good levels of activity on the street to ensure sufficient ground floor natural surveillance. - For minimum garage dimensions refer to local policy guidance.	Not relevant.	-
68.	<i>Movement Strategy:</i> Parking Typologies – Front Access Drive Through - An openable screen or gate with visual permeability should be used to access parking spaces to ensure that gardens are not open to the street. - Solid garage doors must not be used for drive through parking spaces (except for a flat over garage where this will be permitted).	Not relevant.	-
69.	<i>Movement Strategy:</i> Parking Typologies – Parking Courts - Courts to generally serve no more than 8 dwellings / 16 parking spaces. For apartment blocks this may be increased, but courts must be sensitively designed with a strong framework of landscape planting. - Tandem parking within parking courts should be discouraged unless adequate manoeuvring space can be demonstrated. - Enclosure will be provided to define the access. - Court will be designed as a whole to create a coherent space.	Not relevant.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	- To include where practicable an area of space where a medium or large tree species can be located in view from the streetscene (and planted no closer than 7 or 10m to the nearest building respectively). - FOGs / coach houses to accommodate on plot storage of bins and bikes for the host dwelling. - FOGs / coach houses to adhere to the minimum garage dimensions set out local policy guidance.		
70.	<i>Movement Strategy:</i> Parking Typologies – Forecourt - Applies where appropriate to large detached dwellings only - The front boundary will be walls or a combination of low walls / railings.	Not relevant.	-
71.	<i>Movement Strategy:</i> Parking Typologies – Detached Car Bans - No more than eight spaces in a single structure. - Natural surveillance required from proximate dwellings.	The proposals comply with this as only up to 4 spaces would be provided within a single structure. Natural surveillance will be achieved through properties opposite the car barns.	Layout, parking plans
72.	<i>Movement Strategy:</i> Parking Typologies – On-Street - A maximum of 3 spaces before landscaping occurs unless located within the mixed use area. - Medium sized tree species to be planted no closer than 7m to the dwelling - Designed and located to prevent unauthorised parking.	There are only 2no. on-street parking bays in the southern part of the site for visitors.	Layout, parking plans
73.	<i>Movement Strategy:</i> Parking Typologies – Basement/Semi-basement/Podium - To be used below apartment blocks only. - Must be secured by gates/roller shutter doors. - Podium parking with a landscaped deck to be used for apartments only. - Covered parking areas must be naturally ventilated and secure.	Not relevant.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
74.	<i>Built Form: Layout Principles:</i> Building Orientation Relates to Routes & Spaces – - Buildings should directly face routes and spaces such that their primary frontage is parallel to the edge of that route or space. - Buildings should not be positioned at an angle to the back-of footpath line, or to the defined edge of a shared surface. - For informal arrangements the dwelling should generally still align to the immediate edge of the route or space it faces. - Primary entrances to buildings, or to entrance courtyards serving buildings, should be visible from the public realm.	All the dwellings directly face routes and open spaces with the exception of Plots 5-6, however Plot 7 at the end of this terrace provides an active frontage over the arrival into the RM Area and open space. All primary entrances would be visible from the public realm.	Layout plans
75.	<i>Built Form: Layout Principles:</i> Coherent Building Alignment – - Building frontages should establish a common building line where they face routes or linear spaces (except in areas of lowest density with informal frontages, where departure from this principle is permitted). - Rear and flank walls of garages and outbuildings may be considered as components in establishing a common building line. - Except in instances where a fundamentally different design approach is proposed and justified, the distance between building frontage and back of footpath should be minimised	The proposals create a common building line along the western part and north-eastern part of the RM Area, with Plot 7 then stepping out into this to create interest. The proposals still provide a coherent building alignment which has been carefully designed to respond to the Moathouse building.	DAS (July 2026), layout plans
76.	<i>Built Form: Layout Principles:</i> Routes & Spaces Addressed by Active Frontage – - In the majority of cases, routes and spaces should be overlooked by windows to habitable rooms at ground and first floor levels, facilitating natural surveillance. - Blank elevations largely devoid of windows should be avoided where they face – or are clearly visible from – the public realm. - Active frontage should be enhanced through the use of balconies at first floor level, glazing within or alongside primary entrances and full height	All routes and spaces will be overlooked by windows to habitable rooms at ground and first floor and there will be no blank elevations facing the public realm.	DAS (July 2026), layout plans, elevations

