
Planning Statement

Kilnwood Vale, Crawley Road, Faygate, West Sussex
Phase 3DEFG – Reserved Matters Application

Planning Statement

Kilnwood Vale Phase 3DEFG Reserved Matters Application



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1. Introduction

- 1.1. This Statement is submitted on behalf of the applicant, Crest Nicholson South (hereafter referred to as 'Crest'), to support a Reserved Matters Application (RMA) for the development of Phases 3D, 3E, 3F and 3G (hereafter referred to as '3DEFG') of the Kilnwood Vale development at Holmbush Farm Landfill Site, Crawley Road, Faygate, West Sussex (DC/15/2813).

Kilnwood Vale

- 1.2. The Kilnwood Vale site was allocated in the West of Bewbush Joint Area Action Plan (JAAP) in 2009, for a neighbourhood of approximately 2,500 dwellings and associated uses, including retail and employment uses, a primary school, community uses, a new rail station and open space. This allocation has subsequently been taken forward in the Horsham District Planning Framework (HDPF), which was adopted in 2015.
- 1.1. A hybrid planning application, including a masterplan for the site, was submitted to Horsham District Council (HDC) in July 2010 and was formally approved in October 2011, following signing of the section 106 legal agreement (ref: DC/10/1612). The hybrid planning permission comprised four parts (Parts A-D). Part A comprises outline planning permission for approximately 2,500 new homes, neighbourhood centre, new rail station, pumping station, energy centre with land for employment, schools and associated access and amenity space. A full application was subsequently submitted in November 2015 for residential development on the site previously identified for the potential energy centre as it was assessed to no longer be required in order to meet the requisite energy reduction standards (ref: DC/15/2561).
- 1.3. In December 2015, an application for Minor Material Amendments (MMA) to Part A of the consented scheme for Kilnwood Vale was submitted to HDC under section 73 of the Town and Country Planning Act (TCPA) to facilitate proposed improvements to the masterplan (ref: DC/15/2813). The MMA application was subsequently approved by the Council in April 2016. The planning permission for the MMA to the masterplan sits alongside the original planning permission, which remains intact and unamended.
- 1.2. The approved planning permission for Kilnwood Vale comprises a hybrid with four (4) parts:
- Part A comprises outline planning permission for 2,500 new homes, neighbourhood centre, new railway station, pumping station, energy centre with land for employment, schools and associated access and amenity space
 - Part B comprises full planning permission for engineering operations associated with landfill remediation and associated infrastructure, including pumping station
 - Part C comprises full planning permission for Phase 1, which includes the delivery of 291 new homes with associated access, parking, sub-station, attenuation and amenity space
 - Part D comprises full planning permission for the construction of a noise attenuation landform with associated landscaping, pedestrian/ cycleway and service provision
- 1.4. Since planning permission was first granted in October 2011, the development of Phase 1 (Part C), has been completed and over 850 new homes have been granted detailed consent in Phases 2 and 3 which

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are either occupied or under construction. Phase 2DEF and Phase 3B have also been built out and include 130 and 67 new homes respectively, with associated landscaping, access and parking provision. These new houses sit alongside major new infrastructure including new roads, open spaces, pedestrian and cycle provision and the new primary school which was opened in September 2019.

- 1.3 To facilitate development, a significant amount of work associated with the landform remodelling has been undertaken on site. This was originally approved under Part B of the hybrid but is now being implemented under a standalone full planning consent (DC/16/0108).
- 1.5. This statement supports an application for Reserved Matters approval for Phase 3DEFG under Part A of the outline consent (DC/15/2813).

Structure of this Statement

- 1.6. This statement sets out the Reserved Matters proposals. It will commence by outlining the approved scheme and what has been constructed in Section 1. Details of information to support this application is provided in section 2. The relevant planning history is set out in section 3 and a description of the site and its context is provided in section 4. A full description of the proposals is set out in section 5, followed by pre-application discussions in section 6, and commentary of the relevant material planning considerations for the site in section 7, with regard to the development plan and the approved planning consents. Section 8 considers the proposal application in light of this and section 9 concludes this statement.

Supporting information

- 1.7. This Planning Statement should be read in conjunction with the corresponding application forms and drawings, along with the supporting documents that also form part of the planning application.

2. Supporting Information

- 2.1. This planning application constitutes Reserved Matters for the delivery of Phase 3DEFG residential parcels and associated landscaping, access and parking, under Part A of the extant outline planning permission (ref: DC/15/2813).
- 2.2. A full Environmental Impact Assessment (EIA) was undertaken as part of the hybrid application. A comprehensive review of the parameters tested by the EIA has been carried out. The conclusions of this are that the proposed Reserved Matters do not materially affect the findings of the EIA. This application is therefore supported by the previously submitted EIA and its technical reports. A statement of conformity with the EIA is included within section 7 of this planning statement.
- 2.3. This Planning Statement should be read in conjunction with the corresponding application forms, drawings and documents that also form part of this planning application.
- 2.4. A number of the drawings and documents submitted in support of this planning application are required by condition of the extant outline planning consent. The relevant requirements of the conditions are as follows:
 - Statement of Compliance (compliance with Condition 8), which is provided within this planning statement
 - Landscaping and Highways Plans (compliance with Condition 6)
 - Ecological Management Plan (compliance with Condition 21b)
 - Drainage and Surface Water Drainage Strategy (compliance with Conditions 25 and 27)
- 2.5. The submission of these documents as part of this planning application constitutes compliance with the relevant conditions.
- 2.6. The full Environmental Impact Assessment (EIA) undertaken for the extant outline planning consent is also submitted in accordance with the EIA Regulations Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2017.

