# PLANNING COMMITTEE REPORT

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| **TO:** | Planning Committee North |
| **BY:** | Head of Development and Building Control |
| **DATE:** | 6th August 2024 |
| **DEVELOPMENT:** | Reserved matters application for the erection of 96 dwellings and ancillary parking and landscaping following approval of outline application DC/20/0695 (up to 100 residential units with associated vehicular and pedestrian access), relating to layout, scale, appearance and landscaping. |
| **SITE:** | Rascals Farm, Shipley Road, Southwater, West Sussex RH13 9BG |
| **WARD:** | Southwater South and Shipley |
| **APPLICATION:** | DC/24/0249 |
| **APPLICANT:** | **Name:** Mr Ian Humble **Address:** Catesby Estates Orchard House Papple Close Houlton Rugby CV23 1EW |

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

**RECOMMENDATION**: To approve reserved matters consent subject to appropriate conditions and the completion of a Section 106 Legal Agreement. In the event that the legal agreement is not completed within three months of the decision of this Committee, the Director of Place be authorised to refuse reserved matters consent on the grounds of failure to secure the obligations necessary to make the development acceptable in planning terms.

## 1 THE PURPOSE OF THIS REPORT

To consider the application for approval of reserved matters.

Description of the application

1.1 The application has been submitted to approve the matters reserved under the outline planning permission DC/20/0695 (as allowed at appeal APP/Z3825/W/20/3257700) relating to appearance, landscaping, layout and scale pursuant to condition 1 of the Inspector's decision notice, for a development of up to 100 residential dwellings on land at Rascals Farm.

1.2 The application has been amended since its submission to provide for an improved layout. The amendments include:

- A new green corridor north-south through the site commensurate to that shown on the indicative site layout shown at appeal;
- Additional footpaths to improve connectivity;
- Change to SuDS ponds to ensure no encroaching within tree root protection areas and allow outfall to the south east of the site;
- Increased tree planting and verdancy along central spine road;
- Updated drainage to facilitate attenuation tanking within parking courts;
- Amendments to Public Footpath width and surfacing;
- Removal of terraces in south eastern corner; and
- Redesign of parking courts to allow terminating views on trees.

This has reduced the overall number of homes being proposed from 100 to 96 and resulted in a series of amended plans and documents. The applicant has included a Proposed Changes document which summaries and identifies the key changes for ease of reference. This report assesses this amended layout.

1.3 The following housing mix is proposed:

- Open Market (62 units):
  - 13 x 2-bed houses
  - 28 x 3-bed houses
  - 19 x 4-bed houses
  - 2 x 5-bed houses

- Affordable Housing (34 units).
  - 6 x 1-bed maisonettes
  - 1 x 1-bed coach house
  - 2 x 1-bed flats
  - 14 x 2-bed flats
  - 4 x 2-bed houses
  - 7 x 3-bed houses

This results in a total of 96 dwellings with 34 as affordable housing units, which works out as a 35.4% affordable housing provision. The affordable housing provision comprises a 70-30% split of 24 affordable rented and 10 shared ownership units.

1.4 A mixture of materials is proposed across the site including:

- Red and brown / mottled facing bricks
- Coloured through render
- Vertical tile-hanging with decorative details (to match roofing tile)
- Red / brown and dark brown roof tiles
- White and black composite cladding
- A mix of white and sage green windows

1.5 241 parking spaces are proposed across the site comprising of:

- 146 allocated parking spaces
- 30 allocated garages
- 2 unallocated car-ports
- 28 visitor spaces
- 33 unallocated spaces
- 2 sub-station spaces

1.6 Landscaping details show:

- Green corridor with focal space, seating area, tree planting and sustainable drainage systems (SuDS);
- Retention of the existing landscape features to the perimeter of the site, including one tree covered by a Tree Protection Order (TPO);

- Additional tree planting
- New SuDS basins in the south-western and south-eastern corners of the site and
- Play space with timber structures and insect hotels along the southern and western sides of the site;
- Connecting circular mown grass, self-binding gravel and grasscrete paths around the site perimeters and connecting to the northern Public Right of Way;
- New pumping station and sub-station in the south-eastern corner of the site; and
- Private boundaries defined by a combination of hedge planting, timber and post rail fencing, ornamental shrub and perennial planting, brick walls, closeboard fencing, and high larch lap panel fencing.

1.7 As the outline permission was granted on appeal prior to the Natural England Position Statement, a Water Neutrality Assessment has been submitted as part of this application which proposes to offset the water usage of the site by water surplus (credit) at another site in the district. This is discussed in detail below.

Description of the site

1.8 The site is located in the countryside to the west of Shipley Road, to the southwest edge of the Built-up Area Boundary (BUAB) of Southwater, a large village. The boundary of the site is not contiguous with the Southwater BUAB, and the site falls within the administrative boundary of Shipley Parish. The site is approximately 1km to the south of Southwater village centre and 5.8km to the south of Horsham town centre.

1.9 The topography of the site is gently undulating forming a slight plateau in the centre with a more noticeable fall towards the southern boundary and to the western side. The site is rural in character, bounded by mature vegetation, with the current use as paddock land. The smaller open area to the north is bounded by woodlands and Ancient Woodland to the west and north respectively, with the private access drive to the existing farmhouse within the site (which is to be demolished) providing the only current vehicular access to the site from the north-east corner and Shipley Road. To the east of the access drive there is an area of overgrown vegetation which provides a strong visual buffer to the adjacent Vine Cottage.

1.10 A single specimen tree on the site is subject to a Tree Preservation Order (T1 of TPO/1167) and is a large oak in the wooded area to the north of Vine Cottage. Furthermore, there are trees along the southern boundary of the site which exhibit features of veteran trees.

1.11 The site is well contained by the existing landscape features however glimpses are still available in the summer months and these views will be more open and filtered through the boundary hedgerows in the winter to the users of the many informal paths in the woods, including some adjacent to the site's western boundary. Public Right of Way (PRoW) 1889 enters the site from Shipley Road and runs east-west at the edge of Rascals Woods and the northern boundary of the site. It leads into a network of public rights of way including PRoW 1888 and other well used informal paths within the woods. Views from here are open and direct towards the site. These are all considered high sensitivity receptors.

1.12 The wider area is characterised predominately by woodland blocks to the west and northwest, the village to the northeast corner of the site extending along the eastern boundary and the rural countryside characterised by medium scale pastoral fields interspersed by scattered farmsteads to the south. To the west and north of the northern part of the site lie Blinks Wood and Rascals Wood, areas included within the Revision of the Ancient Woodland Inventory for West Sussex (January 2010).

1.13 The nearest neighbours are Vine Cottage to the immediate east of the site and Harbet to the immediate north of the new access. Nos. 5 – 8 Shipley Road (inclusive) are located directly opposite the access.

1.14 The access to the site is made from Shipley Road, through a track lined with trees that provide a characterful and attractive rural gateway. The existing vegetation at the entrance of the site along Shipley Road makes a valuable contribution to the approach of the village and its landscape setting but equally valuable to the transition from settlement towards the countryside.

1.15 Shipley Road is a single carriageway residential road with widths of around 5.0 - 5.5m within the vicinity of the site. The road benefits from a footway on the eastern side of the road from the Worthing Road/ Mill Street. Shipley Road junction up to the Foxfield Cottages/ Shipley Road junction. The speed limit is 30mph increasing to a national speed limit approximately 150m south of Foxfield Cottages. To the north of the site, Shipley Road links with Mill Straight and Worthing Road by way of a priority T-junction benefiting from a right turn lane off Worthing Road. It then runs south of the site to give access to the A272 via a staggered crossroad arrangement.

1.16 The site lies within an area of Zone 1 Flood Risk as defined by the Environment Agency. The underlying geology is Brick Clay, as designated in the WSCC Joint Mineral Local Plan. There are no designated nature conservation sites within 5 km of the application site. The site falls within the buffer for The Mens SAC (120000 metres) and Bar Sustenance Zone (HDPF Policy 31). The submitted Ecology Impact Assessment recorded the presence of the following species on site: slowworm, grass snake, bats (Common and Sparano pipistrelle, Noctule, Wiskered, Myotis and Barbastelle), dormouse, hedgehog, and species of bird.

