PLANNING COMMITTEE REPORT

TO:	Planning Committee
BY:	Head of Development and Building Control
DATE:	16th December 2025
DEVELOPMENT:	Approval of Reserved Matters following the Outline Planning Permission (reference DC/21/2233) relating to the Appearance, Landscaping, Layout and Scale for 265no. dwellings, demolition of No. 37 Kings Barn Lane to provide new pedestrian/cycle/emergency link, provision of vehicular access from the A283 Steyning by-pass, provision of public open space, community orchard, sustainable drainage and other ancillary and enabling works.
SITE:	Land North of Glebe Farm and Kings Barn Lane, Kings Barn Lane, Steyning, West Sussex
WARD:	Steyning and Ashurst
APPLICATION:	DC/25/1138
APPLICANT:	**Name:** Vistry Homes Ltd **Address:** C/O ECE Planning, 64-68 Brighton Road, Worthing BN11 2EN

REASON FOR INCLUSION ON THE AGENDA: More than eight persons in different households have made written representations within the consultation period raising material planning considerations that are inconsistent with the recommendation of the Head of Development and Building Control.

By request of Councillor Finnegan.

RECOMMENDATION: To approve Reserved Matters subject to conditions.

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.1 Reserved matters consent (hereafter referred to as 'The RM Scheme') is sought in respect of the appearance, landscaping, layout and scale for 265 No. dwellings, open space and associated infrastructure pursuant to outline planning permission DC/21/2233 (hereafter referred to 'The Outline Approval').

1.2 Of the 265 new dwellings in total, 159 units would be of market tenure with 106 units provided as affordable housing, the latter in exceedance of local plan policy at 40% of overall provision. All dwelling footprints would be compliant with National Described Space

Standards and all plots would comply with Building Regulation M4(2) accessible and adaptable dwellings. The scheme comprises a mix of 1- and 2-bedroom flats/apartments, plus 2-, 3-, 4- and 5- bedroom houses. The breakdown of all the housing is tabled below:

Affordable		
Bedrooms	Number	Percentage split
1	17	16%
2	56	53%
3	28	26%
4	5	5%
Total	106	100%
Open Market		
Bedrooms	Number	Percentage split
2	21	13%
3	64	40%
4	57	36%
5	17	11%
Total	159	100%
Overall Total	265	
Affordable %		40%

1.3 The proposed residential parking provision is 618 no. car parking spaces in total; 497 no. surface spaces allocated to specific plots, 51 no. unallocated surface spaces for use by visitors. There is additional provision of 68 no. garage spaces allocated to specific plots, and no. 2 service spaces.

1.4 The RM scheme is said by the applicant to be informed by the design principles established through the Outline Approval (with reference to the Design and Access Statement and Outline Design Code); the residential development being located across the site and to the north of the existing dwellings along the north side of King's Barn Lane, and set out in four distinct character areas, with a similar internal road layout and landscape strategy, including the main areas of public open space, community orchard and wetlands boardwalk.

1.5 The applicant also submits that after Outline Approval, further investigation on technical matters has presented practical requirements and constraints to inform the RM Scheme; the need for an increased protection buffer to protect wildlife along the north boundary has meant some omission of some open Sustainable urban Drainage (SuDs) features and remodelling of alternative SuDs; re-routing of services and new connections to existing services has generated new easement requirements; and the separation of all roads, shared surfaces and footpaths at Outline Approval resulted in a significant extent of hardstanding at the expense of landscaping, particularly though the centre of the site.

1.6 The RM Scheme submission is supported by a suite of technical application documents, including a highways statement and drainage strategy, which build upon the content of the full document suite submitted under the Outline Approval. The current submission suite also details information pursuant to the Phase 1 (access) pre-commencement conditions imposed on the Outline Approval (including Nos. 5, 7, 12, 13, 14, 15, 16, 20, 25) to expedite the formal condition discharge process if the RM Scheme is approved and start on site in the new year (2026).

1.7 The RM Scheme has been subject to negotiations by your Officers on delivering the aspirations of the Outline Approval. Amendments to the scheme have been secured across a range of matters including; housing mix, legibility of active travel through the site (with an additional pedestrian and cycle route which connects the roundabout to the west with Kings Barn Lane to the east), refinement to design and layout across the development in particular

the eastern housing parcels, and measures to mitigate noise and impact of the Battery Energy Storage System to the east. The applicant has also engaged with the Parish, focused on the concerns of occupiers of existing dwellings along Kings Barn Lane.

DESCRIPTION OF THE SITE

1.8 The site itself comprises several irregular-shaped grass crop grazed fields, demarcated by post and rail fencing, hedgerows and trees. The total site area is 14.24 hectares/35.2 acres. There are open fields to the north and east and existing residential development to west and south. The site in its entirety is classified as Grade 3b agricultural land due to a combination of soils with a topsoil of silty clay with a wetness limitation.

1.9 The site is located on the northeast side of Steyning, east of the Steyning By-Pass (A283), beyond which lies the outer residential estates of Steyning. The centre of Steyning is approximately 1km to the west. Nearest bus stops are on Shooting Field, some 750m from the site. Additional stops are on High Street, approximately 950m from the site.

1.10 Along the western site boundary, the A283 is subject to the national speed limit (60mph). No footways run along this section of the By-Pass An existing Public Right of Way (PROW footpath 2585) just to north of the site crosses the By-Pass and continues westbound towards Steyning (connecting to Abbey Road) and eastbound towards Kings Barn Lane.

1.11 North of the site PROW 2585 continues, following an ordinary watercourse on the northwest site boundary. At this location, an access track leads to two electricity substations and a foul water pumping station, with trees (Tree Preservation Order TPO/0143). Sewage treatment works are farther north still. Northwards along the A283 itself, is a lay-by to allow Southern Water to undertake sewer cleaning, and then Canons Way, Horsham Road and the B2135 form priority ghost island right turn junctions with the A283.

1.12 To the immediate east of the site King's Barn Lane is a narrow track providing access to holiday cottages and a working farm (Kings Barn Farm) including silos, and Anesco Ltd Energy Barn Battery Storage. Further east, footpaths cross the River Adur floodplain. The Downs Link National Trail/Long Distance Path (Route 223 of the National Cycle Network, terminating at Shoreham) runs along King's Barn Lane east of the site. Southward, Route 223 is on-road and travels from King's Barn Lane, along residential streets, then becomes off-road alongside the A283.

1.13 To the south, King's Barn Lane and surrounding roads are residential in nature and subject to a 30mph speed limit, with properties both sides of the road. King's Barn Lane crosses the A283 via a road bridge and subsequently provides access to Cripps Lane and Jarvis Lane, which in turn provides access to School Lane and Church Street, and Steyning C of E Primary School, and the High Street. Further to the south the A283 forms a six-arm roundabout junction with Castle Lane, The Street, Maudlin Lane and Clays Hill.

1.14 The Historic Landscape Characterisation for the site is identified on WSCC Historic Environment Records as post medieval informal fieldscape (irregular piecemeal enclosure) and large farmstead settlement. Northfield Cottage (referred to as Nos. 2 and 2 Kings Barn Old Cottages on the listing description), a Grade II Listed Building, exists opposite the south east site corner, on King's Barn Lane. Steyning Conservation Area is west and separated from the site by Steyning Bypass and housing.

1.15 The site topography generally falls south to north, from the high point in the southwest corner; a central valley within the site; and a slight crest to the west. The site is visible from long distance views from higher ground to southwest and southeast of Steyning, from within the South Downs National Park, with The South Downs Way along this higher ground. The site itself falls outside of the National Park defined boundary but within its setting.

1.16 The site in Flood Zone 1, land considered to have very low probability of fluvial or tidal flooding. A narrow linear band of low-high surface water flood risk is identified on EA mapping extending north-south through the site. A Medium Pressure gas pipeline runs west-east, centrally across in the site, before running along rear property boundaries on Kings Barn Lane.

1.17 A Local Wildlife Site, River Adur Water Meadows and Eyckham Wood, exists immediately east of the site. This comprises floodplain woodland and grassland water meadow with bird interest and ditches with plant interest. There is Priority Habitat around the site (floodplain and grazing marsh habitats), and the site is in the North Bramber floodplain Biodiversity Opportunity Area, an area of wetland potential with the River Adur through it.

2. INTRODUCTION

STATUTORY BACKGROUND

2.1 The Town and Country Planning Act 1990.
Section 66 (1) and 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990

RELEVANT PLANNING POLICIES
The following Policies are relevant to the assessment of this application:

National Planning Policy Framework

Horsham District Planning Framework (HDPF 2015)
Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 4 - Strategic Policy: Settlement Expansion
Policy 9 - Employment Development
Policy 15 – Housing Provision
Policy 16 – Meeting Local Housing Needs
Policy 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 - Strategic Policy: Countryside Protection
Policy 30 – Protected Landscapes
Policy 31 – Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 34 - Cultural and Heritage Assets
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 42 - Strategic Policy: Inclusive Communities
Policy 43 – Community Facilities, Leisure and Recreation

Steyning Neighbourhood Development Plan (2019-2031)
SNDP1: Green Infrastructure & Biodiversity
SNDP2: Responsible Environmental Design
SNDP3: Contribution to Character
SNDP4: Improving Our Facilities
SNDP5: Local Green Space

Horsham District Local Plan (2023-40) (Regulation 19)
Strategic Policy 1: Sustainable Development
Strategic Policy 2: Development Hierarchy
Strategic Policy 3: Settlement Expansion
Strategic Policy 6: Climate Change
Strategic Policy 7: Appropriate Energy Use
Strategic Policy 8: Sustainable Design and Construction
Strategic Policy 9: Water Neutrality
Strategic Policy 10: Flooding
Strategic Policy 11: Environmental Protection
Strategic Policy 12: Air Quality
Strategic Policy 13: The Natural Environment and Landscape Character
Strategic Policy 14: Countryside Protection
Strategic Policy 16: Protected Landscapes
Strategic Policy 17: Green Infrastructure and Biodiversity
Strategic Policy 19: Development Quality
Strategic Policy 20: Development Principles
Policy 21: Heritage Assets and Managing Change within the Historic Environment
Strategic Policy 23: Infrastructure Provision
Strategic Policy 24: Sustainable Transport
Policy 25: Parking
Strategic Policy 27: Inclusive Communities, Health and Wellbeing
Policy 28: Community Facilities, Leisure and Recreation
Strategic Policy 37: Housing Provision
Strategic Policy 38: Meeting Local Housing Needs
Policy 39: Affordable Housing
Policy 40: Improving Housing Standards in the District
Strategic Policy HA17: Steyning

West Sussex Joint Minerals Local Plan (2018)
Policy M9 - Safeguarding Minerals

West Sussex Waste Local Plan (2014)

South Downs Local Plan (Adopted 2 July 2019 (2014-33)
Strategic Policy SD4: Landscape Character
Strategic Policy SD6: Safeguarding Views
Strategic Policy SD8: Dark Night Skies

Supplementary Planning Guidance:
HDC Planning Obligations and Affordable Housing Supplementary Planning Document (2017)
HDC Community Infrastructure Levy (CIL) Charging Schedule (2017)
WSCC Supplementary Planning Guidance (September 2020) - revised county parking standards and transport contributions methodology