3. Relevant Planning History

Kilnwood Vale

- 3.1. The wider site was identified as a strategic allocation for a new neighbourhood of 2,500 dwellings and associated uses, in both Horsham District and Crawley Borough Councils' Core Strategies. Subsequently, a Joint Area Action Plan (JAAP) was prepared by both authorities, which sets out more detailed policies and guidance for this strategic allocation. The JAAP was adopted in July 2009.
- 3.2. In July 2010, a hybrid planning application was submitted to HDC for:
- a) Outline approval for the development of approximately 2,500 dwellings; new access from the A264 and a secondary access from the A264; neighbourhood centre comprising retail, community building with library facility; public house; primary care centre and care home; main pumping station; land for primary school and nursery; land for employment uses; new rail station; energy centre and associated amenity space.
 - b) Full planning permission for engineering operations associated with landfill remediation and associated infrastructure including pumping station.
 - c) Full permission for the construction of a three to six metre high (above ground level) noise attenuation landform for approximately 700 metres, associated landscaping, pedestrian/ cycleway and service provision (land known as Kilnwood Vale).
 - d) Full permission for the development of Phase 1 of 291 dwellings, internal roads, garages, driveways, 757 parking spaces, pathways, sub-station, flood attenuation ponds and associated amenity space.
- 3.3. Planning permission was subsequently granted on 17 October 2011. Since this time, a number of applications have been submitted for the discharge of pre-commencement conditions, in order that Phase 1 of the development could be implemented. Phase 1 is now complete.
- 3.4. An application for Minor Material Amendments (MMA) to the masterplan was submitted in December 2015 (ref: DC/15/2813). The purpose of the amendments to the masterplan was limited to those necessary to facilitate proposed improvements, which will enable the earlier delivery of key facilities, as well as creating a better development layout and improved open space provision. The application for the MMA was subsequently permitted in April 2016.
- 3.5. A full planning application for a revised landform model and associated works was submitted in January 2016, and subsequently approved in April 2016 (DC/16/0108), which will enable the timely delivery of key aspects of the development and ensure a continual development stream.
- 3.6. A number of RMAs have been submitted for the development of circa 850 dwellings, along with strategic road and green infrastructure within Phases 2 and 3 of the development. In addition, HDC resolved to approve a full application for 73 dwellings to the north of Phase 1C (referred to as Phase 1D) in March 2016 (DC/15/2561).
- 3.7. In November 2018, an RMA was submitted for the development of a 'Green Corridor' incorporating open space, walking and cycle routes (DC/18/2549). This Green Corridor forms the southern section of the 'Axis

Spine'; the main north to south walking and cycling route through the development. This application was approved in February 2019. The Primary Street applied for herein will link into the Green Corridor and extend this walking and cycling route northward. This Primary Street also forms the main vehicular route through the central part of the site.

- 3.8. An RMA for an extension to the Western Spine Road was submitted in March 2019 (DC/19/0906) and was approved by HDC in September 2019. The extension to the Spine Road as part of this RMA will complete the Secondary Street network within Phase 3, providing an internal circulator loop within Kilnwood Vale.
- 3.9. In June 2019, a further RMA was submitted to extend the Primary Street east of the High Street (DC/19/1172). This is located immediately to the south of the proposed Leisure Park and will link this phase of development to the north and west of the wider Kilnwood development. This application was approved in September 2019.
- 3.10. In October 2019, a further RMA was approved for the development of Phase 3C comprising of 101 dwellings with associated landscaping, layout and parking in line with the outline consent (DC/15/2813). This represents the most recent phase of residential development that has gained consent.
- 3.11. An outline application was submitted in November 2017 for the residential development of the parcel of land previously known as the 'Reserve Land' (Phase 6), which comprises the westernmost land parcel within the approved site area for the Kilnwood Vale development. The Phase 6 land had previously been safeguarded for a potential Western Relief Road (WRR) under the extant consent. However, the safeguarding period had fallen away, and adopted planning policy and the extant planning consent identifies that, if the land is not required for the WRR, it could come forward for residential development. Planning consent for 227 dwellings (between 204 and 250 dwellings) was issued in October 2018 (DC/17/2481).
- 3.12. The first sub-phase, Phase 6A (DC/20/2223) was granted consent in May 2021 and will comprise the delivery of the first 168 dwellings within Phase 6 of the development.
- 3.13. A Full Planning Application for sub-phase 6B of the Kilnwood Vale development was submitted in September 2021. This application taken together with the consented Phase 6A (DC/20/2223) will total 284 dwellings; an uplift of 34 units over the maximum quantum of 250 dwellings consented under the outline (DC/17/2481), hence the requirement for a full planning application. The 6B Application is currently held in abeyance by HDC pending the resolution of the water neutrality issue.

4. Site and Surroundings

- 4.1. Kilnwood Vale is situated on the western edge of Crawley to the north of the A264, west of Bewbush and east of Faygate. The residential areas of Bewbush and Spruce Hill Brook bound the site to the east. Kilnwood Lane runs along the northern boundary and the A264 is located along the southern boundary of the site. A mature woodland bounds the site to the west. The masterplan site is circa 132 hectares (ha).
- 4.2. The site, Phase 3DEFG, is situated towards the eastern section of the wider Kilnwood Vale development and located to the east of Phase 3 of the scheme. The wider Phase 3DEFG site encompasses the area identified for the Leisure Park and is located north east of the approved Kilnwood Primary School.
- 4.3. The application site is bounded by the Bewbush Brook corridor to the north, edge of the Primary Street to the south, Secondary Street at the southern end of the eastern edge and the western edge of the Axis Spine to the west.