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	projecting bays on flank elevations where appropriate.		
77.	<i>Built Form: Layout Principles:</i> Routes & Spaces Addressed by Continuity & enclosure – • All frontages along streets and spaces should be designed to create clear definition through legible continuity of building form, linkage and positioning • Public and private space should be clearly distinguished through continuity of frontage. • 'Semi-public' space arising from lack of continuity or enclosure should be avoided. • Detached dwellings should nonetheless be clearly detached, with ideally a minimum of 2.0 metres clear between flank walls.	As discussed above, the frontages within the RM Area will provide continuity and a legible form which respects the Moathouse.	DAS (July 2026), layout plans
78.	<i>Built Form: Layout Principles:</i> Groupings Forming Components of the Layout – • Opportunities within development parcels to configure dwellings in identifiable groupings that define spaces of a certain character / function should be identified and taken. • Groupings should be discernible either as 'clusters' of buildings around a shared space, or configurations that face and define a particular space to their front. • Groupings should generally occur in areas of lower density or centrally within development parcels (i.e. away from primary routes and spaces where greater continuity of frontage is expected).	The retention of the existing Moathouse building creates a clear opportunity for a grouping and this has been worked into the design and layout of the proposals so that the rest of the RM Area feels like clusters of dwellings to respond to this grouping.	DAS (July 2026), layout plans
79.	<i>Built Form: Layout Principles:</i> Corners & plot sides positively solved – • Buildings located on identifiable corners (where two routes, two spaces, or a route and a space meet) should positively address both directions through positioning of entrances, windows to habitable rooms, glazed bays /projections and upper level balconies where appropriate. • Building form should respond to defined corner locations through the tallest or largest element of	Plot 7 is the only dwelling that sits within somewhat of a corner within the site and will positively address this space through its main entrance and position of windows.	DAS (July 2026), layout, elevations