Other Guidance:
HDC Sports, Open Space and Recreation Assessment (2014)
HDC Open Space, Sport & Recreation Review (2021)
HDC Steyning Character Assessment (2019)
Air Quality and Emissions Mitigation Guidance for Sussex (2020)
HDC Planning Advice Note: Biodiversity and Green infrastructure (2022)
HDC Planning Advice Note: Shaping Development in Horsham District (2025)
Steyning Conservation Area Appraisal and Management Plan (HDC, Jan 2018)
The South Downs National Park: View Characterisation and Analysis (LUC, November 2015)

PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/21/2233	Outline application for up to 265 dwellings, demolition of No. 37 Kings Barn Lane to provide new pedestrian/cycle/emergency link, provision of vehicular access from the A283 Steyning by-pass, provision of public open space, community orchard, sustainable drainage and other ancillary and enabling works. All matters reserved except for vehicular access from A283.	Permitted 29-11-2024
DC/25/0739	Non-Material Amendment to application DC/21/2233 (Outline for up to 265 dwellings, demolition of No. 37 Kings Barn Lane, and provision of vehicular access from the A283 Steyning by-pass), to allow delivery of approved access roundabout off the Steyning Bypass (A283) as first phase of the development in line with Condition 10 of the Outline Planning Permission.	Permitted 03-06-2025
DISC/25/0083	Approval of details reserved by condition 9(i) (archaeological fieldwork scoping) to approved application DC/21/2233 (Outline for up to 265 dwellings, demolition of No. 37 Kings Barn Lane. All matters reserved except for vehicular access from A283).	Permitted 31-03-2025

3. OUTCOME OF CONSULTATIONS

3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

INTERNAL CONSULTATIONS

3.2 **HDC Housing:** No Objection
[Summary] Welcome further conversation in relation to tenure size delivery for affordable rented units and Register Provider engagement.

3.3 **HDC Strategic Planning:** Advice
Whilst above-target affordable housing in terms of number of units, mix of affordable and market dwellings (by unit size) does not accord with HDPF Policy 16.

3.4 **HDC Conservation Officer:** Advice
[Summary] Elements of design amended, and this is beneficial particularly in terms of materials, layout and design. Essence of my comments remain, with proposal resulting in less than substantial harm to setting of Northfield Cottage.

3.5 **HDC Landscape Architect**: Advice
[Summary] Welcomed changes made so far and note request to deal with some of the detail design by condition. Suggested conditions.

3.6 **HDC Tree Officer:** Advice
[Summary] Supported by Arboricultural Method Statement compliant with BS 5837:2012.

3.7 **HDC Parks**: Advice
No further comment

3.8 **HDC Environmental Health**: Advice
[Summary] Noise – Satisfied with revision.

Contaminated Land - Condition
Air Quality – mitigation measures already secured, no further comment
Construction Phase - Condition

3.9 **HDC Waste and Recycling:** Advice
Newly appointed BCP's will alleviate manoeuvring issues for refuse vehicle

3.10 **HDC Archaeology Consultant:** Advice
Trial trench evaluation results required, together with additional Written Scheme of Investigation that sets out appropriate programme of archaeological mitigation in advance of construction work.

3.11 **HDC Ecology Consultant**: Advice
[Summary] Satisfied sufficient ecological information available for determination. Recommended Approval subject to attached conditions

OUTSIDE AGENCIES

3.12 **Natural England:** No Objection

3.13 **South Downs National Park Authority:** Advice
No comment

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

3.15 **Southern Water**: Advice
[Summary] Southern Water has undertaken a capacity check of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. This study indicates that these additional flows may lead to a minor increased risk of impact on the sewer network.

3.16 **Sussex Police:** Advice
[Summary] Direct applicant to Secured by Design

3.17 **WSCC Public Right of Way:** No Objection
With conditions

3.18 **WSCC Fire and Rescue Services:** Advice
[Summary] Requirement of additional fire hydrant(s) by condition.
Regarding BESS, proposal will meet the NFCC guidance.

3.19 **WSCC Local Lead Flood Authority:** No Objection
[Summary] Applicant has sufficiently addressed concerns.

3.20 **WSCC Highways**: Advice
[Summary] Following additional information comments solely respond to internal site layout.

3.21 **Active Travel England:** Advice
Standing Advice

PUBLIC CONSULTATIONS

3.22 **Steyning Parish Council:**
[Summary]: Comments updated 27th November 2025

Steyning Parish Council believes the developer's commitments noted below are important and looks forward to working with them where collaboration is necessary or requested and

reiterates its highest aspirations for the Glebe Farm development (especially on aspects of PV installation and sustainability), albeit restating its disappointment over the pedestrian/cycle access. It still requests a robust construction traffic management and communication plan and seeks to ensure final confirmation on all habitat/ecological and boundary treatment details.

1. Building orientation and height adjacent Kings Barn Lane boundary
Members appreciated the work done by Vistry to move buildings and amend plans to allow for a wider buffer zone as per figure above. This has eased the concerns from residents living adjacent this boundary and the final design was appreciated by members without objection.

2. Kings Barn Lane Boundary planting and fence/wall construction
Members appreciated the work done by Vistry to amend the plans and also in providing cross sectional representations of the design which includes measurements and planting/ structural installations as detailed in emails to Councillor Finnegan subsequent to the meeting dated 14th October and now attached to this document within Appendix 1. This has eased the concerns from residents living adjacent this boundary and the final design was appreciated by members without objection.

3. Green Energy
Members thanked John Longhorn, Vistry's Senior Planning Manager, for his confirmation that in an email to Cllr Finnegan on the 26th November that 'by our current reckoning, at least 50% of dwellings will have PVs'. Members wanted to again emphasise the parish's preference for 100% integrated PV coverage on all suitable properties and cross-referenced HDC conservation officers most recent advice which supports this Members believed a project maximising sustainability requirements would enhance the saleability of properties, and provided these commitments were honoured by Vistry members raised no objection but would request further consideration of the parish preference for near 100% PV coverage.

4. Walking & Cycling east exit from site to connect with White Bridge/ Downs Link
Members appreciated the efforts of Vistry given HDC planning and WSCC Highways departments apparent intransigence against further considering alternative routes, and were not convinced by the reasons given by them, when presented with SPC's preferred option noted above, or Vistry's planned compromise, also noted above. Indeed members thought that the solution championed by WSCC and HDC if anything created more safety concerns for pedestrians and cyclists due to the lack of continuous pavement along Kings Barn Lane, seeking to connect between Upper Beeding and Steyning via the White Bridge link. Members wanted to ensure it was stated that when S106 and Cil monies became available they would seek to work with the WSCC Highways department on a safer solution at a later date and when the development was nearing completion to avoid missing the opportunity to create safer school and community routes.

5. Market Housing & Affordable Housing
Members noted that much discussion had taken place involving the HDC planning department who on the 17th November were still raising objections to the proposed mix of housing units. However, by the 19th November, HDC's housing officers concerns had been allayed by Vistry in that they had 'confirmed that they will be review and revise the affordable tenure for the two bedroom units. As a result, this issue is no longer a concern, and the proposed mix can be considered capable of better aligning with local need'. Comforted by this statement, members raised no objection to the new proposed mix of housing units.

6. Electric Hook Up
Members were very pleased with these augmented plans presented by Vistry and their further attempts to create a future community meeting/ events space, without restriction, and raised no objections.

7. LEAP / LAP provision and street furniture choices

Members remained very appreciative of the planned installations and no objections were raised.

8. Road Names
Members appreciated removal of 'Roman Road'. No further comments nor objections raised

9. Boundary walls (noted as Brick)
Members wanted to thank the developer for agreeing to the prominent use of flint in boundary treatments and in the street scene, thereby enhancing local character and being in keeping with the emerging Design code for Steyning, which was further confirmed in a statement to Cllr Finnegan on the 26th November. Therefore, no objections raised.

10. Rainwater Harvesting
Members remained very pleased with Vistry's green approach and the proposed installations despite lifting of water neutrality requirements and were therefore raising no objections.

11. Site Trees / Shrubs and Orchards
Members appreciated Vistry taking on board the local groups advice and looked forward to their working collaboratively together on this project. No Objection

12. Traffic Management Plan
Members remained concerned that works on the bypass would lead to delays for traffic and a consequent increase in traffic passing through the town high street and that they had not seen TMP nor CMP, but no other comments were raised. Early sight of these documents would be beneficial for communication to the town residents.

13. Dementia friendly town
Members appreciated that there was a willingness to take on board Neurodiversity in planning and that Vistry continued to be willing to collaborate on these matters, therefore raising no objections.

14. Build Management Plan
Members appreciated that there was confirmation of the integrated system of swift bricks / hedgehog highways installations. With No objections raised.

3.23 **63 no. representations received in total.** This figure includes multiple submissions and recipience from individuals of the same household, of these 46 no. representations have been received from individual property addresses. This is broken down into:
41 no. objections; and
5 no. neither object/support

3.24 The 41 no. Objections are summarised below:

<u>Highways</u>

- Existing problem with parking congestion in Steyning will be exacerbated by new development, as Steyning is in Parking Behaviour Zone 1, it allows between 1.5 and 2.2 parking spaces per dwelling. Overflow parking may cause congestion in Kings Barn Lane, Roman Road and Saxon Road, where emergency access is set to be made. This access will also be used as a throughfare for ebikes, motorbikes and visitors to the estate parking on Kings Barn Lane or Roman Road and walk across. This will increase the daily footfall in the area. To alleviate this parking issue there must be 2 parking spaces allocated per dwelling or communal car parking facilities on-site.
- How will this emergency access road be controlled?
- Concern over impact of development on existing congestion issue on Church Street. Goring Road and Kings Barn Lane, which will be exacerbated by this development.

- Safety concerns on roads surrounding the school with the increased traffic. Only crossing is out of the way and no crossing provided on the bypass will lead to a dangerous situation and the use of cars for short journeys.
- Creation of a potential rat run on Kings Barn Lane, creating a dangerous situation with people attempting to overtake buses from the nearby transport depot, large farm machinery, elderly people on motorised buggies and horse riders utilising the road.
- Safety issues arising from development on A283 access, which is proposed to be close to the B2125. A new junction will create tailbacks.
- Existing issues with narrow streets will be amplified by new development.
- A new site off the A283 will bring substantial traffic from Canons Way. Concern over speed of oncoming traffic.
- Lack of signage for the newly imposed 50mph speed limit, speed cameras should be provided.
- Castle Lane should be made one way to deter overuse.
- Unclear what the pedestrian/cycle way will consist of, nor the position of the proposed mini-roundabout access to the estate.

<u>Infrastructure Provision</u>

- Lack of school spaces to accommodate new residents.
- Lack of key infrastructure and services such as doctors, and police presence, which are already stretched. Will not be able to handle new development.
- No NHS dentists accepting patients currently.
- Present sewage works are at a limit already, question about what works will be done to cope with 300 additional residents. Lorries currently remove waste from the sewerage works, which will only increase with the increased pressure on the system. It must be ensured that infrastructure is put in place so that sewage discharge into rivers is not needed.
- The area is already prone to flooding, with parts of Kings Barn Lane becoming impassable during flood events. Steyning is listed as one of 25 areas in West Sussex most at risk from flooding. Sealing land currently used for natural drainage, with no SuDS or drainage measure along the site boundary will exacerbate this issue. Has the updated EA flood mapping been considered?
- Failure to comply with outline conditions 17, 18, 19.
- The plans do not include any solar panels or air source heat pump locations.
- Question surrounding what will be done to ensure Steyning has enough water throughout the year with the new development.
- Proposal lacks support for active travel, with limited buses in the area and no train station for Steyning. Making children and non-drivers reliant on lifts and materially worsen congestion and harm livelihoods and journey reliability, contrary to HDCs Sustainable transport policy.
- A ramped foot/cycle bridge over the A283 from the southwest corner of the site onto Station Road should be provided, to reduce travel distances and improve safety.
- Needs new major roundabout, impacting the link between A27 Shoreham and S24 Washington.