Phase 2 and 3 Infrastructure Works

- 4.4. A separate reserved matters application will be submitted for the primary and secondary highways, comprising of the 'Axis Spine' and drainage infrastructure associated with Phase 3 of the Kilnwood Vale site, and facilitate future infrastructure connections into Phases 4 and 5 north of the railway line. Alongside primary infrastructure, the separate proposals will deliver the Leisure Park, which includes the provision of a community green, a multi-use games area (MUGA) and a green corridor. This will form an important part of the green infrastructure to create a pleasant and walkable living environment, encouraging both formal and informal recreation as well as social interaction and physical exercise. It will also form part of the primary recreational network including a primary and secondary cycling route within the scheme providing key linkages envisaged through the masterplan, including to playing fields to the north east.
- 4.5. Those proposed works will serve to connect previously approved residential parcels and highways infrastructure, including:
- High Street (Planning Ref: DC/18/0670)
 - Phase 3C SRE (Planning Ref: DC/19/0906)
 - Phase 3A/3B (Planning Ref: DC/17/0936)
 - Phase 2DEF (Planning Ref: DC/18/2227)

5. Pre-application Discussions

- 5.1. A pre-application meeting was held with HDC on 20 December 2021, where the design rationale for this phase of development was presented. At this meeting, officers confirmed that the proposals were in broad accordance with the parameters approved under the extant outline planning consent with regard to land use, vehicular and pedestrian movement and building height. It was noted that information in relation to density was not presented and that the future RMA would need to be accompanied with information on this. The LPA's key comments and the response of the design team are outlined below.

Layout

- 5.2. In regard to layout, HDC outlined concerns that some apartment blocks were presented poorly to corners and that the 'left-over' spaces around dwellings would need to be addressed. There were also concerns raised over the approach to parking and the use of parking-courts which lead to a perceived lack of 'coherence' within the phases.
- 5.3. Design Response: In response to the LPA's comments the road infrastructure within the scheme has been rationalised to create a more coherent layout. For example within sub-phase 3F the north-south estate road has been removed to present a more consistent frontage to the Leisure Park and a more efficient layout.



- 5.4. Design Response: The design team has sought, wherever, possible to promote frontage parking in place of rear parking courts. For example Plots 32-40 have been 'flipped' to locate parking on the street frontage - dissuading rear access and enlivening the street scene.



Design Approach/Landscaping

- 5.5. In discussions, HDC advised that the design elevations within this Phase should strive for 'beauty' in line with the NPPF and avoid standardisation, through the use of a variety of materials and window treatments etc.
- 5.6. HDC requested that Phase 3DEFG should explore opportunities for additional tree planting, focus on corner junctions/use of open space, use material sparingly and explore a more contemporary house type/design palette.
- 5.7. Design Response: Crest is proposing a modern design, and has taken on board feedback previously in relation to variation of materials, windows, etc. The design team has aimed to have more distinct character areas with more modern elevations on parts of the site that are visible to the Neighbourhood Centre and more traditional elevations along the northern boundary with the inclusion of a lighter weatherboard.
- 5.8. The submitted landscaping plans show how the parking areas have been softened through use of street trees and soft landscaping, including amenity areas and hedgerows. Rear parking areas are broken up with proposed street trees.

Housing Mix

- 5.9. HDC commented that Phase 3DEFG should look to deliver some element of 1-bed market housing and that any predominance of 4 and 5-bed dwellings will need to be explained with reference to the peripheral location of this phase on the green-edge.
- 5.10. This phase will also need to deliver 2% M4(3) in accordance with the S106 for the overall scheme.
- 5.11. Design Response: The mix of housing to be delivered within this sub-phase is therefore broadly in accordance with the DAS addendum. A larger mix of smaller units will be delivered on neighbouring parcels such as the Neighbourhood Centre due to the demand profile for this size of housing within the district at this time. It will also allow for the balancing the mix of housing provided on consented parcels.
- 5.12. This phase delivers 2% M4(3) in accordance with the S106 for the overall scheme.
- 5.13. A further pre-application meeting was held with HDC on 30 March 2023, where the revised site layout,

landscape proposals and coloured street scenes were presented to the case officer. Feedback from HDC is summarised below:

- The modern design of the dwellings is supported by HDC and the materials are acceptable in principle, subject to samples.
- Generally, more trees should be provided. More thought needs to be given to some rear parking courts which are lacking landscaping. The trees proposed needs to align with the previous iteration. Any landscaping should also align with an underground services plan, which should be submitted with an application.
- The scheme needs be in accordance with the density parameter plan under the DC/15/2813.

5.14. Design Response: The scheme is in accordance with the density parameter plan under the DC/15/2813 at 42 dwellings per hectare. A landscape masterplan has been submitted as part of this application showing hard and soft landscaping, including street trees to break up the on-street parking areas. All street tree planting aligns with the underground services proposed within this phase.

5.15. Crest has reviewed and taken account of all pre-application responses in developing the proposals that are now submitted to HDC for approval.

6. The Proposals

6.1. This application comprises of a Reserved Matters Application, for an area within Phase 3 of the Kilnwood Vale scheme, pursuant to the extant outline consent (DC/15/2813).

6.2. This application seeks detailed consent for the residential parcels of sub-phase 3DEFG of the Kilnwood Vale development, comprising a 6.71ha parcel for 280 dwellings including 70 (25%) affordable homes, together with associated landscaping, drainage, access and parking.

6.3. The description of development is as follows:

'Reserved Matters approval sought for layout, appearance, scale and access, in accordance with DC/15/2813 for Phase 3DEFG of the Kilnwood Vale development, comprising of 280 dwellings with associated landscaping, access and parking.'

6.4. For ease of reference, the application will comprise the following:

- 280 new homes (including 70 affordable homes) split across 7 sub-phases as follows:
 - Sub-phase 3D (1)
 - Sub-phase 3D (2)
 - Sub-phase 3E
 - Sub-phase 3F
 - Sub-phase 3G (1)
 - Sub-phase 3G (2)
 - Sub-phase 3G (3)

6.5. Phase 3DEFG has been designed to ensure that the development accords with the parameters, principles and objectives approved under the extant consent, to deliver a high quality living environment envisaged by the masterplan and design principles.