1.17 Outline permission (DC/20/0695), with all matters reserved expect for access, was considered by the Council in July 2020 and refused for grounds including:

- Location of the site outside of the BUAB and not on a site allocated for development
- Resulting urbanising influence on the countryside beyond Southwater by way of the size, scale and outward expansion of the settlement edge
- Lack of s106 agreement to commit to 35% affordable housing provision on site

1.18 The decision was subsequently appealed and considered by way of a Hearing held in April and June 2021. The appeal was allowed in August 2021, subject to planning conditions, including that Reserved Matters be submitted within three years form the date of permission (by 2nd August 2024). As part of the planning appeal, a s106 legal agreement was submitted to secure the provision of affordable units on the site (35%) noting that type, tenure, location and timing of these dwellings would need to be secured at a later date. As part of the legal agreement, offsite highways works were secured, along with upgrading of the PRoW through the northern part of the site, provision of a LEAP within the site and open amenity space with landscaped boundaries, to be managed by a management company, payments towards the Council's Air Quality mitigation scheme. Further planning conditions were listed as part of the appeal decision. This decision pre-dated the Natural England Position Statement.

## 2. INTRODUCTION

STATUTORY BACKGROUND

2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

**National Planning Policy Framework (NPPF)**

**Horsham District Planning Framework (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 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 - Strategic Policy: Countryside Protection
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 42 - Strategic Policy: Inclusive Communities
Policy 43 - Community Facilities, Leisure and Recreation

**The Shipley Neighbourhood Plan (June 2021)**
Policy Ship HD1: New Housing Development
Policy Ship HD2: Housing Mix
Policy Ship HD3: High Quality Design
Policy Ship TT1: Active Travel

**Regulation 19 Horsham District Local Plan 2023-2040 (HDLP)**
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 11 – Environmental Protection
Strategic Policy 12 – Air Quality
Strategic Policy 13 – The Natural Environment and Landscape Character
Strategic Policy 14 – Countryside Protection
Strategic Policy 17 – Green Infrastructure and Biodiversity
Strategic Policy 19 – Development Quality
Strategic Policy 20 – Development Principles
Strategic Policy 24 – Sustainable Transport
Strategic Policy 25 – Parking
Strategic Policy 37 – Housing Provision

Strategic Policy 38 – Meeting Local Housing Needs
Strategic Policy 40 – Improving Housing Standards in the District

Other documents:
Shipley Parish Village Design Guidance (2018)
West Sussex County Council Guidance on Parking at New Developments (2020)

Planning Advice Notes:
Facilitating Appropriate Development
Biodiversity and Green Infrastructure

Paragraph 33 of the NPPF requires that all development plans complete their reviews no later than 5 years from their adoption. Horsham District Council is currently in the process of reviewing its development plan however at this stage the emerging policies carry only limited weight in decision making. As the HDPF is now over 5 years old, the most important policies for the determination of this application must be considered as to whether they are 'out of date' (NPPF paragraph 11d). This includes, for applications involving the provision of housing, whether the Council can demonstrate a five-year supply of deliverable housing sites (NPPF footnote 8).

The Council is currently unable to demonstrate a five-year supply of deliverable housing sites, with the supply currently calculated as being 2.9 years. The presumption in favour of development within Paragraph 11d) of the NPPF therefore applies in the consideration of all applications for housing development within the District (unless footnote 7 or Paragraph 14 applies to relevant applications), with Policies 2, 4, 15 and 26 now carrying only limited weight in decision making.

All other policies within the HDPF as itemised above have been assessed against the NPPF and are considered to be consistent such that they continue to attract significant weight in decision making.

Planning history and relevant applications

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|---|---|---|
| DC/20/0695 | Outline application for the erection of up to 100 residential units with all matters reserved except access (excluding internal estates roads) | Application Permitted at appeal on 02/08/2021 |
| DC/21/2126 | Non-Material Amendment to planning permission DC/20/0695 (Outline application for the erection of up to 100 residential units with all matters reserved except access (excluding internal estates roads)). Amendment to list of approved plans to omit plan drawing 21007-04-1 (Proposed 30/60 mph speed limit change) and correction of plan drawing reference to read 21007-03 REV B Proposed Site Access Arrangement. | Permitted on 12/10/2021 |

## 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**: Support

[In full]

*'The applicant has submitted a planning application proposing a development of 100 residential dwellings and has proposed to deliver 35% (35 units) as affordable house, which is policy compliant.*

*The Housing Register in Southwater / Christ Hospital currently has 294 households waiting for housing of which is broken down to 73 households in need of a 1-bedroom unit, 58 households in need of a 2-bedroom unit, 124 households in need of a 3-bedroom unit and 37 households in need of 4 or more bedrooms. The site has proposed to 8 x 1 beds, 19 x 2 beds, 8 x 3 beds as affordable housing.*

*No mention is made of a potential affordable housing provider, and Housing Officers would urge the applicant to reach an agreement with a provider as soon as possible, to clarify and confirm tenure split, and secure funding arrangements for the affordable homes and ensure the layout and specifications of the affordable units meet the provider's requirements.'*

3.3 **HDC Landscape Architect**: Comment

Final comments 16.07.2024: Comment

[summary] The Landscape Architect has reviewed the amended scheme and is supportive of the scheme, subject to conditions.

It is noted that considerable amendments made to previous layout that have allowed for greater landscaping, which are greatly welcome. The Landscape Architect isalso pleased to note the reduction on the number of units proposed which allows for greater landscape provisions including the central green spine, tree planting throughout and SuDS along the central corridor which are proposed to be planted up with wetland meadow mix.

The Landscape Architect has some minor comments remaining and request for further detail information which can be secured by condition. These are in regard to boundary treatment, attenuation basin cross sections, planting for the area behind the borehole plant, and the omission of post and rail fence in front of proposed brick wall at plot 78.

The Landscape Architect recommends four pre-commencement conditions for details of soft landscaping, boundary treatment, landscape management plan and sustainable drainage system details.

Initial comments 03.04.2024: Objection

[summary] The Landscape Architect did not initially support this application on landscape ground and raises concerns with regard to the layout, building height and density, green infrastructure, sustainable drainage systems (SuDS) and play areas. It was noted that the landscape strategy needed improving in order to deliver a landscape led scheme in accordance with judgements within the Inspector's decision, the Horsham District Council Open Space, Sport & Recreation Review (2021), the Shipley Parish Design Statement (SPDS) (2013) and Shipley Parish Village Design Guidance (2018). The Landscape Architect also noted that the landscaping appeared to be secondary to other elements of the proposals such as density and car parking and failed to deliver a landscape-led scheme. The Landscape Architect provided recommendations to address these concerns

in regard to layout, green infrastructure and SuDS, but could not support the proposal in relation to layout and landscaping when initially submitted.

3.4 **HDC Tree Officer:** No Objection

Final comments 16.07.2024: No Objection
[in full] The HDC Tree Officer reviewed the amended information and raises no objection, subject to conditions. Their comments are as follows:

> *'Following the design amendments the relationship of proposed new development and associated land modelling/drainage to the minimum recommended root protection areas (RPA's) of bounding trees has been improved.*
>
> *The outstanding requirement for specialist engineering within tree RPA's to achieve a drainage outlet solution in the SE corner of the main field is IMO* [in my opinion] *an acceptable solution in principle, bearing in mind the scale of the scheme and limited options available.'*

Initial comments 13.03.2024: Objection
[in full] The HDC Tree Officer initially objected and recommend modifications. Their comments were as follows:

> *'The layout has similar implications for retained trees and woodland to those highlighted by the Landscape Officer in respect of the former schematic outline scheme.*
>
> *The additional direct impacts incurred by the movement of development footprint southwards by several metres (from schematic plans) include SUDS land modelling tight to/within the root protection areas of some of the bounding trees, including a noted veteran tree.*
>
> *The desire to engineer the pipework connections to SUDS basins in the SW and SE corners of the development to an existing external ditch on the adjacent property and into the road drainage respectively also requires loss of an additional oak tree and has further negative implications for the rooting environments of those trees retained on either side of the outlets.*
>
> *The contravention of the minimum recommendations of the BS5837 design standard should be designed out of new greenfield development layouts where there are no overriding justifications to not comply in this respect.*
> *All tree root protection areas should be respected with sufficient working room around them to ensure future tree health is not potentially compromised by damage to the soil rooting environment.'*

3.5 **HDC Fire Officer:** Advice.

