

**NORTH HORSHAM PARISH COUNCIL
PLANNING, ENVIRONMENT AND TRANSPORT COMMITTEE
THURSDAY 25TH OCTOBER 2018 at 7.30pm
AT ROFFEY MILLENNIUM HALL**

CLERK'S REPORT TO BE READ IN CONJUNCTION WITH THE AGENDA

1. Public Forum

The Public Forum will last for a period of up to 15 minutes during which members of the public may put questions to the Council or draw attention to relevant matters relating to the business on the agenda. Each speaker is limited to 3 minutes. Business of the meeting will start immediately following the public forum or at 7.45pm whichever is the earlier.

3. Declaration of Interests

Members are advised to consider the agenda for the meeting and determine in advance if they may have a Personal, Prejudicial or a Disclosable Pecuniary Interest in any of the agenda items. If a Member decides they do have a declarable interest, they are reminded that the interest and the nature of the interest must be declared at the commencement of the consideration of the agenda item; or when the interest becomes apparent to them. Details of the interest will be included in the Minutes.

Where a Member has a Prejudicial Interest (which is not a Disclosable Pecuniary Interest), Members are reminded that they must now withdraw from the meeting chamber after making representations or asking questions.

If the interest is a Disclosable Pecuniary Interest, Members are reminded that they must take no part in the discussions of the item at all; or participate in any voting; and must withdraw from the meeting chamber; unless they have received a dispensation.

5. Chairman's Announcements

- (a) Cllr D. Searle attended the Warnham Brickworks Community Liaison Committee on 15th October 2018 as a Parish Council observer.
- (b) A second drop in public consultation for the former Novartis Site has been scheduled for Tuesday 30th October 2018 at the Holbrook Club, 12 noon to 8pm.
- (c) There were 2 open days scheduled for the Bohunt School Horsham: 17th October 2018 at Holbrook Club – 18:00 to 20:00 and 18th October 2018 at Drill Hall – 18:00 to 20:00. This information was circulated to the committee prior to the event.

- (d) Highways England are planning to carry out a further non-statutory consultation for the A27 Arundel Bypass scheme. The Parish Council will be notified nearer the time with more information regarding the consultation.
- (e) Saxon Weald has invited Parish Councillors to an informal consultation event for a proposal to redevelop the Blenheim Road garage site, adjacent to Adversane Court, providing a development of nine new affordable homes. The finished development will consist of a mix of one and two-bedroom properties. The event will be held at Trafalgar Road Baptist Church on 23 October 2018, to be attended anytime between 3.00pm to 7.00pm.
- (f) At the previous Planning, Environment and Transport Committee (PET) there were two applications for trees owned by North Horsham Parish Council (NHPC) on the open space between 71 Amberley Road and 5 Earles Meadow: DC/18/1862 – Surgery 1 x Willow and DC/18/1872 – Surgery 1 x Oak. The PET needed some clarity in relation to these applications. DC/18/1862 application was applied by NHPC. DC/18/1872 was applied by the local resident that previously requested NHPC to carry out the work, which was refused. However, the Property Committee had no objection for the resident to carry out work on the tree by a qualified tree surgeon.

6. Horsham Society – ‘Good by Design’ publication

Horsham Society have publicised ‘Good by Design’ which combines and expands content from the Horsham Town Design Statement adopted by Horsham District Council in December 2008 and from the Design Protocol of Chichester District Council, December 2013. It is designed as guidance for developers, designers and professional planners. (Publication attached)

7. Appointment of additional Tree Wardens

The Parish Council has received interest from two members of the public in becoming a voluntary Tree Warden. The first applicant is unable to attend the meeting but has sent a formal letter explaining why he would like to become a Tree Warden – see attached.

8. Tree Warden Training

A ‘1-day Lantra Awards Basic Tree Survey and Inspection Course’ has come available for Parish Council Tree Wardens. The course aims to provide candidates with the knowledge to be able to identify a hazardous tree, determine the level of risk and lastly decide on an appropriate course of action. Course date: 23rd November 2018. Cost per person: £155 +VAT. The course is in Romsey, Hampshire (70 miles away). Both Parish Council Tree Wardens are interested in attending the course.