6.6. The Design and Access Statement (DAS) submitted as part of this planning application, reviews the scheme in the context of the approved design parameters. Notably, it demonstrates that the proposals result in a scheme that is in accordance with the approved parameter plans and design principles (ref: DC/15/2813). The DAS also explains the design rationale for the scheme.

7. Planning Policy Framework

- 7.1. Under section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as amended), if regard is to be given to the development plan for the purpose of any determination to be made under the planning acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise. Section 38 (3) of the Planning and Compulsory Purchase Act 2004 (as amended) states that the development plan consists of the development plan documents and any neighbourhood plan. In this case, these are:
- Horsham District Planning Framework (HDPF) (27 November 2015)
 - Horsham District Council Site Specific Allocations of Land (November 2007)
 - Horsham District and Crawley Borough Local Development Frameworks West of Bewbush Joint Area Action Plan (JAAP) (July 2009)
- 7.2. On 19 November 2015, the Council resolved to adopt the Horsham District Planning Framework (HDPF), which will guide development in the District between 2011 and 2031. The Plan formally became part of the adopted Local Plan on 27 November 2015 and supersedes previous development plan documents (Core Strategy 2007 and General Development Control Policies document 2007) under which the extant hybrid consent was granted.
- 7.3. However, this application is made pursuant to the application approved under DC/15/2813, which was determined in accordance with the Development Plan at the time, consisting of the Horsham District Council Core Strategy (2 February 2007) and General Development Control Policies (21 December 2007). The JAAP remains relevant.
- 7.4. A review of the policies contained within the adopted HDPF, confirms that the extant consent for Kilnwood Vale is wholly in accordance with the new Local Plan. Notably, the development will continue to make a significant contribution towards delivering the vision for the district and fulfilling a number of the objectives within the HDPF, including:
- Delivering balanced communities which contribute toward community cohesion
 - Creating opportunities to foster economic growth
 - Delivering housing targets
 - Providing a range of housing sizes and types, including affordable housing
 - Locating development in a sustainable location that includes appropriate infrastructure
 - Providing additional, accessible community facilities, open space and infrastructure in accordance with local needs
 - Maximising opportunities for biodiversity and minimising impacts on environmental quality
 - Minimising carbon emissions
- 7.5. Paragraph 3.25 of the HDPF states that the ongoing development of the strategic site at Kilnwood Vale represents a significant contribution to meeting the development needs of Horsham over the duration of the strategy. As such, the continued delivery of housing at Kilnwood Vale is fundamental to the implementation of the HDPF.

- 7.6. The development approved through the extant planning consent is therefore in accordance with and has a fundamental role in delivering the Council's overarching development strategy. It will continue to make an important contribution towards meeting the district's housing needs, and, as approved through the extant planning consent, the development will also continue to deliver much needed affordable housing and a mix of housing sizes and tenures to meet identified housing needs. This is wholly in accordance with Policy 16 (Meeting Housing Needs) of the HDPF.
- 7.7. The following policies of the HDPF are also considered relevant to the scheme at Kilnwood Vale:
- **Policy 24: Environmental Protection** – The policy states that developments will ensure that they address land contamination by promoting the appropriate re-use of sites and requiring the delivery of appropriate remediation and maintain and improve the environmental quality of any watercourses.
 - **Policy 25: The Natural Environment and Landscape Character** – The policy states that the Council will support development proposals which protect, conserve and enhance landscape character, Green Infrastructure; and biodiversity, including safeguarding existing designated sites and species.
 - **Policy 31: Green Infrastructure and Biodiversity** – The policy states that development will be supported where it maintains or enhances the existing network of green infrastructure and contributes to the enhancement of biodiversity.
 - **Policy 32: The Quality of New Development** – The policy states that high quality and inclusive design is required for all development in the District. Developments are expected to provide attractive, functional environments, as well as contributing to a sense of place. Further, the policy states that development should optimise the development potential of the site and help to secure a framework of high quality open spaces that meet the needs of the community.
 - **Policy 33: Development Principles** – This policy requires development to make efficient use of land; create good levels of amenity; be of an appropriate scale, mass and appearance; be locally distinctive; and use high standards of building materials.
 - **Policy 35: Climate Change** – The policy states that measures should be used to mitigate the effects of climate change, including reducing energy use in construction; energy efficient design; use of low carbon technologies; utilising patterns of development which reduce the need to travel; reducing the amount of waste; providing appropriate flood storage capacity; use of green infrastructure and dual use of SUDs to reduce surface run-off and provide flood storage capacity.
 - **Policy 36: Appropriate Energy Use** – This policy states that development will be required to contribute to clean, efficient energy in Horsham, based on the energy hierarchy of lean (use less energy through demand reduction); clean (supply of energy); green (utilising renewable energy).
 - **Policy 37: Sustainable Construction** – This policy states that proposals must seek to improve the sustainability of development by maximising energy efficiency, integrating low carbon technology and limiting water use. Development must also be designed to encourage and be accessible to sustainable modes of transport and incorporate measures to enhance biodiversity.
 - **Policy 39: Infrastructure Provision** – The policy states that suitable necessary mitigation arrangements for improvements of infrastructure, services and community facilities, will be required to mitigate needs arising from development and will be secured through section 106.
 - **Policy 40: Sustainable Transport** – This policy states that development will be supported if it maintains and improves the existing transport system, is integrated within the wider transport network; includes opportunities for sustainable transport; provides a choice in the modes of transport available; minimises

conflicts between traffic, cyclists and pedestrians; delivers better local bus and rail services; increases opportunities for interchange between public transport network; and provides safe and suitable access for all vehicles.

- 7.8. Whilst this application sits under an outline planning consent, which is the overriding material consideration, it is important to note that the scheme fits within the current planning policy framework.
- 7.9. This application is made pursuant to the application approved under Ref: DC/15/2813, which was determined in accordance with the Development Plan at the time. As such, the application is in accordance with the adopted local development plan.