[in summary] HDC Fire Officer recommends two planning conditions for the requirement of additional fire hydrants for the proposed development. This is to ensure that all dwellings are within 150m of a fire hydrant for the supply of water for firefighting.

OUTSIDE AGENCIES

3.6 **WSCC Highways**: No Objection
Final comments 08.07.2024: No Objection
[in full] WSCC has received the amended documentation and provided the following comments:

*'For the most part, whilst the Planning Layout has been revised, the majority of the issues remain. These issues include,*

*• A lack of footways across the frontages of some dwellings. For the most part, the revised scheme addresses this. There are however locations where this issue remains (notably plot 70 and 84. In both instances, the issue could be dealt with if the adjacent shared surface is simply extended to ensure the access to the dwellings is onto the shared surface rather than the carriageway. Such an adjusted could be made through the detailed design should the proposed roads be offered for adoption as public highway.*

*• There remain two areas where no through roads are created by way of a landscaped plug. The inclusion of these areas isn't necessarily an issue but their removal would create more favourable through road arrangements and in one instance enable the removal of a large turning head.*

*• The potential issue with the footpath east of plot 7 being obstructed by parking at the southern end remains. It is accepted that suitable parking areas are provided for the plots at the southern end of the footway link and in practice an obstruction may not result.*

*As noted, the issues remain outstanding but are considered to be resolvable or otherwise not significant to warrant an objection. No further issues would be identified with the revised plans.'*

WSCC Highways finish their advice by recommending two planning conditions on car parking space and cycle parking should the Local Planning Authority be minded to permit this application.

Initial comments 15.03.2024: Modification
[in full] WSCC Highways recommended modifications in relation to the following points:

*'Paragraph 1.1.2 of the Highways Technical Note (HTN) makes reference to details forming part of this document being submitted to satisfy various planning conditions and s106 obligations attached to the original outline planning application. The discharge of conditions and obligations would be considered separately to the current reserved matters application, hence no further comments are made by WSCC Highways concerning these matters.*

*No indication is given in terms of whether the proposed roads will be offered for adoption as public highway. Highway adoption is not in any case a material planning consideration. As such, WSCC Highways have reviewed the acceptability of the proposals against current design guidance and good practice although reference may be made to adoptable standards if appropriate. The acceptance of the proposals by WSCC at this stage does not guarantee the proposals are adoptable.*

*The layout comprises of predominantly 5.5 to 4.8 metre wide carriageways with segregated 2 metre footways. There are also a number of short lengths of shared surface where all road users use the same space. For the most part, the shared surfaces serve a very small number of dwellings so will be lightly trafficked. The shared surface areas are generally indicated as being 4.1 metres in width. There are no over-riding concerns with the general principles of the highway layout.*

*It is a general recommendation that continuous footways are provided across the frontages of dwellings. There are three areas where this is not the case, namely outside plots 32-34, 19-22/26-28, and 82-83. The footway should be continued across the frontages of these properties. With respects to 19-22/26-28 and 82-83, an alternative*

*arrangement would be to convert these areas to a shared surface road. This would require a minor adjustment to the footway lengths and the surfacing changed to blockwork. For plots 19-22/26-28, it would also be necessary to reduce the length of blockwork associated with the 'focal space'. The 'focal space' and shared surface areas would otherwise meet.*

*There would be potential merit to removing the landscaped plug on the access road between plots 63 and 73. The removal of this would then remove the need for the fire turning area (which is likely to be used for parking in any case) in front of the parking spaces for plots 77 and 78, which could then be brought forward, thereby allowing a number of plots gardens sizes to be increased. At the very least, if vehicular access is not enabled, provision for those on foot should be made available in a similar way to that provided between plots 46 and 62.*

*A footpath is shown to the east of plot 7. This enables a direct pedestrian connection primarily to the benefit of plots 22 and 23. The footpath link does require pedestrian to use what appear to be private driveways for plots 5 and 6, and plot 23. This in principle would be acceptable providing that the start and end points of the link don't aren't obstructed by parked vehicles using the private driveways. There is for example the potential for parking directly outside of plot 23.*

*The mown footpaths are noted. The Applicant may wish to consider whether some of these may serve residents needs better with a more all weather surfacing given that some of these provide quite direct routes from parcels within the development to the site access as well as between parcels themselves.*

*Parking provision is stated within the HTN as complying with WSCC Guidance. From the layout plan, it's apparent that most properties have at least 2 allocated spaces. For the apartment blocks, it's much less clear. For these, all spaces are indicated as unallocated. Based on the quite high level parking assessment within the HTN, it's not clear how or whether these comply with the parking guidance.*

*WSCC Highways would to look to a response being provided from the Applicant towards the above points prior to a recommendation being offered.'*

3.7 **Ecology Consultant**: No Objection.
[in full] The Ecological consultant provided the following response:

*'We note that the following conditions in the Appeal Decision Notice relate to ecology:*

- *Condition 7 requires submission of a Biodiversity Environmental Management Plan (BEMP)*
- *Condition 8 requires submission of a Landscape Environmental Management Plan (LEMP)*
- *Condition 9 requires submission of copies of the European Protected Species Mitigation Licences for bats and for Hazel Dormouse*
- *Condition 20 requires compliance with the ecological reports - EcIA (ACD Environmental Ltd, February 2020) and Ecological Position Statements (ACD Environmental, 1st and 18th June 2020).*

*We note that Ecology Technical Update (ACD Environmental Ltd., December 2023) has been submitted in support of this Reserved Matters application.*

*Table 3 Section 4 of the Ecology Technical Update (ACD Environmental Ltd., December 2023):*

- *Provides an outline of the CEMP – Biodiversity measures to be submitted (Condition 7).*
- *Provides an outline of the LEMP measures to be submitted (Condition 8).*

- *Confirms that a European Protected Species Mitigation Licence for bats will be required pre-commencement (Condition 9). It also provides the outline mitigation measures which will support the bat licence application, including a sensitive lighting strategy.*
- *Confirms that a European Protected Species Mitigation Licence for Hazel Dormouse will be required pre-commencement (Condition 9). It also provides the outline mitigation measures which will support the Hazel Dormouse licence application, including a sensitive lighting strategy and the installation of 10 x Hazel Dormouse nest boxes on the northern boundary.*
- *Provides an outline of the reptile Precautionary Method Statement as required in the EcIA (ACD Environmental Ltd, February 2020) (Condition 20).*

*We highlight that the EcIA (ACD Environmental Ltd, February 2020) also recommends the installation of 20 x Schwegler bird boxes, 10 x swallow nest bowls and at least 10 Schwegler bat boxes as compensation (Section 8). We support these species enhancements and recommend that architect's drawings show the locations to secure their delivery for this Reserved Matters application.*

*We are satisfied that the Ecology Technical Update (ACD Environmental Ltd., December 2023) is appropriate for implementation in full.'*

3.8 **Southern Water**: Comment.

[in full] Southern Water provided the following comments on this application:

*'No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements. As previously advised Southern Water seeks to limit the timescales to a maximum of 24 months from a firm commitment of the development.*

*The Council's technical staff and the relevant authority for land drainage should comment on the adequacy of the proposals to discharge surface water to the local watercourse.*

*Southern Water has noted that the applicant has submitted a Water Neutrality report which we understand the Local Planning Authority will be working in conjunction with Natural England on reviewing the developers proposals. We would not comment on the developers proposals directly, however if the LPA have any specific questions, they can be forwarded to us for a direct response.*

*If the applicant proposes to offer a new on-site drainage and pumping station for adoption as part of the foul public sewerage system, this would have to be designed and constructed to the specification of Southern Water Services Ltd. A secure compound would be required, to which access for large vehicles would need to be possible at all times. The compound will be required to be 100 square metres in area, or of some such approved lesser area as would provide an operationally satisfactory layout. In order to protect the amenity of prospective residents, no habitable rooms shall be located within 15 metres to the boundary of the proposed adoptable pumping station, due to the potential odour, vibration and noise generated by all types of pumping stations. The transfer of land ownership will be required at a later stage for adoption.*

*All other comments in our response dated 05 May 2020 remain valid.'*

3.9 **WSCC Lead Local Flood Authority**: No Objection.

Final comments 25.07.2024: No Objection.