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	the building mass being located directly on that corner. - Where possible, buildings L-shaped in plan should be positioned on defined corner locations. - Where a corner plot forms the end of a row of street-facing dwellings, the dwelling on that corner plot can have its primary entrance positioned on its flank elevation.		
80.	<i>Built Form: Layout Principles:</i> Maintaining privacy – - Direct views from dwellings into dwellings through windows on their rear and flank elevations should be avoided, either by separation of >21 metres (properties back-to-back) or through detailed design measures. - No habitable room should be served only by windows comprising opaque glass.	There will be no back-to-back relationships within this RM Area and no habitable rooms will be served by opaque glass.	Layout plans
81.	<i>Built Form: Layout Principles:</i> Connections & permeability integrated throughout the layout – - Pedestrian and cycle routes should be interconnected and not lead to dead-ends - Where vehicular routes reach a terminating space pedestrian routes should continue beyond that space and connect to the nearest public route or space. - Parking courts serving two or more dwellings should offer a clear through-route to pedestrians.	Not relevant – there are no cycle routes or parking courts within the RM Area.	-
82.	<i>Built Form: Layout Principles:</i> Establish visual stops – - Where linear spaces or routes establish a vista, that vista should either end in a defined public open space or be terminated by a 'visual stop'. - A 'visual stop' may be a carefully positioned building or landmark, or a landscape feature.	The proposals include a clearly defined vista through retention of the existing Moathouse.	DAS (July 2026), layout plans
83.	<i>Built Form: Layout Principles:</i> Apartment blocks of 3 or more storeys located on parcel edges / corners – Apartment blocks of 3 or more storeys should be positioned to address key routes on the edges of any given parcel, with the exception of where key spaces are contained within a parcel.	Not relevant – there are no apartment blocks proposed.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	Proposals will comply with height parameters as set out in the parameter plans.		
84.	<i>Built Form: Layout Principles:</i> Car parking with minimal visual impact – - All development parcels should utilise a variety of parking solutions and not rely on just one or two methods of accommodating cars. - On-plot parking should be positioned such that parked cars do not sit forward of the common building line where a layout has established street continuity (in lower density areas with larger plots it may be acceptable for on-plot parking to be positioned forward of the dwelling frontage). - All private parking spaces should be located with easy access to the dwellings they serve. - A group of more than six parking spaces should not be proposed without sub-division by a landscape strip which should generally be 1.5m, including street trees where possible. - On-street parking, parallel to the carriageway, should be laid out such that no more than three spaces are joined without subdivision by an area of landscape and sufficient space for planting of at least one street-tree.	As above, the proposals include the use of car bans to soften the impact of hard landscaping, set behind the building line.	Layout, parking plans.
85.	<i>Built Form: Street Scene Principles</i> A recognisable form Proposals should follow the gradation from formal to informal built form as demonstrated in the Key Frontages plan. This will be achieved by using appropriate and recognisable forms which relate to the relevant character.	The proposals provide varying typologies and forms of buildings which then centre upon the retained Moathouse.	DAS (July 2026), layout plans
86.	<i>Built Form: Street Scene Principles</i> Aspect and orientation - Dwellings should maximise the potential for south facing roof pitches. - Where possible, dwellings should maximise potential for south/south west facing habitable rooms. - Dwellings should show consideration of solar shading principles to provide a	Due to the small scale of the RM Area and to create an appropriate response to the retained Moathouse building, not all of the dwellings would have south facing roofs. However this is considered acceptable in this instance to respond to the historic character of the RM Area.	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	comfortable habitable environment.		
87.	<i>Built Form: Street Scene Principles</i> Roofscape - Dwellings should create unified and articulated silhouettes. This can be achieved, for example, through the use of chimneys, strong and well proportioned gables, or parapet upstands. - Roof forms within terraces and groupings of dwellings should have rhythm and coherency.	Roof forms will have rhythm and coherency across the terraces.	DAS (July 2026), layout plans
88.	<i>Built Form: Street Scene Principles</i> Animate frontage addressing public realm Where appropriate, dwellings which front the public realm should maximise the potential for active frontages and provision for balconies where appropriate.	Balconies are not appropriate for this RM Area as the proposals do not include apartments, however the dwellings will have active frontages facing the public realm.	DAS (July 2026), elevations
89.	<i>Built Form: Street Scene Principles</i> Marker buildings - Marker buildings should mark the end of vistas or long views, address prominent corners, and frame key views. - A marker building could demonstrate key features such as projecting bays, large window openings, balconies and expressive roof forms. - Relevant RMAs should include a design rationale for marker buildings	The existing Moathouse will form a marker building, located at the end of the vista and framing the view.	DAS (July 2026), layout plans
90.	<i>Built Form: Street Scene Principles</i> Express individuality of linked and terraced dwellings - Dwellings forming part of a terrace or grouping of buildings should express individuality through for example: celebrating entrances and openings; and/or through alternating features such as projecting elements or set back elements within the composition of a group of linked dwellings. - Terraces should demonstrate a coherent approach from ground to ridgeline, and rhythm in rooflines along groups of linked dwellings.	The proposed terrace will create a coherent rhythm to the roofline, with the other groupings of buildings seeing details added to reflect the existing Moathouse building.	DAS (July 2026)
91.	<i>Built Form: Street Scene Principles</i> Create order and unity Variety could be achieved through handed, framed and repeated elements but groupings of dwellings forming street scenes	As above, the proposals include a mix of coherence as well as interest through building features.	DAS (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	must achieve order and unity within their overall layout and composition.		
92.	<i>Built Form: Street Scene Principles</i> Celebrate entrances - Entrances to dwellings should add definition and create interest to the front elevation. - Entrances should be provided with some form of shelter.	All the dwellings will feature entrances with shelter.	Elevations
93.	<i>Built Form: Street Scene Principles</i> Clarity and rationale - Dwellings should utilise simple forms and masses both individually and within a grouping of buildings. - Dwelling features should be simple and deliver of the purpose they serve, e.g. usable balconies. - The use of materials should clearly demonstrate a rationale and may distinguish key elements of the dwelling such as projecting bays.	The dwellings will have simple forms with materials used to reflect the character of the RM Area, with key elements picked out to create interest.	DAS (July 2026), elevations
94.	<i>Built Form: Plot and Building Features</i> Thresholds - Buildings with residential accommodation at ground floor level should incorporate a 'defensible space' between them and back-of-footpath enclosed by brick walling to match the primary building material, railings, low fencing or robust planting; - Utility meter boxes where possible should be located on inner flank walls of porch structures / recessed porches, or otherwise concealed from view; - Porches should be designed as integral to the overall composition of the elevation with sufficient depth to provide shelter; - Pitched roof porches should match materials used on the roof of the dwelling, whilst flat roof porches will have a roof finish of lead, or be of proprietary manufacturer; - Porches can be formed by a recessed entrance within the primary elevation; - Poor quality GRP porches should be avoided; - Recess front doors where possible to emphasise the	The proposals will include planting to the front boundaries to create defensible space and the proposed porches will provide sufficient shelter. Front doors and other detailing will be of high quality to respond to the character of the RM Area. Refuse will be stored in the back gardens within appropriate storage containers.	DAS (July 2026), elevations.