National Planning Policy Framework

- 7.10. On 20 July 2021, the Government updated the revised National Planning Policy Framework (NPPF). This document replaces the previous NPPF and suite of national planning policy statements and guidance notes.
- 7.11. The NPPF sets out the Government's presumption in favour of sustainable development, which requires that Local Planning Authorities (LPAs) should approve development proposals that accord with statutory plans without delay. The presumption in favour of sustainable development is a material consideration in the determination of planning applications.
- 7.12. This NPPF also contains the core planning principles that should underpin development management, including that planning should proactively drive and support sustainable development to deliver the homes and infrastructure and thriving local places that the country needs, and that every effort should be made to identify and then meet housing and development needs of an area. It also states that planning should make effective use of land by re-using land that has been previously developed and promotes mixed use developments.
- 7.13. Where appropriate, further relevant details of the NPPF are addressed in this statement.

8. Planning Issues and Appraisal

- 8.1. This application is submitted for the development of Phase 3DEFG and associated strategic landscaping, highway and infrastructure items, under the extant planning permission for Kilnwood Vale granted in April 2016 (DC/15/2813).

The Proposed Development

- 8.2. Phase 3DEFG consists of:
- Class C3 (Residential): 280 residential units, including 70 (25%) affordable homes;
 - Associated highways infrastructure (comprising internal roads);
 - Associated parking for 666 vehicles (including visitor and unallocated spaces)
 - Associated cycle parking
 - Associated refuse storage
 - Associated drainage

Compliance with Parameter Plans

- 8.3. In accordance with Condition 3 of the extant planning consent, the proposals are in accordance with the parameter plans approved under the extant outline planning consent (ref: DC/15/2813) for the Kilnwood Vale development.

Land Use

- 8.4. The Land Use parameter plan (figure A15.1 of the approved DAS Addendum) identifies this land for residential use. As such, the development is in accordance with the outline planning permission in this regard.

Density

- 8.5. The broad range of densities across the scheme is set by the scheme parameters (figure A15.2 of the approved DAS). The relevant parameter plan identifies that densities in this part of the development should be between 30-50 dwellings per hectare (dph). The application site for Phase 3DEFG is 6.52ha size and achieves a density of 42dph, which is in accordance with the approved parameters in this regard.

Building Heights

- 8.6. The broad range of building heights across the scheme is set by the scheme parameters (figure A16.1 of the approved DAS). The parameter plan shows that building heights within this area should be between 2-4 storeys.
- 8.7. The DAS states that within medium density areas such as this, residential areas will be predominately 2 storeys with 2 x 4 storey landmark buildings.

- 8.8. In accordance with the scheme parameters and the Design Code for the neighbourhood edges, the buildings proposed on this site range from 2-4 storeys in height.

Pedestrian and Cycle Movement

- 8.9. The pedestrian and cycle movement strategy for the Kilnwood Vale scheme is set out in figure A17.1 of the approved DAS Addendum. This parameter plan shows how this phase of development links into the Central Axis Spine which provides connectivity to the wider site. Likewise, it outlines how there are several primary and secondary pedestrianised routes running through the wider Phase 3DEFG site.
- 8.10. A primary recreational route is proposed through the area identified for the Leisure Park, Community Green and MUGA linking the housing parcels to this and providing a route through to the open playing fields in the north. This route also links into the Central Axis Spine and completes the High Street Extension, which provides a main foot/ cycle route to the eastern phase of Phase 3A/3B. The Western Spine Road will also be connected up as part of this, and will form a secondary foot/ cycle route.
- 8.11. The proposed layout of Phase 3DEFG responds well to providing connectivity into the Central Axis Spine, linking with key pedestrian and cycle links within the wider Phase 3DEFG site, thus ensuring connectivity with the strategic routes throughout the site.

Vehicular Movement Plan

- 8.12. The vehicular movement strategy for the Kilnwood Vale scheme is set out in figure A17.3 of the approved DAS Addendum. This shows the primary street/ 'Axis Spine' bounding the site along its western boundary. The 'Axis Spine' forms the main north-south thoroughfare through the site, leading from Phases 1 in the south and through Phases 2, 3 and beyond. Figure A17.3 shows that the primary street bounds the site to the south, with secondary streets running adjacent to the site through the wider Phase 3DEFG site with a major loop in sub-phase 3G(2).
- 8.13. The secondary road network bounds the site to the north and west, with a major loop road running along the site's eastern boundary. The scheme has been designed in accordance with the parameter plans through the incorporation of internal link roads between the surrounding primary and secondary routes, along with appropriate access ways leading onto these key streets.

Landscape and Open Space

- 8.14. The Landscape and Open Space strategy for the Kilnwood Vale scheme is set out in figure A18.1 of the approved DAS. The area shown as the Leisure Park and Green Corridor falls outside of this reserved matters application.
- 8.15. As shown on the submitted plans, the application includes landscaped verges, new vegetation and street trees along the proposed internal roads, in accordance with the Illustrative Masterplan (figure A14.1 of the DAS addendum). Further details are provided within the detailed landscape drawings.