[in full] The Lead Local Flood Authority has reviewed the additional Drainage Strategy Technical Note Addendum 2 and provides the following comments:

*'Following a review of the additional information, we now have no objection to the application. It is now in accordance with national and local planning policy and our concerns have been adequately addressed.'*

Initial comments 22.07.2024: Objection
[summary] The LLFA raised eleven initial concerns including on the drainage calculations, surface water flow paths, drawings detail, northern catchment, use of underground tanks and end of pipe design, wetland wildflower meadow, and total discharge rate.

3.10 **WSCC Rights of Way**: No Objection
Final comments 03.07.2024: No Objection
[in full] WSCC Rights of Way reviewed the additional information provided and provided the following comments:

*'This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. In respect to the above planning application I would provide the following comments.*

*Definitive Line*
*The Highways Note Technical Response confirms there is no need for any Public Path Order.*

*Surfacing*
*Note 7 of the Proposed Changes document states the PRoW (Footpath 1889) is to be widened to 3m and the surface changed. It does not however confirm that the surfacing will be as I outlined is required in my response of 13th March 2024 rather than the surfacing originally proposed.*

*My objection is withdrawn however on the condition that the surfacing will be that specified as required by West Sussex County Council's Public Right of Way team as per my earlier response.'*

Initial comments 13.03.2024: Objection
[summary] WSCC Rights of Way were initially consulted on this application and raised an objection in regard to surfacing and definitive line. Their concern with surfacing was over the proposed no-dig self-binding gravel path for Footpath 1889 as the Section 106 agreement made under the parent permission stipulates how this Footpath will be resurfaced, including topping with limestone dust, and recommended this be changed accordingly. The definitive line concern was regarding the Landscape General Arrangement Plan showing a slight division of the definitive recorded legal line between the entry and exist points of the Public Right of Way and recommend this be addressed. WSCC Rights of Way also brought attention to the need for a Public Path Order where development will affect the definitive line and where a temporary path closure is required to commence development.

3.12 **Natural England (Water Neutrality)**: No Objection.
[in summary] Natural England raises no objection subject to appropriate mitigation being secured.

PUBLIC CONSULTATIONS

3.13 **Shipley Parish Council:** Neutral Comment.

[In full] At the meeting of Shipley Parish Council held on 18th March 2024, Members voted to offer a NEUTRAL comment. Members have since responded to raise no comment on the revised plans and drawings.

3.14 **Southwater Parish Council:** Objection.
[summary] Southwater Parish Council objects to this application and the reasons for their objection are summarised as:

- The development underprovides 1 and 2-bed units and overprovides of 3 and 4-bed units - contrary to Policy Ship HD2 and HDPF policy 16.
- Layout concerns raised in DC/20/0695 have not been addressed and is significantly urban in nature, comprising several cul-de-sacs, and fails to respect character of the area, contrary to Policy Ship HD3 and policies 32 and 33.
- The layout does not include footpaths to all dwelling frontages and therefore the development does not provide safe pedestrian access contrary to Policy Ship TT1.
- The design and appearance of the dwellings does not reflect that of the other dwellings on Shipley Road and therefore the development does not relate sympathetically with the built surroundings contrary to policies 32 and 33.
- The Type 1 units fall short of the Nationally Described Space Standards and therefore provide poor levels of amenity.
- The scheme for the improvements to footpath 1688 are not in accordance with the S106 Agreement.
- The proposed play areas are in less accessible areas for many of the occupants of the development and local residents and a lack of detail has been provided regarding their equipment. Southwater Parish Council also question whether or not the scheme does provide a LEAP measuring 400m² as required by the Council in the Officer's Report for DC/20/0695.
- Updated information on trip generations has not been prepared therefore it is difficult to comment on the impact of the development on the highways network.
- The development does not provide a sufficient quantity of cycle parking contrary to the adopted parking standards and Policy 41.

3.15 Representations

58 letters of representation have been received, of which 1 expresses support and the other 57 express objections.

The reason for support is due to the need for more housing in this country and Southwater village.

The reasons for objecting are summarised as follows:

- Overdevelopment:
  - There is already a lot of additional development within Southwater, and this scheme would add to the ongoing issue of overdevelopment in the area.
  - There is insufficient community infrastructure and services to accommodate additional people moving to this area, such as doctors and school spaces, and this scheme would further impact this.
- Poor housing mix:
  - Not enough affordable housing being provided.
  - The size of affordable housing doesn't reflect current demand.
  - Providing too much social housing which increases the risk of anti-social behaviour.
- Concern regarding the president being set through developing unallocated site, outside of the Built up Area Boundary and contrary to development plan policy.
- Housing not required and not wanted by current residents.
- Design.

- Loss of general amenity.
- Loss of privacy from noise and light, including increase in light pollution
- Trees and landscaping:
    - Impact to existing ecology and wildlife habitats.
    - Impact to and loss of the countryside and adjacent rewilding scheme.
    - Loss of greenspace.
- Water Neutrality.
- Increase risk in flooding.
- Impact to sewer network (which needs updating):
    - Lack of information on foul water management.
    - Lack of developer contributions for cost of sewerage network reinforcement
- Loss of and impact to Public Right of Way.
- Highways, access and parking:
    - Increase in traffic.
    - No trip generation assessment has been undertaken as part of this application.
    - Insufficient cycle parking provision and detail.
    - Lack of continuous footways as per WSCC Highways initial comments.
    - Impact to highway, already in poor condition and over capacity.
    - Increase risk to highway safety.

## 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.

## 6. PLANNING ASSESSMENTS

### Background

6.1 Outline planning permission was sought for the erection of up to 100 dwellings on the site under application DC/20/0695, with all matters reserved except for access. Permission was initially refused by the Council, owing to the site's rural location outside of the built-up area boundary, and not allocated within a Made Neighbourhood Plan, thus leading to a conflict with the overarching spatial strategy for locating new development within settlement boundaries.

6.2 The decision was subsequently allowed on appeal on 2nd August 2021 and has granted the principle of the development in this location and the access arrangements off Shipley Road. Therefore, the principle of development on this site and access to the site is established and is not material to this current application for reserved matters consent.

6.3 Condition 1 of the appeal decision requires the submission of these reserved matters for agreement, stating: *Details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.*

6.4 A Section 106 Agreement was completed alongside the outline permission, which also requires the submission of the final housing mix with the first Reserved Matters application.

6.5 In addition, as the outline planning permission pre-dates the Natural England Position Statement on water neutrality, it is necessary to assess whether the proposals would result in an adverse impact on the integrity of the Arun Valley SAC, SPA and Ramsar sites, and whether secured mitigation would mitigate these impacts.

6.6 This current application therefore seeks approval for the reserved matters relating to appearance, landscape, layout and scale, the details on the final housing mix, and confirmation of water neutrality.

6.7 The approved plans associated with the Outline consent include various site access arrangement details, and the following layout / parameters plans:

- Drawing No: SLP-03 REV:P1 (Site Location Plan)
- Drawing No: PAR 01 REV:P4 (Parameter Plan: Development Area)

6.8 Planning conditions were also attached to the Inspector's decision notice with regards to contamination risks, ecological enhancement works, archaeological investigation program, surface water drainage, foul sewerage disposal and adherence with the submitted Arboricultural Impact Assessment / Method Statement. These matters are therefore not material planning considerations for this application as they are already secured under the outline permission.

6.9 Officers note the concerns raised by residents on this application and that these largely relate to issues which have already been considered as part of the outline application and appeal decision or are subject to other planning conditions, as above. This includes concerns raised in respect of the location of the site generally, overdevelopment and lack of community service provision.

6.10 The material considerations relevant to this application for Reserved Matters consent are therefore limited to the layout, appearance, scale and landscaping of the proposals, the acceptability of the final housing mix being proposed, and whether the development would be water neutral.

Policy Framework

*NPPF*

6.11 Paragraph 135 of the NPPF makes reference to decisions ensuring developments are, inter alia, visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Furthermore, paragraph 139 directs Local Planning Authorities to refuse developments which fail to reflect local design policies and government design guidance, taking account of local design guidance and supplementary planning documents. Paragraph 186(c) of the NPPF requires local planning authorities to refuse development when determining planning applications which would result in the loss of deterioration of replacement habitats, including ancient woodland and ancient or veteran trees.