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	entrance and create depth within the elevation; • Front doors should be of a high quality, in keeping with the character of the dwelling through the use of appropriate materials. • Refuse storage for homes should follow the principles for refuse storage solutions set out in the National Design Guide		
95.	<i>Built Form: Plot and Building Features Walls</i> • A maximum of two materials where possible should be chosen for exterior walls of any given building, with a clear primary material expressed through proportion of material coverage; • Primary wall materials, principally brick, should provide a richness and texture to elevations (see brick principles below); • Tile hanging, weatherboarding and brick detailing (see materials palette) should be used to complement and add richness and variety to the predominant red brick vernacular; • Copings to parapet walls should be detailed to prevent staining of facades by water flow from the top of that parapet; • Heavy materials at the base / ground floor should be used to emphasise the impression of a solid base. • The specification of brick type and colours should give texture and subtle variation across building elevations; • Red brick tones should be the primary facing material to buildings and will feature as a component of boundary treatments; • Feature bricks such as a blue / black / grey brick could be used as an accent building material to contrast with the predominant red.	The proposals primarily include brick, with red tones which will complement the existing Moathouse. There will be additional materials used to create features such as through brick headers over windows, boarding on gables over first floor windows	DAS (July 2026), elevations
96.	<i>Built Form: Plot and Building Features Fenestration</i> • Window openings should be generous through their size / proportions and have a vertical emphasis; • A clear hierarchy of fenestration should be achieved whereby	The windows will have generous, proportions with the colour and materials consistent across the dwellings.	DAS (July 2026), elevations

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	ground floor windows will be taller; • All openings within external brick walls should be set back to display a reveal and give depth to the elevation; • Colour of frame, quality and design of windows should be consistent on all elevations of a dwelling / apartment building; • Fenestration should have a vertical proportion; • Asymmetrically openable window configurations should be avoided.		
97.	<i>Built Form: Plot and Building Features</i> Rainwater goods • Rainwater goods should not detract from the overall composition of the building elevation or street elevation; • Rainwater goods including guttering and rainwater pipes will preferably be black in colour or a metal finish; • Downpipes should be applied to the same elevation as the gutter to which they connect.	Rainwater goods have been carefully designed so as to not detract from the overall composition of the building	DAS (July 2026), elevations
98.	<i>Built Form: Plot and Building Features</i> Roofs • Roof pitches should be between 35 and 52 degrees; • The roof pitch should be of a consistent angle along a terrace or group of buildings; • Wall and roof materials should be given primacy, avoiding the use of obtrusive boxed eaves; • Barge boards should be shallow and match window frame colour; • Parapet verge details are encouraged; • Chimneys and vent stacks should match the primary elevation material; • Chimneys where placed on end elevations, should connect to the ground to provide articulation to the built form; • Vents should be black and positioned away from the front elevation of a building where possible, to the side or rear of a building, or located within vent stacks; • Pipes, vents and flues should be architecturally integrated and should align with adjacent building features.	The proposed roof pitches will be consistent across semi-detached dwellings, with interest and character then created through the use of barn hips to reflect the character of the Moathouse. Proposed chimneys will match the primary elevation material, with any vents and flues integrated into the design so as to not dominate.	DAS (July 2026), elevations