Layout and Appearance

Residential Parcels

- 8.16. It is proposed that the development within this sub-phase will consist of seven residential parcels adjoined through integrated residential streets, as envisaged by the illustrative masterplan (figure A14.1 of the DAS Addendum). This provides this sub-phase with a good degree of permeability and convenient access to the surrounding pedestrian, cycle, recreational and vehicular routes in the vicinity of the site.
- 8.17. The layout broadly comprises perimeter blocks spread over the sub-phase, which is in substantial accordance with the layout principles set out in the approved DAS of the extant outline consent. In accordance with the approved Design Code for the neighbourhood edge, the development comprises a mix of housing types, comprising terraces, semi-detached and detached houses and apartments.
- 8.18. The houses front onto the residential streets, providing activity and surveillance onto the public realm. Elements of parking and private gardens are situated to the rear of the properties. Apartment buildings are situated on the key corners of this sub-phase, including along the axis spine, which act to provide a gateway into the neighbourhood centre as well as visual markers as people travel along this key route. The layout of dwellings also addresses the Green Corridor and Leisure Park, where houses have been positioned along the central parcels (3E, 3F, 3G) to maximise the outlook onto this recreational green route.
- 8.19. The buildings are set back from the street to enable the provision of landscaping in front of them, which also provides some variation to the building line as well as creating a pleasant residential environment.
- 8.20. In accordance with the approved Design Code for the secondary street, the layout incorporates a gently curving building line along the northern boundary and along the Major Loop Road. This creates a non-parallel frontage to provide interest along the street edge and includes a variety of fenestration, roof forms, building types and landscape features to articulate the street elevation.
- 8.21. The proposed dwellings are 2-3 storeys in height and the apartment blocks are proposed at 4 storeys. On corner plots, care has been taken to articulate facing elevations onto the street. In accordance with the approved Design Code, a more linear building line is proposed for properties along the primary street to add form and an appropriate level of enclosure to this strategic route within the site.
- 8.22. The streets bounding and running through the site are fronted by a mix of detached, semi-detached and terraced properties. Parking spaces are provided in a variety of ways to avoid car dominance within the streetscene. This includes on-plot parking fronting the street, overlooked courtyard parking areas and private garages, thereby minimising the dominance of parking in the public realm. However, where parking is provided on-street, this is inter-dispersed with landscape strips, trees and/or shrub planting to soften its appearance within the public realm.
- 8.23. The scheme has been designed to both integrate with existing and forthcoming development surrounding the site, as well as providing a neighbourhood with its own sense of place within the wider development. This improves legibility across the wider site. This sub-phase offers variation in house styles, sizes, heights, roofscapes and materials, to provide interest and accord with the principles set out in the approved DAS. A sympathetic design and palette of materials is incorporated to reflect the West Sussex vernacular in

accordance with the approved Design Code.

- 8.24. Further details of the appearance of the development are provided within section 4 of the Design and Access Statement submitted as part of this planning application.

Scale

- 8.25. Tables 16.1 and 16.2 of the approved DAS, set out the residential building length and width parameters respectively, for building types across the scheme. The Design and Access Statement submitted as part of this planning application confirms that the dimensions of the buildings proposed are in accordance with these parameters.
- 8.26. The proposals comprise buildings of between 2-4 storeys, which are in accordance with the relevant parameters for this part of the site. The four storey elements, which comprise the apartment buildings are situated on key corner plots within the scheme. The remainder of the housing is provided in 2, 2.5 and 3 storey terraced, semi-detached and detached dwellings which front the surrounding streets along with four Flats over Garages (FOGs)

Landscaping and Ecology

- 8.27. A comprehensive landscaping scheme has been prepared for Phase 3DEFG, which includes private garden space, amenity space around buildings and within parking areas, as well as landscaped street frontages.
- 8.28. Rear gardens are provided for each of the houses. Amenity space is also provided in the form of balconies for the apartment building.
- 8.29. A series of planted shrubs as well as low level hedges, are incorporated around and in front of the buildings along with tree planting, which acts to provide relief to the built form and provides a pleasant public realm. Ornamental shrub and hedge planting is provided along street frontages to assist in providing structure and subtly defining the character of the neighbourhood. This also complements the landscaping schemes adjacent to the site and provides a demarcation between the public and private realm.
- 8.30. Car parking areas are inter-dispersed with grassed amenity areas and/or trees where possible, to soften the appearance of these hard landscaped areas. The proposals for hard landscaped areas include a carefully selected palette of materials and colours for shared streets and mews style neighbourhoods that assist in creating a legible street pattern and also contribute to adding interest and softening the appearance of these areas. Porous hard landscaping is also incorporated to provide sustainable forms of drain
- 8.31. The use of a variety of surface treatments and landscaping will successfully integrate the roads within the surrounding residential phases to ensure that hard surfacing is subservient to the residential environment rather than dominating it. The landscaping strategy will soften the appearance of the hard surfaced areas and create an attractive and functional residential amenity and recreational space within this part of the development that will soften and integrate with the built development.
- 8.32. Further detail is provided on the detailed highway and landscaping drawings.

- 8.33. In accordance with Condition 21a of the extant planning permission, an ecological management plan is submitted in support of this reserved matters application. This confirms that the site, which has been the subject of re-profiling works, is devoid of any vegetation.
- 8.34. The creation of the green routes presents an opportunity to incorporate native and shrub species, which are included within the landscape plans, which will result in an overall increase the biodiversity value of this part of the site. As such, the proposals will improve the ecological value of the site and create a more pleasant living environment. Moreover, in the long term the habitats created within these linear features will link to other habitat rich areas within the Site creating ecological.