*HDPF and Shipley Neighbourhood Plan*

6.12 The development plan in respect of this application comprises the HDPF and Shipley Neighbourhood Plan. Policy 32 of the HPF requires high quality and inclusive design for all development, including providing an attractive, functional, accessible, safe and adaptable environment which contributes to a sense of place in a way that integrates with the surroundings and historic landscape. Policy 33 of the HDPF requires the scale, massing and appearance of the development to be of a high standard of design and layout, which sympathetically relates with and respects the built surroundings and landscape. Policy 33 also seeks use of high standards of building materials, finishes and landscaping; and includes the provision of street furniture and public art where appropriate. Policy 33 further presumes in favour of the retention of existing important landscape and natural features, for example trees, hedges, banks and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development.

6.13 Policy 35 of the HDPF is clear that development should adapt to climate change by using site layout to make use of opportunities for natural ventilation and solar gain. Policy 40 of the HDPF encourages and supports the provision of safe and suitable access for all road users. Policy 16(2) of the HDPF states that the appropriate mix of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme.

6.14 Policy Ship HD3 of the Shipley Neighbourhood Plan (SNP) states that all proposals for new development in Shipley Parish are expected to respond positively to local design characteristics and features as set out in the Shipley Parish Design Guidance (in Appendix 2 of this Neighbourhood Plan) and that new development should be of a size and scale which respects and, where possible, enhances the character of the area or locality, using materials typical of the area. Policy Ship TT1 of the SNP.

6.15 The Shipley Parish Village Design Guidance dated December 2018 (SPVDG) states that the general character of Shipley is of low-density housing, with houses built one at a time to different designs but with common building principles and materials. There is both similarity and diversity of design.

*Regulation 19 Horsham District Local Plan (HDLP)*

6.16 The HDLP is currently attracts limited weight in decision-making in advance of its submission for examination and assessment at examination. Strategic Policies 19 and 20 of the emerging HDLP require high-quality, beautiful and inclusive design which conserves and enhances the natural and built environment, and reflects the local, physical, social, economic, environmental and policy context. In particular, Strategic Policies 19 and 20 support development which, inter alia, is: attractive, functional, safe and adaptable; compliments and respond to locally distinctive characters; contributes to a sense of place; makes efficient use of land; provides a good standard of amenity for existing and future occupants; is of a sympathetic scale, massing and appearance; uses high standards of building materials and landscaping; allows sufficient space for general waste and recycling provision; and makes a clear distinction between public and private spaces.

6.17 Strategic Policy 13 of the emerging Horsham District Local Plan (HDLP) states that the Council will expect development proposals to be landscape-led from the outset so that they clearly inform the design and layout. Strategic Policy 17(1) of the emerging HDLP further states that Green Infrastructure should be integral to the design and layout of development. Strategic Policy 20(4) of the emerging HDLP reiterates the importance of a design and layout which is sympathetic with the built surroundings, landscape, open spaces and routes within and adjoining the site. Strategic Policy 24 of the emerging HDLP is clear that the layout, design and location of facilities and infrastructure should prioritise the ability of residents to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs.

**Layout**

6.18 Strategic Policy 13 of the emerging Horsham District Local Plan (HDLP) protects the natural environment and landscaping character, including the landscape, landform, development pattern, and protected landscapes and habitats, from inappropriate development. Strategic Policy 13 also supports the maintenance and enhancement of the Green Infrastructure Network and biodiversity, and the incorporation of Sustainable Drainage Schemes (SuDS). Strategic Policy 13 of the HDLP requires a similar approach in regard to biodiversity and green infrastructure, alongside, inter alia, the protection of ancient woodland.

Layout and land uses

6.19 The proposed layout as illustrated on the revised Planning Layout (drawing ref: CB_08_353_001 Rev G received on 22.07.2024), includes the site's main access road, with residential development along its eastern boundary, an open green space in the northern section of the site, central pockets of residential development separated by a central green corridor and secondary roads, Sustainable Drainage basins in the south eastern and south western corners of the site, and retained existing boundary vegetation. The residential area is separated in half by the green corridor that runs north to south through the site, and then further separated by roads and vegetation into six pockets of housing, with views out to the site boundary and the road frontages. Officers consider that this reflects the street pattern and building layout within the neighbouring residential areas on the eastern side of Shipley Road. Officers also consider that this gentle separation of residential pockets, use of the central green corridor, and retention of boundary vegetation positively reflects to local landscape and built character and supports the sites transition from semi-rural to countryside.

6.20 Officers note Southwater Parish Council's comments highlighting the layout concerns raised in DC/20/0695 and how the proposed layout does not address this and is significantly urban in nature. However, Officers also note that these comments were provided in response to the initially submitted layout. Following the submission of the revised layout, Officers consider that the proposed layout does address these previous concerns and comprises of a softer semi-rural design as detailed above.

6.21 The northern open green space comprises of retained existing trees, the unaltered route of Public Footpath 1889, wildlife habitat space, and additional footpath connectivity for the future residents of this site. Along the western edge of the main site access road, visitor parking is also proposed to support those accessing the Public Footpath. Officers support the inclusion of open and green landscaping areas within the site and consider that this helps to soften the sites transition from semi-rural to countryside. The Sustainable Drainage Strategy (SuDS) for the site has been designed to follow the natural topography of the site with some small swales within the central green corridor drawing down to the southern SuDS basins before draining offsite through a swale in the southern eastern site corner. Officers support the incorporation of SuDs within the layout design and consider this will provide positive ecological and amenity features within the site.

6.22 Officers note the concerns raised by Southwater Parish Council regarding the play areas and LEAP provision and are satisfied that this is suitably covered and secured by the Section 106 Agreement attached to the outline planning permission. Officers also consider that the proposed play area and open space locations are acceptable given the pedestrian connectivity across and around the site.

Parking

6.23 The revised layout shows that 241 parking spaces are proposed across the site with a mix of garage, allocated, unallocated, visitor and maintenance spaces. WSCC Highway Authority raised initial concern with a lack of clarity on how the unallocated spaces

associated with the flats complies with the WSCC Parking Standards. To address this concern, the applicants provided a Highways Response Technical Note which provides a breakdown of the proposed parking provision in comparison with the WSCC Parking Demand Calculator. The Technical Note confirms that the proposed 241 spaces translates to 225 spaces given the WSCC Parking Calculator considers each garage/car port as 0.5 of a space. Applying this standard the development would have 162 allocated parking spaces. The Technical Note and Parking Layout plan details that all houses would have at least 2 onsite spaces, with 30 of the houses supplemented by a garage of car port. There would be 33 unallocated spaces for the 23 flats, 28 visitor spaces, and 2 spaces for maintenance vehicles accessing the sub-station.

6.24 The WSCC Parking Calculator advises 236.5 spaces for a development of this housing mix in the Southwater South and Shipley Ward area. The proposed 225 spaces would therefore be 11.5 (5%) short of the WSCC guidance. The WSCC Parking Demand Calculator does though allow for up to 10% variance, and it is noted that the latest WSCC Highway Authority comments no longer make reference to concerns over the level of parking following the Technical Note. Although there is a shortfall of 11.5 parking spaces compared to the WSCC guidance, in this instance Officers consider that the proposed vehicle parking is of an appropriate quantum spread appropriately across all dwelling sizes and with visitor parking spaces suitably located across the site and incorporated into the site layout design to avoid the likelihood of overspill parking outside of the site.

6.25 The Technical Note states that 1 EV charging space would be provided for each house, however as the flats are served by unallocated parking spaces there is no requirement for EV charging facilities. Whilst this may be true under Part S of the Building Regulations, Policy 41 of the HDPF and the WSCC Parking Standards requires the provision of EV charging points therefore whilst reliance can be had on Part S for the houses, a condition is required in this instance to secure and EV charging strategy for the flats.

6.26 Officers note concerns raised by Southwater Parish Council in regard to cycle provision. In response to this, the applicant has confirmed within the Highways Technical Note that cycle parking provision is proposed in line with Table 1 of WSCC's 'Guidance on Parking at New Development' document (September 2020), with one space for the houses and at least 0.5 spaces per flat. The submitted Bin and Cycle Storage Plan illustrates cycle parking for buildings within garages and cycle storage, resulting in at least one space per house. The proposed layout also includes 18 cycle parking spaces across three cycle stores within the curtilage of the four apartment buildings. This results in 0.8 spaces per flat, which is above WSCC's guidance. Officers are accordingly satisfied that the proposed cycle parking is acceptable and in accordance with the WSCC guidance.