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
99.	Built Form: Plot and Building Features Materials - Materials should be consistent along a row of terraced dwellings or linked dwellings, including dwellings linked by garages; - No more than two materials where possible should be used across walls of any given dwelling or block; - Proposals should demonstrate consistency of material selection for buildings on both sides of streets, either where a street passes through the parcel itself, or where the parcel faces another completed / consented parcel across a street; - The colour of fascias, rainwater goods, window frames, cills, porches, balustrades and external doors (including garage doors) should be matching and complementary to the materials specified in the materials palette. - Marker buildings may feature other materials providing there is a design justification for moving away from the suggested material palette.	The proposed materials will be consistent across the semi-detached and terraced dwellings, with the car barns also providing a similar aesthetic. The proposed fascias, rainwater goods, windows, cills and other details will be complementary to the design of the dwellings and palette used.	DAS (July 2026), elevations

Construction Environment Management Plan (2021)

3.9 Condition 9 attached to the OPP requires the submission and approval of Construction Environment Management Plans ('CEMP') in relation to works within a Phase. A Phase 1 CEMP was approved by HDC on 18 March 2021 (ref. DISC/21/0006) and subsequently updated and approved by HDC on 24 November 2021 (ref. DISC/21/0276) and contains the main principles for the Phase 1 area.

3.10 These have been provided below where relevant to RM Area 11.

Table 6: Construction Environment Management Plan Compliance Schedule

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
Construction Environment Management Plan (2021)			
1.	Vehicle Routing (Section 4) Will ensure that traffic is routed via the A264 to avoid more sensitive roads and that access from the north on Rusper Road is not permitted.	Vehicle routing and deliveries to RM Area 11 will ensure access is not from the north on Rusper Road.	CEMP (2021)

2.	Site Access and Compound (Section 5) Sets out the principles for the site compounds, including: Provision will be made for a full 360-degree turnaround of vehicles to discourage the use of reverse gear while on site. Banksman will be provided to marshal vehicles so that they can enter and leave the site safely.	Compound location to be determined by contractor (once appointed) and then appended to the CEMP. In any case, the compound will accord with the requirements set out within the CEMP, including ensuring space for vehicles to turn fully and banksmen to ensure vehicles safely enter and exit the site.	-
3.	Hours of Construction (Section 6) 07.00-18.00 Monday to Friday, 08.00-13.00 Saturday (when required) with no construction on Sundays or Public Holidays except in emergencies.	Hours of construction will be adhered to as per the approved CEMP.	CEMP (2021)
4.	Mitigation Measures (Section 7) Includes mitigation measures relating to mud, dust and air quality, noise, vibration, waste and fuel storage.	The proposals will need to accord with the mitigation measures set out within Section 7 and include the use of a vacuum sweeping rod brush, wheel washing, dust suppression via mobile bowzers, all equipment conforming to required noise and vibration legislation, sensitive placement of plant to reduce noise, segregation of waste where possible and suitably secured fuel storage areas.	CEMP (2021)

Site-Wide Surface Water Drainage Strategy (2019)

- 3.11 A Site-Wide Surface Water Drainage Strategy (July 2019) was prepared to discharge the requirements of Condition 17 of the OPP in full and was approved in September 2019 (HDC reference DISC/19/0214).
- 3.12 The aim of the Site-Wide Surface Water Drainage Strategy is to manage surface water arising from the developed area in a sustainable manner, attenuating surface water flows arising to below the level prior to the development taking place, thus reducing flood risk on the Site and elsewhere, taking account of climate change (paragraph 3.1.1). To achieve this aim, the Strategy outlines how Sustainable Drainage Systems ('SUDS') will be used to minimise changes in the volume and rate of surface water run-off from the development (section 3.2). Based on topography and on the masterplan, the Site has been split for the purposes of the Strategy into catchments.
- 3.13 To support this RMA, a Drainage Strategy pursuant to Condition 54 and 55 has been submitted to demonstrate compliance with the Site-Wide Drainage Strategy.
- 3.14 Table 7 below sets out the principles of the Site Wide Drainage Strategy (July 2019) and demonstrates how the proposals are compliant.