Housing Mix

- 8.35. The DAS Addendum approved through the outline planning consent, identified that the overall anticipated mix of dwellings is as follows:
- 1 & 2 bed flats = 25%
 - 2 bed houses = 17%
 - 3 bed houses = 32%
 - 4/5 bed houses = 26%
- 8.36. Phase 3DEFG will deliver the following mix of dwellings:
- 1 & 2 bed flats = 30 (11%)
 - 2 bed houses = 40 (14%)
 - 3 bed houses = 122 (44%)
 - 4/5 bed houses = 80 (29%)
- 8.37. The mix of housing to be delivered within this sub-phase is therefore broadly in accordance with the DAS addendum. A larger mix of smaller units will be delivered on neighbouring parcels such as the Neighbourhood Centre due to the demand profile for this size of housing within the district at this time. It will also allow for the balancing the mix of housing provided on consented parcels.
- 8.38. The proposed development will deliver a good mix of dwelling sizes in accordance with the outline planning consent and represents an appropriate mix, with consideration to the housing needs of the District and the emerging development context

Affordable Housing Statement

- 8.39. The section 106 agreement under the extant hybrid planning permission includes an obligation to deliver 25% of housing across Phase 3 of the development as affordable, with a tenure split of 30% Affordable Rented; 30% Shared Ownership/ Intermediate; and 40% Alternate Tenure Affordable Housing.
- 8.40. Phase 3DEFG will provide 280 new homes of which 70 will be affordable, equating to affordable housing provision within this sub-phase of 25%, which is in accordance with the section 106 agreement. As such, this sub-phase is in accordance with and contributes towards the obligation to deliver 25% of homes as affordable across Phase 3 overall.

- 8.41. The quantity, location and tenure mix of the proposed affordable housing offer within the scheme, has been discussed in pre-application discussions. The affordable units are appropriately distributed within the development and are not clustered in one area of the scheme.

Parking and Access

- 8.42. Phase 3DEFG has been designed to incorporate three looping internal access roads which follow the slight circular pattern of the housing parcels, which provide a good level of permeability and good connections to the wider road network and key cycle and pedestrian routes.
- 8.43. As consented through the extant outline consent, a primary road will be constructed adjacent to the site's western and southern boundary, with a secondary road network binding the wider Phase 3DEFG site to the east and north. The site includes a Major Loop access road within its demise. These routes will link the site to the wider road network within the scheme, providing connections to the rest of the development, including shops, public transport services and facilities within or adjacent to the neighbourhood centre, which is situated a short distance to the west of the site. The primary and secondary routes also provide pedestrian and cycling routes.
- 8.44. The internal roads are designed to be shared surface streets, creating a permeable and legible environment for pedestrians and cyclists, enabling them to move safely within and between the residential areas and to the neighbourhood centre, which will be located to the west. The shared surfaces will reduce the dominance of vehicles and promote safer and more pleasant walking and cycling environments.
- 8.45. Section 17 of the approved Design and Access Statement sets out the parking principles for the scheme. This provides that streets should be designed to reduce speeds, manage traffic volumes and accommodate more sustainable modes of travel. Further, it states that it is essential that streets are not blocked with informal on-street parking through lack of parking provision and that on-plot and formal on-street parking will need to be provided at realistic levels.
- 8.46. Table 17.1 of the approved DAS sets out the parking levels to be achieved across the site. Consideration has also been given to the WSCC Parking Calculator following pre-application advice. Based on the housing mix to be provided, a total of 666 parking spaces will be provided, including 56 spaces for visitors.
- 8.47. The parking is provided in the form of private garages and driveways, parking courts, in-curtilage parking and formal on-street parking, which has been designed to integrate within the scheme rather than dominate. Appropriate surface treatments and landscaping have also been incorporated to soften the appearance of the parking areas and to create more pleasant living and walking environments, in accordance with the design principles approved through the extant outline consent.
- 8.48. Cycle storage will be provided in line with the approved standards, as set out in WSCC's guidance. Dwellings that have access to a private garage will benefit from an internal cycle rack. Other properties will be provided with a cycle shed/ store.
- 8.49. The surrounding and internal access roads have been designed and tracked to ensure that they can accommodate servicing and refuse vehicles utilised by WSCC and HDC.

- 8.50. Refuse stores are provided in the rear garden of each house, whilst the apartment buildings are provided with communal bin stores. In addition, refuse bin collection points have been identified on-street to ensure that they are accessible to refuse vehicles.
- 8.51. More information on the layout of the development and the access strategy and details, is set out in the drawings and Design and Access Statement that accompanies this application.

Sustainability and Energy Strategy

- 8.52. The Government withdrew the Code for Sustainable Homes on 22 April 2015. This is aside from legacy cases, which include cases where planning permission has been granted subject to a condition stipulating discharge of a code level, and developers are not appealing the condition or seeking to have it removed or varied.
- 8.53. Condition 38 of the extant outline planning permission, places a requirement for residential dwellings to achieve at least Level 3 of the Code for Sustainable Homes (or equivalent). The extant hybrid planning consent referred to the intention to install a site-wide Combined Heat and Power (CHP) centre, which was earmarked to be located towards the north-west part of the site, directly north of Phase 1. However, since the energy strategy was approved, the national policy focus has shifted towards demand reduction ('be lean') measures, where it is recognised that it is more efficient to reduce energy consumption at source. This can be done through passive design measures, including optimising orientation and layout; incorporating natural light and ventilation; and thermal mass and solar shading. In addition, active design measures, including high efficiency lighting and efficient mechanical ventilation, heat recovery etc, can further reduce energy demand. It has been found that when incorporating passive and active design measures, it is possible to exceed relevant Building Regulations (Part L).
- 8.54. In light of the shift in national policy towards demand reduction, the energy strategy for Kilnwood Vale is now to incorporate appropriate passive and active design measures through each phase and sub-phase, to ensure that the development meets policy requirements for energy reduction in accordance with that approved through the extant outline planning permission.
- 8.55. Phase 3DEFG has been designed to achieve a minimum of Code for Sustainable Homes Level 3 and incorporates a number of sustainable design and construction measures to meet the approved Sustainability Strategy for the Kilnwood Vale site.
- 8.56. Appropriate insulation, natural light and passive ventilation, efficient heating/ hot water systems and low energy lighting will be incorporated within the development, which will limit energy use and the use of mechanical devices, such as air conditioning and electric lighting. Automatic and sensor controls will be used to minimise water use, lighting and heating systems. It is anticipated that these measures will make a significant reduction in CO2 emissions.
- 8.57. Dual flush cisterns and a limited capacity for main flush and reduced flush will be fitted onto all WCs. All shower heads will utilise low flush technology and spray, and low flow taps will be utilised.
- 8.58. Receptacles for the storage and separation of rubbish and recycling to promote a high level of recycling, will be provided as detailed within the DAS.