<u>Privacy, Light & Noise</u>

- The area of the proposed development is a Dark Sky area, and the additional lighting will create intrusive light and noise pollution. Particularly for Abbey Road residents.
- Lighting facilitating the new cycle path where trees are to be removed will result in residents incurring light pollution, potentially the areas the Dark Skies status.
- Electricity Substations put near residential properties will create noise pollution for local residents, and a health and safety concern for young children and older residents. National Grid suggests that they must be located 75m from homes, yet this is not the case for this development. Should be moved closer to existing battery storage.
- Concern over impact on privacy for homeowners on the West end of Kings Barn Lane, and the distance between their homes and the new builds.

- Should have bungalows (of 1 or 1.5 storey) on the boundary rather than two story homes (Plots 100 to 107 and 115 to 121) or move to create a gap of c20m in line with other parts of the development.
- Plots 121 to 117, and 108 to 111 provide direct views into existing residents gardens and living areas due to a shift in the proposed dwelling provision. This will result in increased feel of enclosure, greater visual mass, and dominance over the length of existing residential properties, conflicting with HDPF policy 33.
- Timber Sheltered Seating should be moved further away from the site boundaries to be adjacent to the play space, minimising noise impact on gardens along Kings Barn Lane.
- Excessive noise arising from construction and subsequent residents will the wellbeing and mental health of residents. The noise impact assessment AC109675-1R1 concludes that:
- It is found that with open windows, some facades will experience an exceedance of BS8233:2014 internal noise criteria.
- One plot will experience external amenity noise level above the 55 dBA criterion.

Design:
- Fails Secured By Design code, Vistry must provide a secure interface with the existing properties.
- Proposed development on/near Roman Road and Kings Barn Lane is out of character with the surrounding properties. Streets do not follow the same alignment as existing property line.
- Assurance must be sought that there will be no HMO properties.
- Design materials and scale inconsistent.
- Concern over the scheduled review of supposed clashing of visibility spay sightlines from Emergency Access Point at No.37 with existing fencing.
- Affordable housing should be mixed in with market price housing and not separate.
- Plans have no mention of the agreed 1.8m fencing behind existing garden boundaries along Kings Barn Lane, nor security gates at either end. Agreement was made between SEC Newgate and Vistry. There must be a planning condition ensuring that Vistry commits to consult with KBL residents regarding details of boundary treatments, planting, and the fencing.
- Latest modelling appears to route flows towards on-site SuDS, significantly reducing flood volumes alongside Plots 108 - 114 compared with earlier versions.

Trees & Landscape
- Application reduces the tree and hedge planting on this version of the application when compared to the original. Concern on effect on biodiversity. Should be insisted to plant the original quantity as well as facilitate watering for the first 5 years.
- The loss of trees on the boundary of the site will have an impact on boundary properties. These trees currently shield from traffic noise, pollution, disturbance and privacy. There are no specific plans outlined to mitigate the above issues.
- Condition 17 of the outline application states that 3-5m structural planting, with screening, along buffer zones is required prior to commencement.
- Under the proposed plan, Plots 108-114 conflict with 50-60 meters of the southern boundary buffer zone. Additionally, the 6m gas easement, contains a no-dig/no-roots corridor.
- This combination leaves no remaining land on the development side capable of hosting the required structural buffer required by C17.
- The existing hedge is split by the redline boundary creating ambiguity over ownership and provides no screening.
- The sites proximity to the SDNP may disrupt the views from the park, altering the character of Steyning.
- What will the effect on the water table due to water meadow removal be?

Overdevelopment

- Impact of an additional 265 (10.5%) homes on the edge of a small country lane is over development. Too many houses for the small town.
- Brownfield sites should be prioritised rather than allowing construction on greenfield sites.
- This development has been amended to provide no one bed dwellings with a higher percentage of three, four and five beds, making the new development unattainable for first time buyers, and less desirable for retirees looking to downsize. This does not meet the councils identified need in Steyning, deprioritising local families and individuals in need of smaller homes.
- HDC Housing Team raised that the housing need in Steyning was 81% for houses with 3 bedrooms and below, with only 19% in need of 4+ bedrooms.
- Development appears to conflict with the Neighbourhood plan, which aims to prioritise brownfield sites and preferred to spread development across Sweetland, Bayards and Glebe Farm. It is also not an allocated site.
- Allocation of affordable housing does not accord with HDCs or Steynings resident's needs.
- The bypass acts a boundary for the village and any development pas that sets a precedent for more development which will change the character of the village.

<u>BNG / Environmental concerns.</u>

- Threatens ecologically sensitive areas and wildlife corridors, contrary to the council's commitment to biodiversity. No carbon reduction strategies. Contrary to HDPF Policy 31 on Green Infrastructure
- Loss of wildlife and trees. The land has been ungrazed/unmanaged since the ecological survey in 2023 and is likely a higher ecological value to when the survey was taken. A new assessment is necessary. These fields support species in the adjacent stream, whose habitats will be affected by the pollution of the new development.
- No mention of achieving BNG within the planning application.
- Glebe farm is quality agricultural land and was recorded as being un-developable in the HDC Strategic Housing Land Availability Assessment in 2018.
- The proposed SUDS system is not adequate to cope with periods of heavy rainfall. Discharge of SUDS systems must not be allowed into the Black Stream as it is a spawning point for trout, sea trout and coarse fish, and is protected by the Ouse and Adur Rivers Trust.
- Water neutrality concerns surrounding no on-site mitigation proposals.

<u>Other</u>

- Further consultation with residents needed.
- Concern over the undue pressure on HDC to find land for house building and how it may adversely impact the selection of a proposed site. Horsham might have a housing demand by Steyning does not.
- Disagreement that the proposal will have a less than substantial impact on the significance of Northfield Cottage.
- Does not comply with HDPF Policies 18, 30, 31 or the NPPF (paragraphs 130 and 174)
- 37 Kings Barn Lane is listed as occupied. It has been unoccupied since February 2025.
- Safety concerns about building close to a BESS lithium storage site, risk of fire, explosion and toxicity. On site water storage for firefighting should be provided, with protective fencing surrounding the site. Evacuation procedures should be created to protect neighbouring residents from toxic gases.
- Loss of house value.

3.25 5 no. representations neither in support/objection, summarised below:

- Suggestions made for supply of active travel infrastructure to Vistry by LWCP Working Party have not been included in the plans. These include;
- moving crossing to A283 making it easier to exist roundabout,

- Install wheeling channel down steps on west side so cyclists do not need to utilise the slow ramp,
- Move position of walking and cycling exist on the east side of the site closer to the south and east corner of the development so that it is easier for users coming across the new White Bridge Link, creating a safer crossing.
- Suggestions for green infrastructure to Vistry for heat pumps and fabric first approach have been implemented however the inclusion of solar pv and battery storage has not been indicated on the plans, even though they were listed on the design and access statement. Greening Steyning Bramber and Beeding group urges individual building level SAP calculations to be insisted upon pre-commencement.
- Development is to be built on site of old 11th century Steyning Port, once called Portus Cuthmanni. Architectural surveys were dug shallow and significant height above sea level, therefore the heritage of the site needs further investigation.
- Upgrades to highways infrastructure and provision of new housing will bring more traffic and noise, impacting on existing residents' enjoyment of their property.
- Steyning PC wishes to comment on the Build Management Plan when it becomes available.

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS AND EQUALITY

4.1 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

4.2 The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder. Sussex Police refer the applicant to guidance on crime prevention and 'secured by design' measures outlined in their website.

6. PLANNING ASSESSMENT

Background

6.1 In 2024 outline planning permission DC/21/2233 was approved for the development of the site for up to 265 dwellings and access in and out of the site and associated infrastructure, as described in detail above. Access arrangements to and from the site were confirmed as acceptable in the Outline Approval with technical details approved at that stage and, with this, the principle of development, its sustainability, vehicular trip generation and traffic impact has already been established as acceptable. An outline approval allows the remaining details of the proposal not yet approved to be submitted under subsequent Reserved Matters applications.

6.2 The key material considerations in the determination of this Reserved Matters application (the RM Scheme) are therefore the matters not yet approved, these being: the layout, landscaping, scale and appearance of the development, the proposed housing mix, and the

effects of that development upon heritage assets, nearby occupiers and the provision of amenity for future occupiers. Also of consideration are the ecological effects of proposed development if different from that addressed at outline stage, site drainage, highway safety/operation within the site, and parking provision.

Substantial Compliance with the suite of Parameter, Phasing, and Open Space Strategy plans, and Design and Access Statement and Outline Design Code

6.3 The Outline Approval required all reserved matters to demonstrate substantial compliance with a suite of approved parameter documents (condition 3 of DC/21/2233), which showed amongst other things, the proposed density, land use and building heights of the proposed development. The layout of individual housing plots was also shown at Outline Approval but for illustrative purposes only.

6.4 Therefore your Officers are minded that provided the RM Scheme demonstrates substantial compliance with the suite of parameter documents as the Outline Approval requires, and subject to any material planning matters arising from those details not already considered at outline stage are adequately addressed, then the same outcome as reasoned to be acceptable in approval of the outline permission would result. Substantial compliance is addressed below.

Drawing P20-2253_13 Rev C: Land Use Parameters

6.5 Accordance is demonstrated. The Land Use Parameters Plan approved a broad outline for delivery of the residential parcels across the site. As per the Outline Approval, the RM Scheme involves development of the fields for various land uses, with defined and geographical extents of site coverage. The Outline Approval defined the site boundary; location of the proposed access; residential developable area as 7.30 hectares with 6.20 ha of open space (including sustainable urban drainage); with 0.71 ha of road improvements and access.

Drawing P20-2253_14 Rev D: Building Heights Parameters

6.6 Accordance is demonstrated. The Building Heights Plan approved a range of building heights, informed by site topography and surrounding context; predominately 2 residential storeys, with a maximum height of up to 2.5 residential storeys on key buildings, with heights stepped up on the west edge of site to reflect transition to open countryside eastwards. The RM Scheme is generally 2 storeys, with some key buildings at 2.5 storey located along the entrance, primary, and secondary routes on the west edge, with single storey buildings on the eastern edge of site, as identified in the Building Heights at Outline Approval.

Drawing P20-2253_15 Rev E: Green and Blue Infrastructure Parameters

6.7 Accordance is demonstrated. All the Green/Blue infrastructure components, including various open space typologies as defined by the District Council's standards, at Outline Approval are to be delivered in the RM Scheme; tree lined Principal Street; 2.46 ha of natural and semi-natural green space; 1.08 ha of parks and gardens; 1.08 ha of amenity green space; 0.04 hectares of locally equipped area of play; 0.24ha community orchard; buffer planting; 1.27 ha of blue infrastructure; rainwater gardens; 0.11 ha of kickabout space; key views/vista to local content (Kings Farn Farm and South Downs; St Andrews an St Cuthmans Church); 5m offset to existing vegetation and 20m offset to equipped play.