Table 7: Site-Wide Surface Water Drainage Strategy Compliance Schedule

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
Site-Wide Surface Water Drainage Strategy (2019)			
1.	Follow SuDs hierarchy	The proposals would follow the SuDs hierarchy, with any run-off discharged using a staged approach and on-site attenuation through the use of geo-cellular crates.	Drainage Strategy (July 2026) and drainage plans

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
2.	SUDS Water Treatment possible solutions: • Roof water will pass through leaf / debris filters within the downpipes then via water butts for harvesting. • The private parking areas will be paved by porous blocks where necessary with a high voids sub-base to gain water quality improvements. • Tarmac paved access roads will drain via trapped road gullies to wetlands and / or ponds. Both routes would pass through an oil separator or a vortex type separators such as Hydro Research's 'Downstream Defender', where necessary. • Soakaway systems, if appropriate, will include a sand filter layer or Bio matting as appropriate to ensure minimum treatment train components as appropriate in compliance with the SUDS Manual.	Any surface water will be directed and stored within the crates, complying with the SuDs Manual.	Drainage Strategy (July 2026) and drainage plans
3.	Potential Residential surface water disposal methods: Roof water – to piped network via water butts. Private drives and communal parking – via porous paving or adjacent swales or wetlands to piped systems.	Roof water, private drives and car parking will connect into the crates before being discharged into the adjacent moat.	Drainage Strategy (July 2026) and drainage plans
4.	The drainage systems that serve each sub-catchment will drain into the local network of watercourses. These will contribute to a series of ponds created and retained across the site associated with the local watercourse corridors enabling Green Infrastructure and Linear Parks through the development site. These will provide significant areas of open space and enhance the ecology and biodiversity of the development.	The drainage system discharges into existing watercourse network via the moat which then connects with the wider green infrastructure, promoting ecology and biodiversity.	Drainage Strategy (July 2026) and drainage plans

Ecological Mitigation and Management Plan (2020)

- 3.15 An Ecological Mitigation and Management Plan ('EMMP') was submitted to HDC, that covers Phase 1 (July 2020) and addresses the requirements of Condition 12. The EMMP also addresses the requirements of Condition 49 which requires that an EMMP is submitted with each application for Reserved Matters approval. The Phase 1 EMMP was discharged on 01 September 2020 (ref. DISC/20/0224).
- 3.16 Table 8 below sets out the key mitigation and management measures within the Phase-Wide EMMP (July 2020) where relevant to RM Area 11 and demonstrates how the proposals are compliant.