12. Traffic Regulation Order (TRO) for parking restrictions on roads off Lambs Farm Road

At the Planning, Environment and Transport Committee, held on the 20th September 2018, it was resolved to 'submit a TRO to restrict parking too near to the junctions of Lambs Farm Road, Farhalls Crescent, Morrell Avenue and Rough Way and seek support from the local County Councillor'.

A draft TRO application has been produced – see attached.

13. 'Cut engine Cut Pollution' signs at Littlehaven Station

A resident of the parish has expressed concerns regarding air quality in and around Littlehaven Station/Rusper Road, particularly due to the level crossing being closed for longer periods of time since the new train services. The resident requested West Sussex County Council (WSCC) for replacement 'cut your engine signs' on the south side of the level crossing as they are missing. WSCC have said they no longer install or replace these signs but permit the Parish Council to install one that's of the same design as the sign on the northern side of the level crossing. Three suppliers have been recommended by WSCC; Wilbar Associates Ltd, Mason Street Furniture Limited, Balfour Beatty. The Parish Council have requested quotes from all three suppliers.

14. Resident concern regarding Harwood Road/ Manor Fields junction

A resident has voiced concerns regarding public safety on Harwood Road at the Manor Fields junction. The reasons for the concern raised were: speeding, the difficulty exiting Manor Fields junction with the poor vision of traffic on the Eastern side of the junction and has had sightings of near collisions with traffic and pedestrians. The resident has suggested measures that could mitigate the issues: a traffic island, a mini roundabout at the junction of Manor Fields and/or for the council to form speed watch groups.

16. Planning Appeals

None notified.

Good by Design



HORSHAM
SOCIETY

Building Design in Horsham

Philip Ayerst RIBA May 2018

Section A – Introduction and Contents

The Horsham Society encourages good building design in Horsham.

The Society has commented for decades on new proposals in our town and presents awards for good design. Design is a subject which exercises us all yet leaves too much room for dispute over what good design might be, although most of us can agree quite quickly on what is poor design. Good design cannot be retro-fitted into a poor proposal. Equally, good design cannot be easily defined or prescribed.

Good or bad may be a matter of opinion but there is a world of difference between opinion and informed opinion.

Good by Design combines and expands content from the Horsham Town Design Statement adopted by Horsham District Council in December 2008 and from the Design Protocol of Chichester District Council, December 2013.

These notes are intended as guidance as to what the Horsham Society is looking for so they should prove a useful list of aspects to consider. These notes are only the starting point and the employment of judgement and evaluation are very much matters for the observers themselves.

The target audience for this guide is:

- Horsham Society and its Planning Sub-Committee to review and comment on applications and show what we consider important
- Horsham District Council and Planning Authority professionals
- Developers
- Designers

Philip Ayerst RIBA, Horsham, May 2018



Cover Image of Horsham Capitol Theatre by LA Architects

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Section B – Considerations for Major Developments

All major developments must comply with West Sussex Walking and Cycling Strategy 2016 – 2026, West Sussex Transport Plan 2011 – 2026, West Sussex Sustainability Community Strategy 2008 – 2026, West Sussex County Council Guidance for Car Parking in New Residential Developments (Sept 2010) including Cycle Parking Standards, as well as National Planning Policy Framework (NPPF) March 2012.

1 High Quality Master Planning

Master planning is fundamental to understand the new development and its proposed uses, to ensure appropriate community input and to identify how the new uses and activities will relate to those within and beyond the site.

- 1.1 Master Planning provides the means to shape the site, the area, or even a whole town centre, often within a specific time frame. It is the opportunity to bring a range of projects and sites together as a coordinated framework to deliver coordinated development, regeneration and economic growth.
- 1.2 The Master Plan requires a period of drafting and revising, bringing together the full range of stakeholders including local communities, local authorities, developers and infrastructure providers to work together to deliver a vision for the area or site.
- 1.3 There should be appropriate use and mix of uses. The range of uses and accommodation should be maximised within the mixed use environment.
- 1.4 Master Planning should show all the uses and activities in and beyond the site, show how they link and how they are to be phased.
- 1.5 Master Planning gives the opportunity to show the links into the existing community with the transport routes, access corridor and rights of way.
- 1.6 Master Planning should show environmental considerations and development of habitats and green corridors.
- 1.7 Within the Master Plan and associated documents there must be commitments to sustainability and how they are to be delivered to ensure compliance.
- 1.8 Master Planning should show indicative design styles, heights, densities and views.