Drawing P20-2253_18-1: Phasing

6.8 There is accordance. The applicant confirms the RM Scheme will be delivered in compliance with the phased sequence approved at Outline Approval and as subsequently amended

under DC/25/0739 to deliver the approved access roundabout off the Steyning Bypass (A283) as first phase of the development in line with Condition 10 of the Outline Approval.

Drawing P20-2253_010 REV G Plan 2 - Open Space Strategy

6.9 The RM Scheme is in substantive compliance with the requirement for the RM Scheme to deliver the Open Space Strategy as comprised of the various open space typologies as defined by the Council's adopted standards, with the extent of site coverage of each typology as per the Outline Approval; blue infrastructure 1.27ha; parks and gardens 1.08ha; community orchard 0.24ha; amenity green space 1.08ha; natural/semi-natural green space 2.46ha; kickabout space 0.11ha; approximate location of locally equipped area of play 0.4ha; and landscape buffer maintained by management company.

Design and Access Statement and Outline Design Code P20-2253 REV C

6.10 At Outline Approval the Design and Access Statement (DAS) and allied Design Code (Code) set out a framework of design considerations to inform and direct the layout, landscaping, scale and appearance of the development. This includes access and movement across the site, including the hierarchy of streets and access routes, as well as key access points and pedestrian/cycle routes. In the RM Scheme, access to residential parcels is taken from the spine road, the residential parcels are serviced by a series of routes including, minor access road, shared surface, and pedestrian/cycle routes. All matters of access are in substantial compliance with the Outline Approval DAS and Code, with some enhancement to active travel secured in negotiations in the RM Scheme and detailed out later in this report. Another focus to the Outline Approval DAS and Design Code was its setting out of guidelines and parameters of the internal estate design and associated infrastructure, including landscaping, with the estate to be delivered as 4 no. 'character areas', each of which exhibiting particular qualities in layout, the arrangement and design of buildings, densities and heights. Generally higher and denser development was approved on the west edge of site, with heights and densities reducing towards the east, in response to the rural edge site context of the proposals.

6.11 In these regards, the RM Scheme similarly proposes 4 no. character areas of similar intent, qualities, and site coverage to that detailed in the Outline Approval DAS and Design Code, with the development within these areas shown to be informed by the same guidelines of the Outline Approval DAS and Design Code. The proposals demonstrate substantial compliance with the RM Scheme with the key components, including a central tree lined 'Principal Street' and hierarchy of secondary streets; tertiary rural lanes; shared surface streets and private lanes; integrated pedestrian and cycle routes, with outward facing development providing natural surveillance over open space and key arrival spaces; levels to follow existing topography where possible, with provision for 6.23 hectares allocated as open space comprising natural and semi natural green space, parks and gardens, amenity green space, and LEAPs, Youth Shelter and kickabout space, and community orchard, and to include a centrally located 'Steyning Common' with an equipped play area and a central 'Ribbon Park' connecting new green spaces, incorporating existing and reinstated hedgerows and creation of a wetland habitat with boardwalk style.

LURA and South Downs National Park Partnership Management Plan

6.12 At outline stage the District Council heeded the advice of the South Downs National Park Authority (SDNPA) to refine the proposal and considered national planning policy and policies of the South Downs Local Plan. Outline Approval was subject of a compensation package in furtherance of the Park's statutory purposes, thereby satisfying duties to national landscape setting under the Levelling Up & Regeneration Act 2023 (LURA). Both planning authorities concluded the outline stage proposal would not conflict with statutory duties and National and Local Policy regarding the National Park. Where relevant to detailed design matters, consideration has been given to the South Downs National Park Partnership

Management Plan. It is noted the SDNPA has raised no comment in consultation response on the RM Scheme.

Housing Tenure and Mix

Overall

6.13 HDPF Policy 16 requires a mix of housing sizes, types and tenures to meet the needs of the district and local communities and of the number of dwellings as proposed, that 35% of the provision be affordable with a tenure split of 70% affordable rented and 30% intermediate tenure; all as evidenced in the District Council's latest Strategic Housing Market Assessment (SHMA 2019).

6.14 The RM Scheme provides a quantum of affordable housing and market dwellings in accordance with the Outline Approval and its s106 legal agreement, which sets a requirement for delivery of 70% of the affordable housing as affordable rented, with 30% as shared ownership units. Whilst an indicative housing mix was submitted at outline, no condition secured this specific mix, as the final mix was to be agreed via the s106 agreement. In terms of accessibility, although current adopted development plan policy does not set out any minimum requirements, the proposal will provide all dwellings to M4(2) standard.

6.15 Since Outline Approval, the proposed housing mix has been revised and finalised with your Officers, following negotiations. The overall housing mix (affordable and market) is tabled below, providing a breakdown of the expected overall mix compared with the submitted mix:

Overall Mix	**SHMA 2019**	**RM Scheme**	**Over/under supply**
1 Bedroom	13% (34 dwellings)	6% (17 dwellings)	- 17
2 bedroom	16% (43 dwellings)	29% (77 dwellings)	+ 34
3 bedroom	28% (74 dwellings)	35% (92 dwellings)	+ 18
4 bedroom	28% (75 dwellings)	23% (62 dwellings)	- 13
5 bedroom	15% (40 dwellings)	6% (17 dwellings)	- 23
Total	266	265	

Market

6.16 Based on the SHMA, the table below provides a breakdown of the expected mix for market housing compared with the submitted mix.

Market	**SHMA 2019**	**RM Scheme**	**Over/under supply**
1 bedroom	5% (8 dwellings)	0% (none)	- 8
2 bedroom	30% (48 dwellings)	13% (21 dwellings)	- 27
3 bedroom	40% (64 dwellings)	40% (64 dwellings)	0
4 + bedrooms	25% (40 dwellings)	47% (74 dwellings)	+ 34
Total	266	265	

6.17 As set out above, the scheme will deliver a mix of smaller and larger house types. For market, the RM Scheme over provides with larger units and under delivers smaller 2 bed units, by a significant number. The delivery of 3 bed family houses is aligned with the SHMA. On the over provision of larger units, the vast majority (57 of the 74 dwellings in total) are 4 beds. The undersupply of market 2 beds is judged to be balanced out by an overprovision of 2 bed units as affordable, as explained below.

Affordable

6.18 The s106 agreement signed at outline stage requires that 40% of the housing is delivered as affordable, equating to 106 homes. Of these, 74 are to be for affordable rent with 30% of the rental homes being 1-bed, 35% 2-bed, 30% 3-bed and 5% 4-bed. The remaining 32 affordable homes are to be delivered as shared ownership homes with 56% of these being 2-bed and 44% 3-bed. The s106 agreement allows for an alternative mix to be proposed by the applicant for agreement by the Council, with the final affordable housing scheme to be agreed prior to development commencing.

6.19 The RM Scheme delivers 40% (106 units) affordable homes as required by the s106 agreement, however the overall mix is appreciably different to the target mix set out in the agreement. As shown in the table below, the submitted plans appreciably oversupply on 2-bed homes and undersupply on 3-bed homes (Nb the submission does not explain the proportion of each house size to be provided as affordable rent and shared ownership, only the overall quantum).

Affordable	**S106 requirement**	**RM Scheme**	**Over/under supply**
1 Bedroom	30% Affordable Rent (AR) (22.2 dwellings); 0% Shared Ownership (SO) (0)	16% (17 dwellings)	- 5
2 bedroom	35% AR (26 dwellings); 56% SO (18) [Total: 44 dwellings]	53% (56 dwellings)	+ 12
3 bedroom	30% AR (22.2 dwellings); 44% SO (14) [Total: 36 dwellings]	26% (28 dwellings)	-8
4 bedroom	5% AR (3.7 dwellings); 0% SO (0)	5% (5 dwellings)	+1.3
Total	105.9	106	+0.1

6.20 The Housing Register in Steyning currently has 151 households waiting for housing of which is broken down to:

- 52 households (35%) in need of a 1-bedroom unit,
- 18 households (12%) in need of a 2-bedroom unit,
- 58 households (38%) in need of a 3-bedroom unit,
- 23 households (15%) in need of 4 or more bedrooms.

It is understood from the Housing team that households with a 3- or 4-bedroom need are currently the longest waiting on the Council's housing register, waiting on average 3 times longer than households with a 1- or 2-bedroom need.

6.21 In his context, the overprovision of 2-bed homes and under provision of much needed 3 and 4-bed affordable rent homes is disappointing. Officers are continuing to work with the applicants and the Housing team to agree the final affordable housing provision on the site. This will be resolved via the s106 agreement and the requirement for the final affordable housing scheme (which is to include the location, size and tenure split of all the affordable homes) to be agreed by the Council prior to development commencing. It is understood that Housing Officers have engaged with a registered provider who has expressed interest in taking on the affordable housing on this site, which is a positive indication at this stage. Nevertheless, as this matter has not yet been resolved the proposed tenure layout plan will not be agreed via this RM submission.

6.22 Overall, Officers consider the RM Scheme provides for a balanced development of an appropriate range of dwelling types and sizes in accordance with HDPF policy 16 and allied HDC Planning Obligations and Affordable Housing SPD. Whilst the precise tenure arrangement has not yet been agreed, the size of the site and range of house types is such

that the submitted plans will no preclude final agreement on the affordable housing scheme being agreed via the s106 agreement.

Heritage

Archaeology

6.23 Archaeological trial trenching in accordance with a Written Scheme of Investigation was approved under Condition 9(i) of the Outline Approval (DISC/25/0083 refers). Results have not been submitted, but further archaeological investigations may be required. Condition 9(ii) requires discharge before development can commence.

Built Heritage

6.24 The same designated assets have been considered as at Outline Approval (Steyning Conservation Area, Grade II Listed Kings Barn Old Cottages Kings Barn Lane, Grade I Church of St Andrew). Like at Outline Approval, in considering development that affects a designated heritage asset, the NPPF requires consideration of any harm to, or loss of, the significance of that asset, including from development within its setting.

6.25 The District Conservation Officer confirms the RM Scheme is similar in layout to the parameters of the Outline Approval; and therefore, the overarching heritage conclusions on the degrees of harm remain the same. Like at Outline Approval, less than substantial harm to the setting of Northfield Cottage (listed as King Barn Old Cottages) would result. At Outline Approval, this harm was moderate to low on the scale and was weighed against the public benefits of providing residential development on this site.

6.26 Nonetheless, part of the consideration of the Outline Approval was to retain a perception of the visual and a functional relationship between the historic King's Barn farmstead and the remaining open countryside. As the Outline Approval DAS set out, the southeast parcel should reference Kings Barn Farm in built form and character. Following Officer negotiations, there has been refinement to some suburban form and layout of the RM Scheme southeast parcel, particularly plots 242 – 244 with timber cladding (a less traditional domestic building tradition for Steyning) substituted with brick, hanging tile and flint panels (as identified in the Outline Design Code) and the parking and turning area refined to better reference a loose courtyard character. The District Conservation Officer is cautious to use of solar photovoltaics throughout the site, ensuring as much as possible that panels are designed so not to dominate roof slopes. This is particularly important on buildings at the eastern end of the site, so much so that a condition (no.12) is proposed to remove permitted development rights for further solar photovoltaics to the eastern housing parcels of the development.