6.27 In response to the initially proposed layout, Officers raised concerns regarding the inconsistent approach with block paving. Following the submission of the revised layout, Officers note that block paving is now consistently proposed across the site at the central focus space and road terminuses. Officers are satisfied that this concern has been addressed and the proposed block paving will support the transition into the main built area and encourage slower driving in high pedestrian activity areas at the end of the side roads.

6.28 WSCC Rights of Way initially raised concern with the proposed width and surfacing for Public Footpath 1889. To address this, the applicant has updated the Landscape General Arrangement plan and Public Right of Way Path detail to confirm the width and surfacing in accordance with Rights of Way's requirements. Officers are satisfied that the amendments address Rights of Way's concerns as well as the Section 106 Agreement Schedule 4 requirement to provide Footpath Upgrade Works as part of the first reserved matters application. Officers note the concerns raised by Southwater Parish Council regarding the improvements to Public Footpath 1889 set out in the Section 106 Agreement and are satisfied that this is suitably covered and secured by the Section 106 Agreement attached to the outline planning permission.

6.29 Concerns were also initially raised by the Landscape Architect, WSCC Highway Authority and Southwater Parish Council regarding the absence of continuous pedestrian connectivity and the need to improve this to follow a 'pedestrian priority' approach, particularly within the central focal space, and to create safe, cross-site accessibility. Within the amended layout, the applicant has sought to address this concern through extending pedestrian footways and extending the block paving areas. The Landscape Architect has confirmed their concerns have been addressed and Officers are satisfied that WSCC Highway Authority comments have also been addressed. Officers consider that the proposed layout results in a proportionate and appropriate approach with improved, accessible, continuous pedestrian connectivity in accordance with the requirements of Policy 32 and 40 of the HDPF.

6.30 Officers note the Southwater Parish Council's comments on updated trip generation data however matters in relation to highways impacts were already considered as part of the parent outline planning permission. This application only relates to the reserved matters from the parent permission therefore trip generation data is not required as part of this application. In any event Officers consider that the amended housing mix and quantum would not appreciably alter the conclusions on highway matters agreed at outline stage.

Parameters plan

6.31 Condition 4 attached to the Appeal Decision (ref: APP/Z3825/W/20/3257700) requires the development (except for matters that have been reserved) to be carried out in accordance with the approved plans, including drawing ref: PAR 01 REV:P4 Parameter Plan: Development Area, which sets out the confines for development on the site.

6.32 Officers note that there are instances where the proposed development area slightly exceeds the developable area set out on the parameter plan. However, Officers are satisfied that these areas of exceedance are minor and do not result in harm to landscape character, neighbouring amenity or trees beyond what was considered acceptable at outline and appeal decision. Therefore, officers are satisfied that the proposed layout sufficiently accords with the parameter plan.

6.33 In view of the above, Officers consider that the proposed layout represents an acceptable landscape-led design, with appropriately located land uses which support the site's semi-rural location. The proposals are therefore considered to be in accordance with the outline planning permission and development plan policies 16, 33 and 35 of the HDPF and Policy Ship HD3 of the Shipley Neighbourhood Plan, and paragraphs 135, 139 and 186 of the NPPF, and the SPVDG.

**Landscaping**

6.34 In permitting the outline consent, the Inspector was mindful that matters and considerations of layout would be considered at the later reserved matters stage, but referred to the need for the eventual development layout to:

> *'be reflective of the site's position on the edge of the settlement where it would be necessary to deliver a layout which successfully transitions from the urban context of Southwater into the surrounding open countryside'*. This transition was considered to be potentially achievable by *'retaining a significant proportion of the green corridor which runs across the site and separates the two fields'*, and the provision of a buffer zone between the dwellings and the surrounding ancient woodland.'

Furthermore, the Inspector considered that the moderate density proposed for the development could deliver the tree-lined streets that are embodied in para 136 of the NPPF (then para 131 of the NPPF 2021).

6.35 In their initial response, the Landscape Architect has noted that the intensified density had resulted in a lack of landscape provisions, particularly around the perimeter where the built development has compressed the landscape boundary and play provision.

6.36 A north-south green corridor was proposed as part of the alternative masterplan was provided as part of the Landscape and Visual Hearing Statement (LVHS) for the appeal. In paragraph 142 of the appeal decision, the inspector identified that a suitable layout and transition could be achieved by retaining the green corridor and providing a buffer zone from the ancient woodland. The Landscape and Visual Hearing Statement is clear that the green corridor proposed on the alternative masterplan is a retention and enhancement of the existing green corridor.

6.37 In view of the above, the applicant has provided a revised layout and landscaping approach, which includes a central green corridor that runs north to south through the residential area. The green corridor includes a focal space with seating, tree and other vegetation planting, SuDS swales and pedestrian dominant footpath. The inclusion of the central green corridor provides welcome verdant within the site layout and visually links the open green space in the north of the site with the southern green space, SuDS and informal play areas. Officers consider that this incorporation of the green corridor delivers a sympathetic layout and landscape transition within the site that supports a high quality, landscape-led design, which better reflects the expectations set out at the appeal stage by the inspector. The Landscape Architect has also confirmed that their concerns have been addressed through the revised layout.

6.38 In addition to the green corridor, the applicant has also provided additional tree planting across the site, including within the larger apartment parking areas, along the site roads and within the development fringe. The TPO tree is retained within the north eastern corner of the site and trees are located along both sides at the site entrance, which follows the existing notable estate entrance feature and which Officers consider will support the sites semi-rural location and transition within the countryside.

6.39 These landscape amendments have resulted in a reduction in dwelling provision from 100 to 96. Officers note that the permission is for up to 100 dwellings and therefore this provision is still acceptable. Officers also consider that while the dwelling provision has been reduced, the revised layout design has incorporated this additional space into additional landscaping and dwelling separation which provides a reduced visual density.

6.40 Accordingly, Officers consider the proposed landscaping sufficiently and sympathetically integrates the site with the built surroundings and landscape and therefore accords with Paragraph 135 of the NPPF and Policies 32 and 33(3) of the HDPF.

**Scale**

6.41 The Shipley Parish Village Design Guidance dated December 2018 (SPVDG) identifies that two-storey detached and semi-detached buildings are the predominant typology within the Parish. Three storey dwellings are uncharacteristic; however, two storey dwellings may have habitable space within the attics. The SPVDG also identifies that there are a few semi-detached houses and a couple of multi-occupation buildings; but no terraces. The SPVDG details the predominant building massing to be very simple, often rectilinear. The SPVDG is clear that most properties in the parish have been constructed with steep roofs between 40° and 45° with pitches to abutments, hips and dormers at the same angle. Roof pitches on both sides of the ridge are the same. New development should seek to complement this existing scale.

6.42 All the dwellings except for the two apartment blocks located centrally and in the south east corner are proposed to be two storey buildings which is in keeping with existing dwellinghouses to the north east of the application site and the SPVDG. The buildings include a mix of sizes and house types, with various finishing features which add variety and character to the appearance of the site. Two apartment blocks are proposed to be three storey buildings measuring 11.8m in total height to roof pitch. This is a 2.3m difference in height from the two storey buildings, which measure 9.5m in total height. The three storey buildings are located centrally adjacent to the focal space and just before the main site road separates out into the side roads for each housing pocket.

6.43 In view of the proposed height and location within the site, Officers consider that the three storey buildings will not appear imposing or out of keeping from views outside the site, but will instead provide architectural important focal points within the site, that will aid in anchoring the design and sense of arrival and place. The scale of these buildings is therefore considered acceptable in this instance. One terrace comprising of three dwellings is proposed in the central south of the application site along one of the secondary roads through the site. As noted above, terraces are not identified within the SPVDG to be in keeping with the existing character of Shipley Parish. However, Officers note that terraces are present within the neighbouring housing development to the east of the application site and elsewhere in Southwater immediately to the north. In this instance Officers consider that one terrace within this site would not be out of keeping with the neighbouring built environment.

6.44 Officers note the comments raised by Southwater Parish Council regarding the proposed house types and National Design Space Standards, however as Horsham District Council have not adopted the standards this is not a requirement. In any event Officers are satisfied that the proposed house types will not result in poor level of amenity for future occupiers.

6.45 In view of the above, Officers consider that the proposed scale of the proposals is sympathetic to the surrounding build and landscape character in accordance with Policy 33(3) of the HDPF and Policy Ship HD3 of the SNP, notwithstanding there being some conflict with the SPVDG.