What Horsham Society wants to see:

- Well developed and mature Master Plans that clearly shows the whole development plan
- Clear phasing and dates
- Links between different uses and projects within or off-site, context and surroundings
- Demonstrate clear active community and stakeholder involvement, their inclusion and agreement.
- Demonstration of environmental improvements, habitats and green corridors
- Commitments to sustainability
- Commitments to transport connections
- Identification of design styles, densities and views

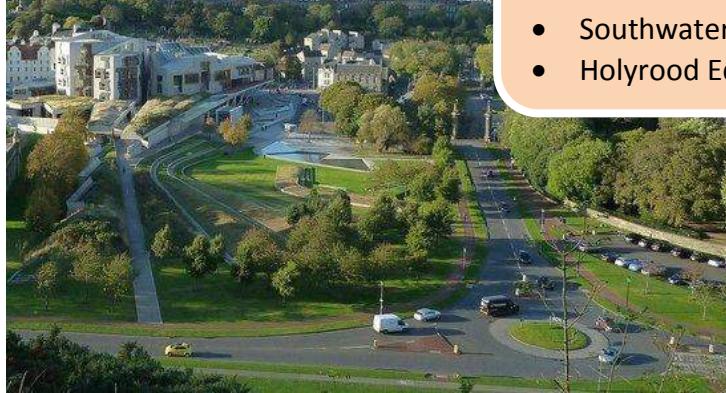
Images of master plans:

- Louis de Soissons at Welwyn Garden City
- Thetford Sustainable Extension.



Images of complementing Environment, Social and Historical context:

- Southwater Country Park
- Holyrood Edinburgh



2 The Environmental, Social and Historic Context

The proposal must be designed to fit in with its surroundings and environment.

To do this the development should:

- 2.1 Understand the place; it should be based on an analysis that identifies the qualities which contribute to local character and how these can contribute to the quality and the sustainability of the development.
- 2.2 Appreciate the existing landscapes and be responsive to the topography and minimise or mitigate environmental impact in the context of the development. Within urban areas the arrangement and pattern of the development (the urban rhythm and grain) should relate to the scale and style of the historic pattern including spaces between buildings, both public and private. Small-scale plot division and narrow frequent twittens (fine urban grain) that are typical within towns should be maintained and provide potential for mixed-use.
- 2.3 Understand the history, geology, transport links, natural landscapes, views, boundaries, landmarks, street and space character type so the development should:
 - 2.3.1 Identify the existing features.
 - 2.3.2 Identify the surrounding buildings, noting any specific character
 - 2.3.3 These features should be reflected in the development. If the development deliberately contrasts then it must do so successfully and logically cohere with neighbours, so not be intrusive and inappropriate.
 - 2.3.4 The development should match the topography. Its contours, in three dimensions, should work for the site, neighbourhood and landscape.
 - 2.3.5 Is the scale proportionate to the neighbourhood and landscape?
 - 2.3.6 The boundaries and borders must be sensitively treated so the development complements, not jars, with the immediate neighbourhood. The planting or landscaping should match. Neighbours boundaries must be respected. Consider carefully whether fences or barriers should visually divide the site from beyond.
 - 2.3.7 Views into and from the site must be maintained or changes considered and managed.