Table 8: EMMP Compliance Schedule

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
Phase 1 Ecological Mitigation and Management Plan (2020)			
1.	<i>General Recommendations</i> Wildlife underpasses under roads are to be included in the scheme to assist in retaining existing commuting routes for great crested newts (and small mammals) through the application site	This is not relevant to this RM Area.	-
2.	<i>General Recommendations</i> SuDS features, which will include open swales, are to be incorporated into the scheme in order to increase the quality of surface water discharge, and to provide additional features for great crested newts and for foraging bats	Not relevant – the SuDs basins and swales lie outside the RM Area.	
3.	<i>General Recommendations</i> The Green Infrastructure is to be managed for a range of species including for reptiles, great crested newts and bats	The green infrastructure will be managed for a range of species.	Phase specific EMMP (July 2026), LEMP Statement (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
4.	<i>General Recommendations</i> An ecological management plan will be produced; this will include the mowing regimes for areas of semi-natural grassland for the benefit of reptiles and cutting regimes for the hedgerows	This has been produced and would include regimes suitable for all species.	Phase specific EMMP (July 2026), LEMP Statement (July 2026)
5.	<i>General Recommendations</i> Bat and bird boxes are to be mounted on retained trees	Opportunities to provide bird and bat boxes will be explored.	Phase specific EMMP (July 2026)
6.	<i>General Recommendations</i> The tree and scrub species for the creation of the landscape buffers will comprise native species of a composition present within the existing woodland and hedgerows	Not relevant – there are no landscape buffers in this RM Area.	-
7.	<i>General Recommendations</i> The landscape plan will include fruit/berry bushes to provide an additional foraging resource for [REDACTED] birds	Some plants with berries will be provided in the front of the plots.	Landscaping plans and Planting Palette
8.	<i>General Recommendations</i> Dormouse compensation areas should be established and managed appropriately	Not relevant	-
9.	<i>Dormouse</i> Compensation scrub planting in respect of the vegetation clearance alongside the A264 in October 2019 is to be provided along the western side of Chennells Brook	Not relevant	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
10.	<i>Great Crested Newts</i> Although not all of the SuDS waterbodies are likely to be suitable for newts due to their position and form, where possible the ponds highlighted on Figure 6 will be micro-designed to provide suitable conditions for newts due to their proximity to the green infrastructure linking the existing waterbodies supporting this species. Enhancing the moat around Moathouse Farm (P5) for newts will be explored at the reserved matters stage, with possible enhancement operations including desilting, the removal of fish, and removal of some of the surrounding scrub vegetation to allow more sunlight to reach the waterbody	The proposals for this RM Area do not include the moat itself, however, desilting is being considered as part of the wider management of the area, and GCNs will be considered at that time. The Site contains habitats suitable for GCN. NE Licence will be sought if required.	-
11.	<i>Bats</i> A range of new bat roosting opportunities, primarily in the form of bat boxes and tubes, will be incorporated into the development. These boxes will be concentrated in certain areas of the development where they are likely to be found and utilised by bats. Around Moathouse Farm, 6no. bat boxes should be provided (2x Schwegler 1FF, 2x Schwegler 2F, 2x Schwegler 2FN); and 4no bat tubes.	The proposals include bat mitigation in suitable locations	Phase specific EMMP (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
12.	<i>Bats and lighting</i> Measures to reduce effects on bats from lighting will include the use of cowled bollard lighting (particularly where roads pass through hedgerows and woodlands), ensuring that lights do not directly illuminate surrounding vegetation by limiting the extent of light-spill, use of motion sensor activated lighting wherever possible, cowled street lighting, the incorporation of buffers from hedgerows and woodlands, and the provision of 'dark corridors' concentrated in the green infrastructure so as not to illuminate the surrounding mature vegetation by more than 1 lux.	The proposals include very minimal lighting, with no illumination of the existing moat and mature vegetation.	Lighting plan
13.	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	-
14.	<i>Habitats</i> During the construction phase there is the potential for noise and dust to affect the retained key habitats, such as woodlands, hedgerows, and waterbodies. Dust and noise control measures provided within the CEMP.	Dust and noise measures will be complied with according to the Phase Specific CEMP produced at that time.	-
15.	<i>Birds</i> A total of c.100 bird boxes will be provided within the Phase 1 development. These boxes will be sited in accordance with the requirements of the particular species, with a particular focus on the green edges of the Phase, and where near to the woodlands. 4no Tit boxes to be provided around Moathouse Farm	Opportunities to provide bird boxes within the RM Area are being explored.	Phase specific EMMP (July 2026)