**Appearance**

6.46 Shipley Parish Village Design Guidance dated December 2018 (SPVDG) details that the overall form of a new build or extension needs to harmonise with the local Sussex style. Specific features to be considered include: simple rectilinear massing, two-storey height, steep roof pitch, partial/barn hips, cat-slide roofs, dormers, gablets, roof detailing, brick chimneys with corbelling, central door placement of the road-facing façade, and modest porches. In additional, common materials and colours include: traditional red/dark brickwork with contrasting blue brick quoins, weatherboarding, tile hanging, flat lime render, black circular guttering and downpipes, and uneven clay tile roofs with either white or black bargeboards and fascias. The SPVDG is also clear that the following is uncharacteristic in style and material: curves and arches, picture windows, low pitched roofs, stonework, flintwork, large format tiles, wooden shingles, and plastic cladding and UPVC. The SPVDG is clear that garages are expected to still give the same external appearance as the dwellings they are associated with and be in harmonious proportion.

6.47 An External Finishes Layout Plan Rev B has been submitted which illustrates the locational spread of the different external materials, finishes and features. Two brick types are proposed across the site, comprising of brown/red mottled brick and red/brown brick, both with brick 3 contrasting feature brick with brick 3. Coloured through render is also proposed on five buildings at key junction locations across the site. Vertical tile hanging with decorative club tiles to match main roof colour on 14 buildings across the site.

6.48 Two roof tiles are also proposed for the site, comprising of red/brown and dark brown. Various external finishes and features are proposed, comprising of Flemish bond brickwork pattern, brick quoins, grp chimney and sage green windows. In all other instances, windows will be white UPVC, all rainwater pipes will be in black UPVC and all boxed eaves roofing systems will be in anthracite grey. The roofs are proposed to be a mix of gable and hipped roofs, allowing for features where the open gable roof faces the frontage of the site. The External Finishes Layout Plan refers to the Street Scenes plans for details on door colours. From this, Officers note that dark blue and dark green colours are proposed for the front doors.

6.49 Officers are satisfied that the proposed materials and features appropriately reflect the local character and detailed design guidance within the SPVDG. Officers consider that the distribution of different external materials across the site would negate the sometime repetitive design of larger scale housing developments and be sympathetic to the built surroundings to the north east. Officers further consider that the proposed materials would result in a high-quality appearance and provide an enhancement to the local character. Officers have proposed a pre-commencement planning condition to secure a details materials schedule. Officers support the incorporation of a variety of design features, which enhance the quality of the design and character of the site and reflects to the local built character.

6.50 Officers recognise the concerns raised by Southwater Parish Council regarding the design and appearance in relation to the other dwellings on Shipley Road. As discussed above, Officers have considered the proposed design and appearance in relation to the neighbouring built landscape and are satisfied that it is congruent.

6.51 In view of the above, Officers consider that the proposed finishing materials for the buildings are high quality and visually attractive and will result in a sympathetic design and appearance of the site and an enhancement to the local character in accordance with Policy 33(3) of the HDPF and Policy Ship HD3 of the SNP.

**Other Matters**

Housing Mix and Affordable housing

6.52 Policy 16 of the Horsham District Planning Framework requires a 35% of affordable housing on sites providing 15 or more dwellings. Schedule 2 of the Section 106 Agreement for this development secured the 35% of the total dwellings provision of affordable housing including 70% affordable rented and 30% shared ownership units. The Section 106 Agreement also requires the submission and approval of details of the layout, including an Affordable Scheme and Timetable, for the affordable housing provision with the first Reserved Matters application.

6.53 As outlined in the description of development section at the beginning of this report, this proposal includes a policy compliant 35% affordable housing provision with 34 out of 96 dwellings being for affordable housing. Of these, 24 are allocated for affordable rent and 10 are allocated for shared ownership in compliance with the 70-30% split provision as required by Policy 16 of the HDLP and the Section 106 Agreement.

6.54 In terms of housing mix, Southwater Parish Council have raised concern that the housing mix undersupplies on 1 and 2-bed homes and oversupplies on 3 and 4-bed homes compared to Policy Ship HD2 and HDPF policy 16. Whilst this is true in respect of the market homes, this is offset by the reverse in respect of the affordable homes, such that the overall housing mix across all tenure types broadly accords with the recommended housing mix set out in the latest Strategic Housing Market Assessment (as required by HDPF Policy 16). Policy 16 Ship HD2 refers to the need to rebalance the local housing stock with an emphasis of affordable homes catering for families and smaller households.

In this instance the affordable mix oversupplies on 2-bed homes thereby helping meet this need for re-balancing. HDC Housing have also reviewed the proposed provision and support this split as it is in line with current local demand and raise no objection. Accordingly, Officers consider the proposed housing types and mix is acceptable.

6.55 Officers note that an affordable housing timetable has not been provided as part of this reserved matters application. However, no phased delivery is proposed for this site given the scale of development, therefore Officers are satisfied that a timetable is not required in this instance, with the S106 setting out that the affordable housing is required to be provided no later than by occupation of 80% of the market homes.

6.56 In view of the above, Officers are satisfied that the requirements of the Policy 16 of the Horsham District Planning Framework and Section 106 Agreement in regard to affordable housing provision have been met.

Water Neutrality

6.57 The application site falls within the Sussex North Water Supply Zone as defined by Natural England and which includes supplies from groundwater abstraction which cannot, with certainty, demonstrate no adverse impacts upon the defined Arun Valley SAC, SPA and Ramsar sites.

6.58 The Position Statement from Natural England (September 2021) advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone. The proposal falls within the Sussex North Water Supply Zone and therefore would result in a greater level of water abstraction.

6.59 The applicant has submitted a Water Neutrality Statement in support of the proposal (dated February 2024), which acknowledges the existing dwelling and private equine uses on the site, but, given the existing supply is unmetered, accepts that this cannot be used to provide a baseline of the existing water use in the site. The Statement sets out that onsite water efficiencies within each dwelling through the use of efficient fixtures and fittings will lead to a water consumption rate of 95 litres per person per day, totalling 7,529$m^3$ per annum.

6.60 The mitigation strategy seeks to offset this water demand via the purchasing of spare water credits to be generated from the development of New Place Farm in Pulborough for up to 170 dwellings as consented to under outline planning permission DC/21/2321. It has been established through the Appropriate Assessment undertaken in the determination of the New Place Farm application that the New Place Farm site consumed 26,183$m^3$ of water per annum from the existing water use as a wholesale plant nursery. The 170 dwellings approved at New Place Farm require only 14,927$m^3$ /annum [Nb this figure has been updated since the above Appropriate Assessment was undertaken to address proposed amendments to the housing mix at New Place Farm]. This has resulted in a saving of some 11,256$m^3$/annum which the applicants wish to use to offset the 7,529$m^3$/annum to be generated by the current development proposals at Rascals Farm.

6.61 The combined water demand from this development and that at New Place Farm amounts to some 22,456$m^3$/annum leaving a headroom buffer of some 3,727$m^3$/annum to ensure both developments remain water neutral. A Section 106 Legal Agreement is currently being prepared to secure these available credits to provide the certainty that this strategy can be delivered.

6.62 Officers note the concerns raised be residents in their representations regarding Water Neutrality and are satisfied that sufficient information has been provided to demonstrate water neutrality for this development. Natural England have been consulted on the Officer's Appropriate Assessment and have raised no concerns subject to the above mitigation measures being appropriately secured.

6.63 Therefore, as a strategy has been provided which demonstrates water neutrality through the incorporation of on-site measures and appropriate offsetting actions, there is sufficient certainty that the proposal will not contribute further to the existing adverse effect on the Arun Valley SAC, SPA and Ramsar sites, in accordance with Policy 31 of the HDPF and NPPF paragraphs 185 and 186.

Southern Water comments

6.64 Southern Water have advised that 'No discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements. As previously advised Southern Water seeks to limit the timescales to a maximum of 24 months from a firm commitment of the development.' This reflects comments made in 2020 at outline stage. It remains that the requirement to ensure sufficient capacity within surrounding infrastructure in order to meet the needs of a proposed development rests with the developer and should permission be granted, the developer would be required to form an agreement with Southern Water in order to increase capacity to appropriate levels. Condition 12 on the outline planning permission restricts occupations until details for foul drainage including the necessary offsite infrastructure improvements have been approved and completed, therefore this matter has already been addressed and secured as part of the outline planning permission.