6.27 For the above reasons, the proposal would result in no greater degree of harm to designated heritage assets than as before, at Outline Approval (less than substantial harm, moderate to low on the scale, to the setting of Grade II King Barn Old Cottages). NPPF Paragraph 208 requires any harm to significance of heritage assets to be weighed against the public benefits. In completing this balancing exercise great weight should be given to the conservation of heritage assets as required by the NPPF. This is addressed in the later in this report in the planning balance.

Appearance, Character, and Design

6.28 Being guided by the National Design Code and the NPPF, new development is expected to demonstrate high quality of design, which responds and integrates well with its surroundings. HDPF Policies 25, 30, 32 and 33 are reflective of National Policy in this regard. At Outline Approval, the extent of developable area, heights and frontages, development principles, built form and density parameter plans established a broad outline for delivery of the residential parcels.

Landscape and South Downs National Park setting

6.29 In Outline Approval, the Council considered all the landscape evidence, including the applicant's Landscape and Visual Impact Appraisal (LVIA) which included a South Downs National Park View Characterisation Study and identified the site as located within certain Landscape Character Areas (at County level LW9 Upper Adur Valley and at District level LCA 03 Steyning and Henfield Brooks). Based on the LVIA, Officers judged there would be a visual impact and landscape character, and its fabric would be permanently changed but that overall, the geographical extent of development could be supported on wider landscape grounds at national, county or district levels, having secured appropriate mitigation and compensation. As the RM Scheme developable area accords with the approved Outline Approval parameters, there is no reason to conclude otherwise for this RM Scheme.

Matters of Detail (scale, layout, appearance, and landscaping)

Scale

6.30 As in the Outline Approval, the scale of the RM Scheme would be sizeable but with open and landscaped spaces at its rural edges, and retention of most mature rural field planting to help ensure the original field pattern would still be legible and visually separate the extent of new building parcels. The Outline Approval parameter heights ranged from one and half storey dwellings in the north and east and up to two and half storeys centrally within the site. The RM Scheme building heights accord with these parameters. The RM Scheme would have a visual presence beyond its site boundaries comparable to the Outline Approval, in consideration of the site capacity to accommodate differing development scales, responding to the LVIA findings, site topography, surrounding context and constraints, including listed building and National Park settings. Like the Outline Approval, the RM Scheme would be 'medium' in scale, as defined by the Horsham Landscape Capacity Study and agreed acceptable by the Council's Landscape Architect.

Layout

6.31 The RM Scheme site layout has developed in close accordance with the Outline Approval DAS and Design Code, by adopting a similar indicative road layout, retention of existing trees and hedgerow, retention of east-west watercourse through the northern linear park and positions of surface water attenuation ponds. The layout is sufficiently landscape led with levels within the proposed site following the existing topography where possible, to provide a legible street scene, with a curved central spine street forming a strong, formal frontage along the primary route and informal settings along secondary and tertiary routes.

6.32 Dwelling location and orientation has largely followed the Outline Approval DAS and Design Code with some minor justified changes. The density of 20.77 dwellings per hectare across the site, responds to the Outline Approval and is acceptable. Building densities within the scheme lessen moving outwards to the perimeter edge, allowing for drainage features, open space and ecology/landscape enhancements in addition to sufficient private amenity space. With Officer negotiation, the eastern housing perimeter blocks have been further broken to provide a more semi-rural character, with a loose knit and varied layout incorporating bungalows and a farmstead arrangement to the southeast corner.

6.33 Parties also agreed at Outline Approval there was an amount of duplicate hardstanding (with instances of low trafficked shared surfaces next to designated active travel routes), and resultant of negotiations alternative shared surfaces and active travel routes have been proposed allowing less hardstanding but still providing a clear 3 metre cycle and pedestrian link from the main roundabout through the centre of the site.

Appearance

6.34 In line with the Outline Approval DAS and Design Code, the overall site design creates a sense of place through subdivision of the estate into four character areas defined by building materials, design, urban form, landscape treatment and planting: (i) Principal Street, the main east west tree lined route, defined by a strong building line and continuous frontage, (ii) Railway Suburb, reflects the more formal rectilinear forms of the Principal Street, with predominantly brick elevations, (iii) Roman Road, a linear tree-lined secondary street, designed with a formal layout and regular rhythms of building arrangements, and (iv) Springline Village, a lower density area and new settlement edge with informal irregular building line and dwelling clusters. There is a dispersed mix of detached and semi-detached houses, flat blocks and bungalows, and different house types throughout the development laid out within parameter blocks. The character areas provide for efficient use of land whilst allowing for differing densities across the development reflective of the surrounding area; higher densities in the core, and lower densities towards site peripheries.

6.35 The RM Scheme has been subject to Officer negotiations on design to better delivery the Outline Approval DAS and Design Code. The Principal Street has been adjusted to introduce differing roof styles, dormer styles and materials; elsewhere plots have been rotated to suit the revised road and open space; across the scheme flanking treatments improved with the material palette revised in certain locations towards tile hang, brick and flint as opposed to cladding; the southeast corner courtyard has been adjusted with the addition of a carport; and both flat blocks have been subject to refinement, and Flat Block C subject to built form redesign to break up the flat block mass while also emphasising the central core, with use of cladding alongside the lift hoist within a “mill” design style.

6.36 Your Officers note that in the RM Scheme, the applicant has adopted a deliberate approach adopted to the building designs so not to create stark variation between these character areas, but subtle changes through adoption of traditional building form across all four areas and a unifying choice of materials and detailing, which has taken precedent from the local vernacular by using a traditional palette. Your Officers accept this makes the development feel cohesive given the four-character area qualities are still distinguishable. In someways, this is a response to a shared concern of slightly too much difference/variety in a development of this scale. Overall, with negotiation outcomes furthering delivery of the Outline Approval DAS and Design Code, Officers judge the Character Areas now provide within them a suite of dwelling designs, with sufficient variety and approach to layout and arrangement and detailing and materials to afford the development its own identity whilst reflecting the traditional vernacular architecture of Steyning (with regard had to the HDC Steyning Character Assessment (2019)).

Landscaping

6.37 The RM Scheme is supported by detailed hard and soft landscaping plans and planting schedules. Like in Outline Approval, the layout minimises loss of existing trees, positioning existing field boundaries (hedgerow and treed) within estate managed land. The planting to be removed was judged acceptable in the Outline Approval, with updated Arboricultural Method Statement and Tree Protection Plans supported by the Council’s tree officer, setting the built form away from the root protection area for mature retained trees. Sufficient space is allowed to permit retained existing and newly planted trees full canopies, whilst reducing future cut back pressure from plot overhang and shadowing.

6.38 Officers note the RM Scheme landscaping includes some minor deviations from the Outline Approval to provide sufficient buffers to the protected species on the north boundary; the Outline Approval green and blue infrastructure design concept for this portion of the site has been amended, with slight size reduction of the most eastern drainage basin. The redesigned basins in combination with the wetland area and boardwalk have been retained in substantial accordance. The RM Scheme southeastern parcel acknowledges the listed building setting, with landscape buffers to the east and north using the existing mature tree belt, and new tree

planting informed by tree sizes provisions and early planting for the boundaries secured at Outline Approval, to make sure mitigation measures are delivered at an early stage.

Open Space

6.39 As per the Outline Approval, towards the development centre has provision of a new village green incorporating formal areas for play; a Locally Equipped Area for Play (LEAP) and adjacent 'kick-about' area and across the site five smaller Local Areas for Play (LAP). The Horsham District Council Open Space, Sport and Recreation Study (June 2021) sets the requirements of open space for all new developments (including types of open space). As per the Outline Approval, the RM Scheme proposes an over-provision of 2.25ha overall, and exceeds following thresholds for types of open space; formal parks and gardens, natural and semi-natural areas, and amenity open space. The RM Scheme provides for the required LEAP buffer zone for housing, and an all-weather facility for young people (youth shelter). As at Outline Approval, the development proposes no allotments but instead a community orchard (judged acceptable at Outline Approval). The Council's Parks team is satisfied.

6.40 Overall, the RM Scheme provides for a quality of landscaping and private/ public space that is supported by Officers, including the Council's Landscape Architect who welcomes the negotiated changes made so far and is satisfied to deal with outstanding matters of the detailed design by condition.

Summary on Matters of Detail

6.41 Overall Officers judge the RM Scheme to represent good design, in the way that term is used in the NPPF. It will equally comply with HDPF Policies 25, 30, 32 and 33 as it has appropriately considered and responded to local character, the settings of the listed building and National Park, areas identified as being of landscape importance, and the Green Infrastructure Network. For all these reasons, there is also compliance with Steyning Neighbourhood Development Plan Policy (1: Green Infrastructure and Biodiversity; 2: Responsible Environmental Design, and 3: Contribution to Character).

Ecology

6.42 HDPF Policies 25 and 31 seek to ensure development safeguards protected and priority species and delivers a proportionate biodiversity net-gain. Ecological evidence submitted at Outline Approval has been updated for the current RM Scheme. The Council's consultant Ecologist at Outline Approval was satisfied there would not be a material adverse effect on nature conservation interests, subject to necessary mitigations and enhancements being delivered by a suite of ecology safeguarding conditions. As the Outline Approval secures these safeguards, it is not necessary to duplicate these at reserved matters stage.

<u>Protected Habitat and Species and Biodiversity:</u>

6.43 The RM scheme is accompanied by updated evidence related to likely impact of development on protected and priority habitats and species, and identification of proportionate mitigation, which has concluded that the mitigations and enhancements previously secured at Outline Approval remain relevant.

6.44 The Council's consultant Ecologist has reviewed the documents supplied by the applicant, which includes Construction Environmental Management Plan (CEMP): Biodiversity (eco-support, May 2025) and the Preliminary Ecological Appraisal (ecosupport, May 2025) relating to the likely impacts of development on designated sites, protected & Priority species and habitats and identification of proportionate mitigation has been submitted. Additionally, the Biodiversity Enhancement Strategy/ Landscape and Ecological Management Plan (ecosupport, May 2025) has been reviewed.

6.45 The Council's consultant Ecologist is satisfied that there is sufficient ecological information available for approval of this reserved matters application. The reasons for this are outlined below:

6.46 Condition 39 of the Outline Approval requires compliance with the Ecological Assessment 12345_R05a (Tyler Grange, September 2021) and the Ecology Tech Note for Access 12345_R08a (Tyler Grange, October 2022). The Council's Ecologist supports the Technical Note (Bats) (Ecosupport, June 2025) and the Preliminary Ecological Appraisal (ecosupport, May 2025).

6.47 The Council's Ecologist welcomes the Precautionary Working Method Statement for bats in the Technical Note (Bats) (Ecosupport, June 2025) as tree T28 and a single Willow tree within G8 support Potential Roost Features for individual bats (PRF-Is). This is required in Table 6.3 of 4th Ed. Bat Surveys for Professional Ecologists Bat Conservation Trust (Collins ed., 2023). The Council's Ecologist also support the implementation of the Precautionary Working Method Statement for bats for the additional trees within G8 which are covered in ivy. The submitted Construction Environmental Management Plan (CEMP): Biodiversity (eco-support, May 2025) which relates to Condition 7 appropriately details mitigation measures relating to bats. The CEMP: Biodiversity also includes details of appropriate compensation, which is required in advance of works to avoid loss of roost resource (Reason and Wray (2023) UK Bat Mitigation Guidelines: a guide to impact assessment, mitigation and compensation for developments affecting bats. Version 1.1. Chartered Institute of Ecology and Environmental Management).