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
16.	Arboreal Connections The masterplan design has sought to keep the width of the hedgerow breaks to a minimum wherever possible. Nevertheless, where such breaks are required, then where possible and feasible pedunculate oak trees will be planted on either side of these breaks.	Not relevant – the proposals do not include breaks in hedgerows.	-
17.	Log Piles Small log piles (with approximate dimensions of 0.5m long x 0.5m wide x 0.3m high) will aim to be provided approximately every five to ten metres within the retained hedgerows. Wood from the hedgerow and tree cutting works will be employed for this purpose. The log piles are intended to provide suitable habitat for use by newts, hedgehogs (e.g. during hibernation), small mammals and invertebrates.	Logs piles/ hibernacula are included in two locations as shown on the Landscape GA plan.	-
18.	SuDs Ponds Where possible, the attenuation ponds within the scheme will be constructed in accordance with the following specification: - Ponds to incorporate a range of depths (including shallow shelves) and scalloped edges in places to produce diverse wildlife habitat. - A fringe of marginal planting will encircle each pond. The planting list contains only UK native species, and is primarily based on species known to occur locally. - Addition of a log pile (approximate dimensions of 1m length x 1m width x 0.5m height) in proximity to each pond to provide habitat for invertebrates and amphibians.	Not relevant – there are no SuDs ponds proposed within this RM Area.	-
19.	Hedgerows New hedgerow plantings for the site will include species such as hawthorn, field maple, hazel, dogwood, buckthorn, blackthorn (including those from existing hedgerows where possible), and honeysuckle. The plantings will be native species and, where possible, of local provenance.	Not relevant – there are no new hedges proposed within the RM Area	-

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
20.	Road verges Where feasible and appropriate, wildflower seed mix such as Emorsgate EL1-Flowering Lawn Mixture will be sown on the verges, and prior to sowing it will be ensured that low fertility soil (such as subsoil) will be used as the seedbed	Not relevant – there are no verges in this RM Area.	-

Site-Wide Cycle Strategy (2022)

- 3.17 A Site-Wide Cycle Strategy (July 2022) was approved pursuant to Condition 19 on 3 November 2022 (HDC reference: DISC/22/0232).

Table 9: Site-Wide Cycle Strategy Compliance Schedule

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
Site Wide Cycling Strategy (2022)			
1.	Movement and Access Parameter Plan The parameter plan contains details of pedestrian and cycle principles. It indicates the broad alignment of existing cycle routes; bridleways, and proposed cycle paths. The proposals should be in general accordance with the Parameter Plan.	Not relevant – RM Area 11 does not include any formal cycle routes as identified in the Parameter Plan.	-
2.	Links to off-site Cycle Network Proposed cycle connections beyond the site to be provided in accordance with the approved Movement and Access Parameter Plan. Including links across the A264.	Not relevant – RM Area 11 does not include off-site proposed cycle connections, but would have easy access for residents into the proposed wider cycle connections.	-
3.	Cycle Route Hierarchy Cycle routes to be either segregated, dedicated or residential.	No dedicated or segregated cycle routes proposed, however the shared surface street would be suitable for cycling.	Transport Statement (July 2026), Highway General Arrangement
4.	Cycleway Design Segregated Two-way cycle tracks between 2.5m and 5.0m or shared paths between 2.5m and 4.0m. Dedicated Mandatory between 1.5m-2.0m wide. Advisory between 1.5m-2.0m wide.	There are no segregated or dedicated cycle routes within the RM 11 area, however nature of the shared surface street would minimise traffic speed, and would promote safe cycling.	Transport Statement (July 2026), Highway General Arrangement

	KEY PRINCIPLES	COMPLIANCE	SUBMISSION
	One-way cycle track (including stepped cycle track) between 1.5m-2.0m wide. Shared cycle/pedestrian path, between 2.5m-4.0m. <u>Residential</u> Residential streets within the site should be designed to minimise traffic speed and promote cycling on the carriageway.		
e)	<i>Cycle Parking</i> Cycle parking should be provided for each type of use on the site. Where multiple uses are proposed in a single parcel/phase the opportunity to share visitor cycle facilities should be investigated. All cycle parking facilities should be secure, easy to use and located in convenient, sheltered positions. The exception is where it is to be conveniently located next to mixed use development for visitors, in which case it should be in visible, well-lit areas with natural surveillance. The level of cycle parking for each use should be provided in line with WSCC standards as set out in WSCC Guidance on Parking at New Developments (August 2019).	Cycle parking will be provided in sheds for the houses. The level of cycle parking and size of storage meets the WSCC guidance.	DAS (July 2026), Transport Statement (July 2026), Highway General Arrangement, Parking Plan

4 Conclusions

- 4.1 As demonstrated above, the works that are subject of this submission for RM Area 11 comply with the terms of Condition 2 and where relevant, the matters identified at Condition 48.