**Conclusion**

6.65 Officer are satisfied that the reserved matters proposal sufficiently accords with parameters established within the outline consent, and that the proposed housing mix, layout, landscaping, scale and appearance is of an appropriate high quality design, visually attractive and is sympathetic to and reflects the surrounding built and landscape character in accordance with the development plan policies 16, 32, 33 and 35 of the HDPF and Policy Ship HD3 of the Shipley Neighbourhood Plan, and paragraphs 135 and 139 of the NPPF, and the SPVDG, the requirements within the Section 106 Agreement and outline planning permission, subject to the recommended conditions and completion of the Section 106 Agreement to secure water neutrality.

6.66 Information has been provided to demonstrate with a sufficient degree of certainty that the proposed development would not contribute to an existing adverse effect upon the integrity of the internationally designated Arun Valley Special Area of Conservation, Special Protection Area and Ramsar sites by way of increased water abstraction, in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 185 and 186 of the National Planning Policy Framework (2023). The application is therefore recommended for approval.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

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 |
|---|---|---|---|

| | | | |
|---|---|---|---|
| District Wide Zone 1 | 9378.19 | 278.89 | 9099.30 |
| | | **Total Gain** | **9099.30** |
| | | **Total Demolition** | **278.89** |

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.

## 7. RECOMMENDATIONS

7.1 It is recommended that reserved matters consent is granted subject to appropriate conditions as detailed below and the completion of a Section 106 Legal Agreement.

Conditions:

1. **Approved Plans List**

2. **Pre-Commencement Condition:** Notwithstanding the details shown on the Preliminary Level Layout Plan [23-225-009 Rev E] no development shall commence until precise details (to include details shown on a plan) of the existing and proposed finished floor levels and external ground levels of the development in relation to nearby datum points adjoining the application site have been submitted to and approved by the Local Planning Authority in writing. The development shall be completed in accordance with the approved details.

   Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

3. **Pre-Commencement Condition:** No development shall commence until full details of the public open spaces and play areas have been submitted to and approved by the Local Planning Authority in writing. The submitted details shall show accordance with the landscaping proposals and shall include, but not limited to, location of each area, type of play equipment, surfacing, planting, fencing, seating, bins, dog waste bins, and signage for each area) The public open spaces and play areas shall be installed in accordance with details approved by the Local Planning Authority and maintained as such thereafter.

   Reason: To ensure that satisfactory provision for outdoor play and recreation is made within the development, in the interests of the amenity of future occupiers of the development, in accordance with Policies 32, 33, 39 and 43 of the Horsham District Planning Framework (2015) and the recommendations of the Open Space and Recreation Study.

4. **Pre-Commencement Condition:** No development shall commence until full details of underground services, including locations, dimensions and depths of all service facilities and required ground excavations for that phase, have been submitted to and approved by the Local Planning Authority in writing. The submitted details shall show accordance with the landscaping proposals and Arboricultural Method Statement, complete with root

barriers if needed. The development shall thereafter be carried out in accordance with the approved details.

Reason: As this matter is fundamental to the acceptable delivery of this permission, to ensure the underground services do not conflict with satisfactory landscaping in the interests of amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

5. **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:
   - All trees on the site shown for retention on approved Tree Strategy Plan [GLS_160_143_1500 Rev C], and the Arboricultural Method Statement [CC39-1039] 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).
   - Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.
   - Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.

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

   Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6. **Pre-Commencement (Slab Level) Condition**: Notwithstanding the indicative details shown on approved External Finishes Layout plan [CB_08_535_008], no development above ground floor slab level of any part of the development hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external walls, windows, roof-lights, doors and roofs of the approved buildings, and details of the porch canopy, have been submitted to and approved by the Local Planning Authority in writing and all materials 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 a building of visual quality in accordance with Policy 33 of the Horsham District Planning Framework (2015) and Policy ShipHD3 of the Shipley Neighbourhood Plan.

7. **Pre-commencement (slab level) Condition:** No development above ground floor slab level shall commence until full details of the water efficiency measures required by the approved water neutrality strategy (HELF 04191_7_V7 received 28.06.2024) have been submitted to and approved in writing by the Local Planning Authority.

   Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 185 and 186 of the National Planning Policy Framework (2023), its duties under the Conservation of Habitats and Species

Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

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

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

9. **Pre-Occupation Condition:** No dwelling hereby permitted shall be first occupied until evidence has been submitted to and been approved in writing by the Local Planning Authority that the approved water neutrality strategy for that dwelling has been implemented in full. The evidence shall include the specification of fittings and appliances used, evidence of their installation, and completion of the as built Part G water calculator or equivalent. The installed measures shall be retained as such thereafter.

   Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 185 and 186 of the National Planning Policy Framework (2023), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

10. **Pre-Occupation Condition**: Notwithstanding the details submitted as part of the application and superseded by way of revised details, no part of the development hereby permitted shall be first occupied until full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:
    - Details of all existing trees and planting to be retained
    - Details of all proposed trees and planting, including schedules specifying species, girth, planting size, densities and plant numbers and tree pit details
    - Details of all hard surfacing materials and finishes
    - Details of the treatment of the boundaries of the site. The boundary treatment details shall specify the siting, design, height and materials of the screen walls/fences to be constructed or erected and/or the species, spacing and height of hedging to be retained and / or planted together with a programme of implementation. The details shall address the recommended amendments within the Landscape Architect consultee response dated 16th July 2024.

    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 or retained 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 townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

11. **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied until the car parking spaces (including garages and car ports where applicable) necessary for that dwelling have been constructed and made available for use in accordance with approved drawing numbers [CB_08_353_006 Rev A and CB_08_353_007 Rev A]. The car parking spaces, garages and car-ports permitted shall thereafter be retained as such for their designated use and used only as private domestic garages and car ports for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

    Reason: To provide adequate and satisfactory car-parking provisions is made for the parking of vehicles clear of all carriageways in accordance with Policies 40 and 41 of the Horsham District Planning Framework (2015).

12. **Pre-Occupation Condition:** No buildings containing flats or maisonettes shall be occupied until a strategy for the provision of electrical vehicle charging points to serve the flats or maisonettes within that building has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed prior to first occupation of the building containing the flats or maisonettes and shall thereafter remain as such.

    Reason: To provide electric vehicle car charging space for the use in accordance with Policies 35 and 41 of the Horsham District Planning Framework (2015) and the WSCC Parking Standards (2019).

13. **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied until the cycle parking facilities serving it have been provided within the garage or side or rear garden or cycle storage for that dwelling, in accordance with approved drawing numbers [CB_08_353_006 Rev A and CB_08_353_007 Rev A]. The cycle parking facilities shall thereafter be retained for use at all times.

    Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

14. **Pre-Occupation Condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, the obscure-glazed windows as shown on approved plans shall be implemented prior to occupation, and, once installed shall be retained permanently thereafter.

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

15. **Pre-Occupation Condition:** No part of the development hereby permitted shall be occupied until provision for the storage of refuse and recycling has been provided within the garage or side or rear garden for that dwelling. The facilities shall thereafter be retained for use at all times.

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

16. **Regulatory Condition:** All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Biodiversity Survey (ACD Environmental Ltd, February 2020) and the Ecology Technical Update (ACD Environmental Ltd., December 2023) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This will include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and Policy 31 of the Horsham Development Framework.

17. **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 proposed building which fronts onto a highway without express planning consent from the Local Planning Authority first being obtained.

    Reason: In order to safeguard the character and visual amenities of the locality and/or highway safety and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

18. **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 falling within Classes A, B and / or E of Part 1 of Schedule 2 of the order shall be erected, constructed or placed within the curtilage(s) of the development hereby permitted without express planning consent from the Local Planning Authority first being obtained.

    Reason: In the interest of visual amenity and due to the size of the dwellings and outbuildings permitted in accordance with Policy 33 of the Horsham District Planning Framework (2015).

19. **Regulatory Condition**: The development hereby permitted shall be implemented fully in accordance with the approved Tree Strategy Plan [GLS_160_143_1500 Rev C], and the Arboricultural Method Statement [CC39-1039] and the revised measures set out in Drainage Provision Technical Note (Arboriculture) received 28.06.2024.

    Reason: To ensure the satisfactory protection of trees in the interests of amenity and nature conservation and in accordance with Policy SD1, SD6 and 31 of the Horsham District Planning Framework (2015).