6.48 In regard to Condition 7 (CEMP: Biodiversity) of the Outline Approval, Sections a – i of Condition 7 have been sufficiently detailed and addressed within the Construction Environmental Management Plan (CEMP): Biodiversity (eco-support, May 2025) and should be implemented in full. Subject to the implementation of the details within the CEMP: Biodiversity the Council's Ecologist recommends discharge of Condition 7 and is satisfied ecological impacts have been sufficiently considered and suitable mitigation and compensation is proposed.

6.49 Condition 20 (Biodiversity Enhancement Strategy) of the Outline Approval has been reviewed the Biodiversity Enhancement Strategy/ Landscape and Ecological Management Plan (ecosupport, May 2025). The proposed biodiversity enhancements are appropriate and sufficient for the scale of the development. Subject to implementation in full of the submitted details, it is recommended discharge of Condition 20.

6.50 Condition 25 (Landscape and Ecological Management Plan (LEMP)) of the Outline Approval, in relation to ecological matters, there is satisfaction that the submitted Biodiversity Enhancement Strategy/ Landscape and Ecological Management Plan (ecosupport, May 2025) includes sufficient detail relating to the ecological constraints, trends and management. Subject to implementation in full of the submitted details recommend discharge of Condition 25.

Biodiversity Enhancements

6.51 Condition 26 (lighting design scheme) of the Outline Approval, reviewed the Biodiversity Enhancement Strategy/ Landscape and Ecological Management Plan (ecosupport, May 2025), specifically Sections 3.1.4 and 3.1.5 and Figure 19. In addition, re-reviewed the Street Lighting plans, which when reviewed in conjunction with the Biodiversity Enhancement Strategy/ Landscape and Ecological Management Plan (ecosupport, May 2025) are now satisfactory. Satisfied the lighting strategy proposed within the Biodiversity Enhancement Strategy/ Landscape and Ecological Management Plan (ecosupport, May 2025) includes recommendations in line with best practice guidance GN:08/23 from the Institute of Lighting Professionals. However, no detail has been provided as to whether light fittings will be fixed externally to the dwellings. Detail relating to all external lighting needs to be provided,

including street lighting and lighting fixed to dwellings. This can come forward at condition discharge.

6.52 For all these reasons and those set out in the preceding paragraphs, there is certainty for the Local Planning Authority of the likely impacts on designated sites, protected and Priority species & habitats and, with appropriate mitigation measures agreed with Natural England and secured, the development can be made acceptable. Therefore, there is compliance with Steyning Neighbourhood Development Plan Policy 1 *Green Infrastructure and Biodiversity*

Internal Access, Parking and Highway Safety

6.53 HDPF Policies 40 and 41 seek sustainable transport and safe access and that adequate parking facilities must be provided to meet the needs of anticipated users. Access in and out of the site does not represent a 'reserved matter' for consideration as part of this RM Scheme.

Internal Estate Access

6.54 Within the site, negotiations based on advice from West Sussex County Council Local Highway Authority (WSCC/ LHA) have taken place around street geometry (road widths and kerb radii), additional traffic calming measures, and upgrade of walking routes (2m wide paths upgraded to 3m to facilitate shared use). Raised tables are now incorporated at all junctions along the main spine road and the two junctions on the north/south road to Kings Barn Lane. Where possible, in accordance with LTN 1/20 cycle infrastructure design, pedestrian and cycle crossings have been incorporated and as requested, upgraded 3 metre shared use paths have been broadly designed site wide.

6.55 As negotiated, a west-east shared use pedestrian / cycle route of 3.0m in width is provided from the access onto Steyning Road, along the north side of the spine road through the site, briefly dualling with the private drive leading to Plot 227 – 232 and dualling with the shared surface roads adjacent to Plot 247 – 265 before leaving the site to the east onto King's Barn Lane. A second west-east shared use route of at least 3.0m in width is provided from a point just to the east of the site access and through the middle of the site connecting with the north / south shared use route adjacent to Plots 125 / 143. As it passes to the south of Plots 17 – 23 and to the north of Plots 140 – 143, the route duals with quiet shared surface roads.

6.56 The 3.0m wide north / south shared use route continues to the north (connecting with the east / west route along the spine road at a raised table junction) and to the south along an internal site road. To the south, at the boundary of the site, the form of this route changes slightly as it becomes the proposed emergency access route where it is proposed that a 3.0m wide route for cyclists is provided alongside a 2.0m wide route for pedestrians. These two routes then extend down to Kings Barn Lane, segregated by a narrow strip of cobbled (or similar) surfacing to deter cyclists but facilitate overrunning for emergency vehicles. At any areas where the shared – use route crosses a road, a raised table will be present to provide level access for cyclists and other users.

6.57 Within the development, swept path analysis and hose length assessment for fire tender vehicles is provided in accordance with the relevant Building Regulations. Refuse vehicle swept path and carry distance analysis has been undertaken for residents and operatives, set out in Manual for Streets.

6.58 The internal street layout is designed for low vehicle speeds (20mph or less), tight corner radii where possible, and reduced carriageway widths. After site layout revisions, confirming the construction design of shared surfaces and raised tables, the Local Highway Authority raises no safety concern in relation to pedestrians, cyclists and vulnerable users as consequence of potential interaction with vehicular traffic. This is having regard to the low

speed of anticipated vehicles and the level of traffic generated by a development of this scale. The proposed is therefore deemed compliant with HDPF Policy 40 in this respect.

Parking

Car

6.59 Car parking is required at a level that meets forecasted per dwelling demand outlined in the West Sussex Guidance on Parking at new developments (Sept 2020). Glebe Farm is located within parking behaviour zone 1. The development overall has a calculated parking demand of 572.10 parking spaces, as tabled below.

Size of dwelling (bedrooms)	**Number of habitable rooms**	**Parking Space Demand (per plot)**	**Number of Plots**	**Calculated Demand**
1	1-3	1.5	17	35.5
2	4	1.7	77	130.9
3	5 - 6	2.2	92	202.4
4+	7+	2.7	79	213.3
Total	-	-	265	572.10

6.60 Tabled below is the comparison between the above calculated parking demand and the proposed provision.

Size of dwelling (bedrooms)	**Calculated Demand**	**Proposed Allocated Parking Provision**	**Differential (rounded to whole spaces)**
1	25.5	17	- 9
2	130.9	132	1
3	202.4	188	-14
4 +	213.3	228	15
Total	572.10	565	- 7

6.61 Across the site there is a slight under provision of 7 allocated spaces, equating to a 1.2% under provision. It is not considered that this under provision is of significance, particularly as WSCC parking standards allow for potential variations of minus/plus 10% provision against the calculated parking demand of a given location. It is further noted that it is proposed to provide 51 unallocated/visitor parking spaces in additional to the 565 allocated parking spaces previously tabled above. These parking spaces have been spread across the site in locations where nearby plots have an under provision of allocated on plot parking and avoid narrower roads to minimise obstruction of the local road network in the interests of safety of all road users.

6.62 The Local Highway Authority (WSCC) has raised no objection and is satisfied the number of spaces provided to be adequate based on the mix of homes proposed, even though the overall provision is slightly ‘under provision’ when based on the WSCC calculator. WSCC allows for 10% either way when looking at numbered provision and overall, the applicant satisfies this. Additionally, there are also several areas specified as visitor parking throughout the scheme and, if necessary, there is sufficient space on several of the adjacent carriageways for those occasions when overspill might occur and therefore unacceptable avoid parking pressure on the nearby areas to accommodate parking demand generated from the development is avoided. In these regards, your officers do not disagree.

Electric Vehicle parking

6.63 Each residential unit will have access to its own EV charging point, either directly from the house or from the garage (in instances where the dwelling has a garage in place), or where that is not possible through a charging stand located at the end of the parking bay. A condition requiring the submission and of approval of details pertaining to proposed EV charging provision is proposed. The condition only refers to the flats not the houses because

the location of the provision for EV charging points/infrastructure to the proposed flatted development is not currently shown and it is important that any arrangement would not unreasonably restrict future access to necessary charging points for future occupiers of the flats.

Cycle

6.64 Cycle parking will be provided in accordance with WSCC parking standards. Secure cycle storage has been provided to dwellinghouse garages and rear gardens or within a communal store for the flats. For the flat it is proposed the provision is proposed within a short distance of the apartment block. This proposed provision is sufficient to promote active travel as an alternative to reliance on the use of the private car. WSCC LHA and your Officers also consider this provision is sufficient to meet the anticipated demand of the proposed development, being in general accordance with the published WSCC Parking Standards and provisions of HDPF Policy 40.

6.65 Taking all the relevant evidence into consideration, your Officers fully endorse the conclusions of WSCC who raise no objection, in their expertise capacity as Local Highway Authority, that the proposed development will not have severe impact on highway network capacity or raise highway safety concerns. Officers have no reason to recommend otherwise that the proposal therefore fully accords with the NPPF and HDPF Policies 40 and 41.

Environmental Protection and Amenity

6.66 HDPF Policy 33 seeks to ensure development does not result in unacceptable harm to the amenities of nearby occupiers/users of land. HDPF Policies 24 and 32 seek to ensure a high quality, safe and adaptable environment for future occupiers and that future occupiers are not exposed to unacceptable air and/or noise pollution.

Neighbouring Occupiers

- Construction Phase

6.67 At Outline Approval the Council was satisfied amenity impacts to neighbours during the construction phase would be within tolerance, subject to conditions to regulate construction activity (including a Construction Environmental Management Plan). There is no evidence based on the RM Scheme to reason why construction activity, temporary in nature, need be restricted further beyond these existing safeguards.

- Occupational Phase

6.68 The greatest potential for impacts upon neighbouring occupiers is at the southern extent of the site and in relation to existing dwellings along Kings Barn Lane, plots 108 -114. The proposals would introduce built form at the rear (north) aspect of these properties, with consequential curtailment of outlook with shadow cast onto their rear gardens and greater propensity for oblique overlooking and new views and disturbance.

6.69 Whilst these consequential impacts are recognised by Officers, the degree of harm arising from the overbearing and overshadowing impacts is reduced to within tolerance by the separation distances and building orientations of the proposed development to these neighbouring dwellings (taking account of ‘rule of thumb’ planning practice back-to-back and flank-to-back distances and best practice guidance such as the BRE Report “Site layout planning for daylight and sunlight: a guide to good practice”), with unacceptable loss of privacy and intrusive overlooking onto the habitable rooms and garden of plots 108-114. The degree of intervisibility and separation distances are not inappropriate for the context of the surrounding development. Any disturbance arising from comings and goings will be domestic in nature and not out of keeping in the existing surroundings and environment. Such impacts

are additionally tempered by the potential for supplementary screening afforded by some structural vegetation and trees along the southern extent of the site, which is to be located within communal managed land and retained and appropriately maintained by a future management company in accordance with a management regime approved by the Council. The applicant has provided illustrative sections to how this could be delivered, subject to future discharge by condition.