- 8.59. The incorporation of the above measures accords with the overall outline Sustainability Strategy, and aligns with the overall intention that the development aims to drastically cut its environmental impact and create a high quality sustainable development.

Ground Conditions

- 8.60. The remediation works associated with the redevelopment have been implemented through both a standalone planning permission (DC/16/0108) relating to the re-profiling of the landform, and through the implementation of the outline planning consent with regard to the mitigation measures set out in the EIA, prepared as part of the extant outline consent.
- 8.61. The EIA identified Phase 2 as overlapping with the former landfill and recycling facility, which ceased use in 1989. The remediation works proposed through the EIA, anticipated residential use with gardens within Phase 2. As such, the remediation works undertaken remain appropriate for the current proposed residential use in Phase 3C.
- 8.62. The formal process for management and verification of the approved remediation actions, is through the planning conditions attached to the full planning permission associated with the re-profiling of the site (DC/16/0108).

Drainage Strategy

- 8.63. In accordance with Conditions 25 and 27 of the extant outline consent, this application is supported by a drainage and surface water drainage strategy.
- 8.64. This has been prepared with regard to and in accordance with the Flood Risk Assessment (FRA) and Surface Water Management Scheme (SWMS), prepared and conserved in the determination of the extant outline planning consent.
- 8.65. The FRA concluded potential sources of flooding are considered to be low for the application site and that through the implementation of the surface water drainage strategy, as outlined in the strategy drainage reports approved as part of the outline application, there will be no significant risk of surface water flooding.
- 8.66. Further information is provided within the Drainage Strategy and associated drawings submitted as part of this planning application.

The Kilnwood Vale EIA and Screening of Reserved Matters

- 8.67. The comprehensive Kilnwood Vale proposals were originally confirmed with Horsham District Council as representing Environmental Impact Assessment (EIA) Development and the hybrid application submitted (DC/10/1612) was accompanied by an Environmental Statement as a result.
- 8.68. The outline application was approved in October 2011, with due regard having been given to that ES and its associated technical appendices. Necessary conditions and legal obligations were placed on the permission, in order to ensure implementation of any mitigation measures required, to ensure that there would be no significant environmental impact from the initial Phase 1, approved in detail, and any of the subsequent reserved matters, approved in outline.

- 8.69. The proposals sit within the description of the development permitted by the outline consent, and the reserved matters overwhelmingly accord with the parameters assessed. This reserved matters application falls under and will accord with the conditions and legal obligations where relevant.
- 8.70. There are no reasons, in our view, why the proposals in this reserved matters application would make any material difference to the assessments and conclusions in the original ES. Whilst the implementation of the Sustainability and Energy Strategy will change in terms of the shift of national policy and the focus towards demand reduction, the actual assessment and mitigation measures will result in the same impact. Indeed, the EIA recognises that due to proposed changes in policy and regulation relating to energy strategy, it is important for the energy strategy to maintain flexibility to accommodate a range of options.
- 8.71. The assessments submitted therefore remain valid and appropriate and there is as such, no need to revisit the conclusions reached in the Kilnwood Vale outline ES approved in October 2011. As such, it has been agreed with Horsham District Council that this application would not need to submit an addendum or further review of the ES that was previously submitted and assessed as part of the outline consent.

Water Neutrality

- 8.72. Horsham District is supplied with water by Southern Water from its Sussex North Water Resource Zone. This supply is sourced from abstraction points in the Arun Valley, which includes locations such as Amberley Wild Brooks Site of Special Scientific Interest (SSSI), Pulborough Brooks SSSI and Arun Valley Special Protection Area/Special Area of Conservation and Ramsar site.
- 8.73. On 14 September 2021, Natural England issued a position statement setting out concerns in regard to new housing proposals in the Sussex North Water Supply Zone and their potential to cause an adverse effect on the wildlife sites in the Arun Valley.
- 8.74. In accordance with the local validation requirement, a Shadow Habitat Regulation Assessment (August 2023) for the Kilnwood Vale development has been submitted as part of this planning application along with a Water Neutrality Statement.

9. Summary and Conclusions

- 9.1. This statement supports a reserved matters application for 280 new dwellings as part of Phase 3DEFG of the Kilnwood Vale mixed-use development under the extant outline consent (ref: DC/15/2813), known as Phase 3DEFG.
- 9.2. The application has been designed to be in accordance with the outline consent, the development quantum and parameters assessed in the Environmental Impact Assessment and reported in the approved Environmental Statement.
- 9.3. This supporting Planning Statement has illustrated that the proposals contribute to the overall dwelling provision approved by the outline consent, by delivering a further 280 residential units. The affordable housing provision on Phase 3DEFG accords with the consented 25% obligation set out in the signed legal agreement.
- 9.4. The development proposed will provide sufficient parking (car and cycle) to accommodate the residential uses proposed in Phase 3DEFG, in accordance with standards and guidance of the local highways authority (WSCC).
- 9.5. The proposals will continue to form an important element of the ongoing design, landscape, open space and sustainability strategies for the wider Kilnwood Vale development, which remain valid to those approved as part of the outline consent.
- 9.6. The development will deliver high quality residential accommodation, which will make a significant contribution towards meeting the housing needs of the district. The layout of development will create a high quality living environment, with good levels of amenity as well as ready and convenient access to public open space that directly borders the site. The mix of unit sizes and tenures will provide housing choice, contributing to the creation of sustainable communities,
- 9.7. In conclusion, this application accords with the approved outline consent and seeks the detailed approval for all matters with regard to Phase 3DEFG. This will enable the ongoing delivery of housing development at Kilnwood Vale.

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