6.70 Additional mitigation measures have also been adopted by the applicant, which have included re-positioning of some dwellings within the most southerly part of the site to reduce the perception of overlooking. In addition, hipped roofs have been introduced to the first dwellings to either side of Roman Road to further reduce the impact of these properties on the immediately adjacent properties. The Council's Landscape Architect has commented that the stronger larger area of native shrub mix near plots 121 and 108 is welcomed. The arrangement of plot 121 and relationship with existing boundary is improved but the parking spaces for plots 108-110 moved slightly closer to the existing boundary. Nevertheless, it is considered that the additional native shrub planting is a suitable mitigation measure. The recommendation is for some remaining outstandings on landscaping to be addressed by condition.

Future Occupiers

6.71 Each new dwellinghouse is of a good size internally, with suitable outdoor private amenity space, as well as communal amenity space, and set at suitable separation distances (including appreciable distance from existing neighbouring properties), such that each would provide a good standard of accommodation.

6.72 The new estate layout and natural play and managed open space provision within it would offer satisfactory leisure and amenity recreation for future residents, in accordance with the District Council's standards. There is opportunity to finalise design details to the covered seating, as requested by the Council's Parks team, by the condition imposed on the Outline Approval. Details to fire hydrant provision was secured in the Outline Approval.

Noise

6.73 The RM Scheme is supported by a noise assessment (Ardent Oct 2025), which develops on the work undertaken as part of the Outline Approval and provides acoustic information informed by conditions 14, 15 imposed on the Outline Approval. Overall, the Council EHO is satisfied with the noise assessment conclusions, subject to further negotiations on acoustic design considerations and to identify mitigation measures to achieve the criteria of condition 14.

6.74 Noise sources are identified as the BESS facility on King's Barn Lane, an electricity substation and Adur Model Car Club (AMCC) to the north, to the west is the A283 and to the south and west are residential areas. The noise modelling of noise levels within the site layout includes mitigation by increased height garden fences, whereby all gardens will have external amenity sound levels which meet the requirements of condition 14 across all or part of the garden. Façade mitigation measures designed in to control road traffic, which is the dominant noise source, will also be suitable to control noise from events at the AMCC. Therefore, noise from events at the AMCC will not have any adverse effects at the nearest dwellings. Rating noise levels for the proposed substations have been provided, with evidence that there are no adverse effects at the nearest proposed and existing dwellings.

6.75 The noise assessment has identified required glazing sound reduction at the dwellings closest to the BESS at the eastern boundary of the site (using Mechanical Ventilation with Heat Recovery and with positioning of rooflights on the shielded side of buildings), to reduce impact by noise from the BESS at night. The ventilation to provide thermal comfort will be designed so that NR30 (a technical standard) is not exceeded in bedrooms during the night.

At an appropriate time during the detailed design of the site, an overheating assessment will be produced in relation to the requirements of condition 16, which will consider the noise constraints at the site.

6.76 Overall, the Council's Environmental Health team are satisfied to recommend the above-mentioned measures and mitigations, subject to further refinement to ensure suitable noise levels and thermal comfort is achieved, and conditions are proposed to this effect.

Light pollution

6.77 To minimise the impact of lighting on neighbouring uses, the wider landscape and biodiversity, including potential glare and spillage, particularly regarding the South Downs International Dark Sky Reserve designation, a comprehensive lighting site plan was secured by condition with the details submitted for discharge not requiring additional measures, such as permitted development restrictions on rooflights.

Fire Risk

- Kings Barn Lane BESS

6.78 The applicant has approached the operator of the Kings Barn Lane BESS to better understand the nature of this facility. The operator (Zenobe) Head of Operations – Network Infrastructure has confirmed their site has been designed and constructed and is now operated in a way that it complies fully with planning permission DC/17/0686. The site is continuously monitored 24 hours a day, 7 days a week, with emergency response plans in place that have been reviewed and approved by the local fire brigade. Each BESS container is equipped with an independent fire detection and suppression system for both the battery and power conversion (PCS) sections. The system operates in two levels: Level 1 (Precautionary Shutdown): If a single smoke or heat detector is triggered, the equipment automatically shuts down, and an alarm is activated. This provides an early response to potential issues before escalation. Level 2 (Fire Suppression Activation): If multiple detectors are triggered, visual and audible alarms (horn strobes) will activate, and—after a 30-second delay—the FM200 fire suppression system will automatically discharge within the battery section to safely extinguish any fire. Additionally, the PCS section contains a Firetrace system, which releases a localised suppressant near any identified heat source. All systems are designed to respond automatically and immediately, ensuring that any risk is contained.

6.79 The Water & Access Manager – Protection at West Sussex Fire & Rescue Service (F&R) has been consulted on the matter of the location of the BESS site on the opposite side of Kings Barn Lane, with the provision of the 25 metre boundary achieved between living accommodation and the BESS located within a barn, the separation distance of which will meet the National Fire Chefs Council guidance document, and reports the following set out below.

6.80 The BESS already exists and met with planning and building regulations when it was installed, so would not be asked for retrospective control measures to be put in place. Any control measures required would need to be considered by any planning application submitted within the surrounding area, such as the current RM Scheme. The F&R's own words, as expressed in their consultation response, is that with the BESS being located within a barn, it is not considered that much different to a barn filled with farm machinery or straw, there would be a fire risk with the potential for smoke, embers and other elements of fire drifting across to the housing estate, just as much as there would from a BESS site.

6.81 From a Fire Service perspective, this access around the new site complies with AD-B volume 1: B5 section 13 requirements and there is suitable access to the BESS site on the other side of Kings Barn Lane, so a fire appliance can attend an incident on either site.

6.82 The current layout maintains and continues to exceed this distance with the closest dwelling 39m from the BESS at the closest point, across the access street to the front of the property. In addition, the layout has been updated to remove the previously proposed cul-de-sac access around the northeastern parcel and to introduce continuous vehicular access around the parameter block which is suitable for fire vehicles to manoeuvre around, removing the less suitable route indicated in the Outline masterplan. Further betterment is provided by way of a new fire hydrant to be located adjacent to the BESS to allow fire crews to access the facility via the application site, utilise the hydrant via the proposed pedestrian and cycle access at the eastern end of the site onto the eastern section of Kings Barn Lane, directly adjacent to the BESS. Full details of all the recommendations will be set out in the BESS Risk Assessment submitted pursuant to Condition 43 and demonstrates that any risks can and will be suitably mitigated and residents protected in case of an incident.

6.83 Overall, and subject to the recommended conditions being applied, the proposed development would have an acceptable impact on the amenities of future residents, and adjacent residents and businesses in accordance with HDPF Policies 32 and 33.

Other Matters

Contamination; Minerals; Construction Phase; and Air Quality

6.84 These were matters addressed in the Outline Approval, with necessary final mitigation strategies secured by way of condition and/or legal agreement. It is not for the RM Scheme to revisit these matters; there has been no material change in circumstance to warrant this, with impacts (such as increased number of vehicular movements effects on air quality) not materially different to that assessed in the Outline Approval and not found wanting. The RM Scheme application submission is accompanied by additional on-site contamination evidence, but the district EHO advice is further evidence would be needed for discharge of the condition imposed at Outline Approval, as sought.

Drainage and Flooding

6.85 Outline Approval was accompanied by a framework site specific Flood Risk Assessment and Outline Drainage Strategy, and the Lead Local Flood Authority (LLFA) was satisfied that at the reserved matters stage a suitable and practical drainage scheme could be devised.

6.86 The RM Scheme is supported by such a drainage scheme. As at Outline Approval, the surface water drainage strategy is by way of attenuation basins and ponds, swales and drainage conveyance measures to accommodate the drainage site requirements, including on site surface water control with the ordinary watercourse along the northwest site boundary to form surface water outfall. As unchanged from Outline Approval foul sewage will connect to the existing foul sewage network, to the pumping station to form foul outfall, with the Southern Water position detailed and addressed by officers in the committee report at outline stage. It is noted that Southern Water have identified that there is a ‘minor’ sewer capacity issue but have not objected. Southern Water identified the same issue at Outline stage and recommended a condition be attached to ensure there is sufficient foul capacity in line with occupations. This is secured via condition 12 of the Outline planning permission, meaning no further action is required at this reserved matters stage. The drainage scheme otherwise has LLFA endorsement, who raises no objection to its methodologies and its conclusions, which are now informed by accepted detailed designs, with agreed modelling calculations and subject to agreement of future management and maintenance in advance of the commencement of development (via conditions of the Outline Approval).

6.87 In summary, the proposed development meets NPPF requirements and the PPG in respect of mitigating any impacts of flood risk within the site itself with appropriate conditions to the surface water drainage measures, including SuDS. Subject to these conditions the proposal accords with policy 38 of the HDPF and of the NPPF.

Climate Change

6.88 Reflecting national policy, HDPF policies 35, 36 and 37 require development mitigates against impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. The applicant still intends to provide water use efficiencies with a communal stormwater harvesting system installed to provide non-potable water to 160 market dwellings units. Following consultation with the district EHO, the principle is accepted, subject to conditions on technical details. The RM Scheme is supported by an energy statement adopting a 'fabric first' approach to energy efficiency, and an energy reduction hierarchy to achieve savings in line with the building regulations. The applicant confirms only electric based heating and hot water systems and the use of air source heat pumps. Ground source heat pumps will be considered at the Buildings Regulations detail stage. Officers are satisfied HPDF Policy requirements are complied with. There is also compliance with SNDP2 as no local policy insists on preference of solar voltaic to achieve savings.

Community Infrastructure Levy (CIL)

6.89 Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. **It is considered that this development constitutes CIL liable development.**

Use Description	Proposed	Existing	Net Gain
Residential – District Wide Zone 1	27,555.75	82.03	27,473.72
		Total Gain	**27,473.72**
		Total Demolition	**0**

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

Conclusions

6.91 The outline planning permission has established the principle of development on the site for up to 265 dwellings and associated infrastructure, along with access to and from the site. This Reserved Matters application is in accordance with that outline permission description and judged to be compliant with the parameters that the permission established.

6.92 The submitted Reserved Matters proposals are judged by your Officers not to generate materially significant impacts beyond those modelled at the outline stage and previously passed judgment on. This includes the degree of less than substantial harm to the setting of a designated heritage asset identified at detailed design stage, balanced against the public benefit arising from the significant contribution of the scheme to market and affordable housing along with the other lesser public benefits are sufficient to outweigh that harm, in compliance with Paragraph 208 of the NPPF.

6.93 The submitted matters of detail (scale, layout, landscaping, and appearance) provide an appropriate mix of housing types and sizes to meet district needs within the developable area defined at outline and in sufficient compliance with the design code framework and judged acceptable in respect of impacts on character and appearance. A comprehensive suite of conditions at outline gave control over landscaping to ensure the visual impact of the scheme

on site and surroundings is mitigated as far as possible. It is considered that the site satisfactorily retains trees that are important in the landscape. Detailed tree protection measures and additional planting, as well as a long-term management plan for the landscaped areas, will also be secured and available to be discharged at the appropriate stage of the consent process.

6.94 Unacceptable amenity harm to neighbouring occupiers/users of land is avoided, whilst affording acceptable standards of amenity to future occupiers. The main impacts in residential amenity terms are however likely to be from the operational use of the site and the construction effects, but with full details on temporary construction management reserved by condition, these are judged not to have a significantly adverse impact on neighbouring amenity.

6.95 The ecological impacts of the development have been robustly assessed and considered acceptable, subject to relevant mitigations. Biodiversity net gain is not mandatory for this application but biodiversity enhancement is being provided by the applicant so this should be given positive weight.

6.96 There are no technical objections from the local highway authority (LHA) to the proposed access arrangements for construction or internal estate operational requirements, with sufficient parking to meet future occupier needs and there are therefore no reasonable transport grounds to resist the proposal. The site can be satisfactorily drained subject to conditions meaning there are no flooding/drainage reasons to withhold permission.

6.97 The end outcome is that this RM Scheme complies with relevant national and local planning policy and represents sustainable development. It is, therefore, recommended that reserved matters be granted, subject to the conditions outlined below.

7. RECOMMENDATIONS

7.1 To approve Reserved Matters, subject to the conditions set out below:

1. **Plans Condition**

2. **Pre-commencement Condition**: No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until the following preliminaries have been completed in the sequence set out below:

   i. All trees on the site shown for retention on approved Tree Protection Plan VHY24820-03 REV C Sheets 1 to 5 inclusive as well as those off-site whose root protection areas ingress into the site, shall be fully protected throughout all construction works by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012).

   ii. Once installed, the fencing shall be maintained during the development works and until all machinery and surplus materials have been removed from the site. Before any work begins on site, the person(s) responsible for supervising the works must meet the Arboricultural Officer of the Local Planning Authority, on site, so the Arboriculturist Officer can supervise that the tree protection measures have been installed in accordance with the approved Tree Protection Plan VHY24820-03 REV C Sheets 1 to 5 inclusive

   iii. Areas so fenced off shall be treated as zones of prohibited access and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone. Any trees or hedges on the site

which die or become damaged during the construction process shall be replaced with trees or hedging plants of a type, size and in positions agreed by the Local Planning Authority.

iv. Before any work begins on site, the person(s) responsible for supervising the works must meet the Arboricultural Officer of the Local Planning Authority, on site, so the Arboriculturist Officer can supervise that the tree protection measures have been installed in accordance with the approved Tree Protection Plan VHY24820-03 REV C Sheets 1 to 5 inclusive. All works shall be carried out in strict accordance with the approved details.

Notwithstanding Condition No. 11 imposed on planning permission DC/21/2233, where there is conflict, the details as approved in this condition of the Reserved Matters Approval shall prevail.

Reason: As this matter is fundamental to the acceptable delivery of this permission, to ensure the underground services do not conflict with satisfactory landscaping in the interests of the landscape character of the surroundings and settings of the Listed Building and South Downs National Park, and in the interests of visual amenity in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015) and Policies 1, 2 and 3 of the Steyning Neighbourhood Development Plan (2022).

3. **Pre-commencement (slab level) Condition:** Prior to the commencement of development above floor slab level of each phase 2 - 4 of the development hereby permitted, a scheme of noise mitigation, informed by details submitted pursuant to conditions nos. 14, 15, and 16 of planning permission DC/21/2233 and including mechanical ventilation sufficient to prevent overheating and maintain thermal comfort, shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include, but not be limited to, performance details and a glazing plan sufficient to ensure noise levels do not exceed NR30 at night in all plots identified as requiring mitigation. The overheating assessment shall be based on the CIBSE overheating position statement and shall demonstrate that CIBSE TM59 methodology has been used and CIBSE TM49 modelling requirements have been suitably considered [including consideration of DSY 2] as part of the modelling. Any mechanical ventilation shall then be designed in accordance with the ANC Acoustics Ventilation and Overheating: Residential Design Guide 2020. The scheme shall also include performance details and a glazing plan sufficient to achieve the habitable room and amenity space standards as detailed in BS8233:2014, with no relaxation for exceptional circumstances and appropriate consideration of LAmax.

Reason: As this matter is fundamental in the interests of residential amenities by ensuring an acceptable noise level for the occupants of the development in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

4. **Pre-Commencement (slab level) Condition**: No development above ground floor slab level of each phase 2 – 4 of the development hereby permitted shall commence until a management and maintenance plan for the stormwater harvesting system has been submitted to and approved in writing by the Local Planning Authority. The management and maintenance plan shall include the following details:
   - Detail on the likely contaminants associated with the stormwater harvesting system, including contaminants associated with the components of the proposed system.
   - Detail on what type of treatment that will be installed on the supply with information clearly indicating that it is appropriate for water being used and the likely contaminants.
   - Detail on the proposed sampling and testing regime, undertaken in accordance with Private Water Supplies (England) Regulations 2016 (or subsequent superseding equivalent), and considering the likely contaminants, as detailed above, along with detail on how any failure of any samples will be investigated and managed.
   - Detail on the maintenance, servicing and cleaning of the tanks, water treatment equipment, pumps, all pipework etc for the lifetime of the development along with

regularity of servicing/maintenance and clarification what steps will be taken in the event of equipment failure. This should include any re-activation of the system after it has been out of use due to lack of rainfall/use.
- Detail on the continuity of supply during dry periods extending beyond 35 days.
- Arrangements for keeping written records of all sampling, results of analysis, inspection, cleaning, and maintenance.

The management and maintenance plan shall be operated in full at all times. No alterations or revisions to the approved management plan shall be implemented without the written approval of the Local Planning Authority.

Reason: To maintain the environmental quality of water used for consumption and prevent contamination to protect human health and the environment in accordance with Policy 24 of the Horsham District Planning Framework (2015).

5. **Pre-Commencement (Slab Level) Condition**: No development above ground floor slab level of any part of each phase 2 - 4 of the development hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the all building(s) has been submitted to and approved by the Local Planning Authority in writing and all materials and finishes used in the construction of the development hereby permitted shall conform to those approved.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve buildings of visual quality in the interests of the landscape character of the surroundings and settings of the Listed Building and South Downs National Park, and in the interests of settlement character and surrounding built form in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015) and Policies 1, 2 and 3 of the Steyning Neighbourhood Development Plan (2022).

6. **Pre-Occupation Condition:** Prior to the first occupation of any part of each phase of the development hereby permitted, full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:

- A Management responsibilities plan that aligns with the Landscape Environmental Management Plan secured under Condition no. 25 of planning permission DC/21/2233 that demonstrates the exclusion of easement land within the development from private title deed ownership, including outside of plot demise of units 233, 234, 235, and 244, 245.
- Details of all existing trees and planting to be retained and removed
- Planting and seeding plans, including a schedule specifying plant numbers, sizes, densities and species in Latin names
- Coordination of planting plans with ecological enhancement measures
- Hard and soft written specifications (NBS compliant) including ground preparation, cultivation and other operations associated with plant and grass establishment
- Tree pit and staking/underground guying details, including details for sloping ground and position of root barriers if required
- Details of all hard surfacing materials and finishes, including layout, colour, size, texture, coursing and levels, and review to resolve drawing inconsistences between HARDWORKS AND BOUNDARIES 1 OF 9 and PARAMETER PLANS PROPOSED ROAD HIERARCHY PLAN
- Details of all boundary treatments - such as walls, fencing and railings - including location, type, heights and materials, and review of fencing around open spaces/LAPS.
- Details of minor artefacts and structures – such as bin stores, cycle stores, street furniture, play equipment and signage – including location, size, colour and specification

- Details of existing and proposed levels for all external earthworks associated with the landscape proposals – such as SuDS, play areas, retaining walls, banking etc - including cross sections where necessary
- Details of all play equipment, covered seating and shelter, and associated surfacing and street furniture
- Proposed and existing services above and below ground – such as drainage, power, communication cables and pipelines – including lines, manholes, supports and other technical features
- Details of all external lighting
- Explore additional hedgerow (native mix over easements) along the south boundary to plots 233, 234, and 245.
- Review wildflower meadow mix to basins 2 and 3
- Additional 1 no. street tree on verge between plots 117 – 115

The approved landscaping scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and settlement character and built form of the surroundings, and in the interests of visual amenity and in the interests of the landscape character of the surroundings and settings of the Listed Building and South Downs National Park, and in the interests of visual amenity in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015) and Policies 1, 2 and 3 of the Steyning Neighbourhood Development Plan (2022).

7. **Pre-Occupation Condition:** Prior to occupation a final verification report shall be submitted to and approved in writing by the local Planning authority which confirms that all the works which form part of the scheme for protecting the proposed development from noise as approved by the Local Planning Authority under condition no. 3 above have been completed. All work must be carried out by suitably qualified person and the approved noise, vibration attenuation and ventilation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: As this matter is fundamental in the interests of residential amenities by ensuring an acceptable noise level for the occupants of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

8. **Regulatory Condition**: The building services plant room shall not be operated until an assessment of the acoustic impact arising from the operation of all such equipment has been undertaken and has been submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with BS 4142:2014 and shall include a scheme of attenuation measures to mitigate any adverse impacts identified in the acoustic assessment and ensure the rating level of noise emitted from the proposed building services plant is no greater than background levels. The scheme as approved by the Local Planning Authority shall be fully installed prior to first operation of the plant and shall be retained as such thereafter.

Reason: To safeguard the amenities of the residential amenities by ensuring an acceptable noise level for the occupants of the development in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

9. **Regulatory Condition**: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or Orders amending or revoking and re-enacting the same, no gate, fence, wall or other means of enclosure shall be erected or constructed in front of the forward most part of any building which fronts onto a highway without express planning consent from the Local Planning Authority first being obtained.

   Reason: To safeguard the character and visual amenities of the locality and/or highway safety and in the interests of the landscape and character of the surroundings and settings of the Listed Building and South Downs National Park, and in the interests of visual amenity in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015) and Policies 1, 2 and 3 of the Steyning Neighbourhood Development Plan (2022).

10. **Regulatory Condition:** All works shall be executed in full accordance with the submitted VHY24820ams REV C 26/08/2025 Arboricultural Method Statement by ACD Environmental.

    Reason: To ensure the successful and satisfactory protection of important trees, shrubs and hedges on the site in in the interests of the landscape and character of the surroundings and settings of the Listed Building and South Downs National Park, and in the interests of visual amenity in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015) and Policies 1, 2 and 3 of the Steyning Neighbourhood Development Plan (2022).

11. **Regulatory Condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (and/or any Order revoking and/or re-enacting that Order no development not already shown on the approved drawings and/or otherwise agreed in writing pursuant to a condition imposed on this decision notice, shall be installed, erected, constructed or placed within the curtilages of plots hereby permitted without express planning consent from the Local Planning Authority first being obtained, as listed below:

    - Plots 89, 107, 108, 121, 233, 234, 245: Schedule 2 Part 1 Classes A, B, C, and E
    - Plots 233 – 245 inclusive and associated ancillary buildings: Schedule 2 Part 1 Classes B and C and Schedule 2 Part 14 Class A
    - Plots 254 – 265 inclusive and associated ancillary buildings: Schedule 2 Part 1 Classes B and C and Schedule 2 Part 14 Class A

    Reason: To protect the privacy of adjacent occupiers and in the interests of the landscape and character of the surroundings and settings of the Listed Building and South Downs National Park, and in the interests of visual amenity in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015) and Policies 1, 2 and 3 of the Steyning Neighbourhood Development Plan (2022).