What Horsham Society wants to see:

- The development fitting in, or complementing the environment
- Analysis and understanding of the site qualities
- Urban pattern, grain and rhythm is maintained
- Important views are maintained
- Retention and enhancement of significant existing features and buildings
- Scale of the development to be appropriate to the context
- The development should complement and use the topography
- The boundaries must be sensitively designed and complement the surroundings

3 Enhancing Biodiversity

Major developments have significant impact on biodiversity, so careful self-critical design, protection, enhancement plans and management plans are essential considerations. They should include:

- 3.1 Proposals to enhance the biodiversity opportunities for habitat protection. Enhancement should be maximised to integrate green infrastructure into development and transportation networks.
- 3.2 Thorough and rigorous assessment, involve local stakeholders, interest groups and environmentalists for long term studies.
- 3.3 Effective and practical mitigations, not intentions.
- 3.4 Open and self-critical assessment that is genuine, not masking the damage.
- 3.5 Thorough design, development and extensions of wild life corridors and zones, not solely using space left over.
- 3.6 Attractive entrances without widespread destruction of hedgerows and copses by highway schemes.
- 3.7 Particular protection of ancient woodland with buffer zones in line with National Planning Policy Framework.
- 3.8 Environment friendly design and detailing of building and services.
- 3.9 Public access to wildlife, but with some wildlife areas less accessible.
- 3.10 Firm and funded commitment to management plans.
- 3.11 Firm and funded commitments to continuing funding for wildlife creations, enhancements and habitats.

What Horsham Society wants to see:

- Rigorous analysis and balanced assessment of the environmental impact
- Protection of habitats and particularly ancient woodlands
- Restrained highways schemes avoiding major hedgerow loss
- Inclusion of new green infrastructure and commitments to maintenance
- Details and commitments to environmental mitigations
- Firm and funded commitments to biodiversity
- Firm and funded commitments to enhancement of habitats



Images of biodiversity improvements:

- Norfolk Woodland Trust,
- London Wildlife Trust/Thames Water/Berkeley Homes Woodbury Wetlands

4 Appropriate Mix of Uses and Character

The range of types of activities and accommodation should be maximised within the mixed use environment. Uses should be adaptable for change to provide variety and choice to promote balanced socially mixed communities. Buildings should be flexible to adapt to changing demands of the users and the environment, so maximising their value throughout the buildings' and users' lives, and promoting sustainability.

- 4.1 Does the development promote a community or neighbourhood?
- 4.2 Is it a single purpose construction e.g. school, retirement home, health care unit, retail, public service? Will it stimulate demand or regeneration, or will it stretch resources? Has it consequential effects on the rest of the town affecting demand for school places, health care, transport etc? Is it proposed to support an existing amenity or proven demand?
- 4.3 Is it a satellite addendum, or will it be complementary? Is it adding to the commuter/dormitory town aspect, or will it reinforce settlement and commitment to the town?
- 4.4 Is the development sustainable overall? Is it dependant on all uses being delivered?
- 4.5 Will all uses be realised or will some be quietly shelved and reallocated?
- 4.6 Will it add or detract from the quality of the town?
- 4.7 Does it meet community needs

What Horsham Society wants to see:

- Development that meets local requirements
- Avoid speculative developments or separate unconnected dormitories
- It should encourage community
- Build in flexibility and adaptability for the building life showing sustainability
- Ensure that it enhances local quality and has no detrimental effect on community or environment

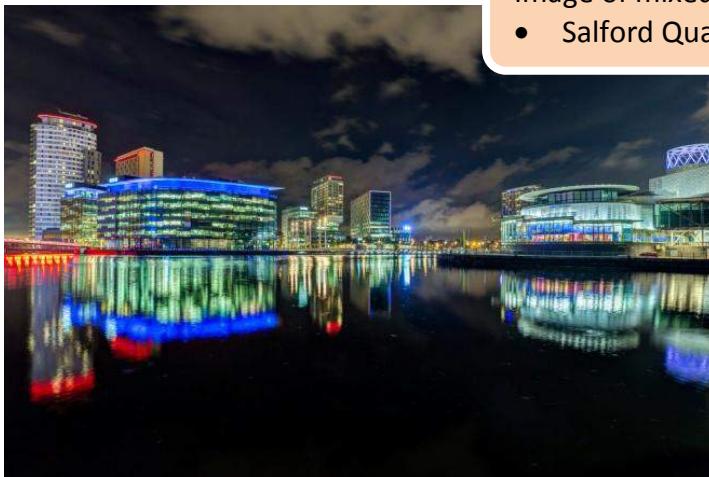


Images of mixed uses:

- Salford Quays, Manchester

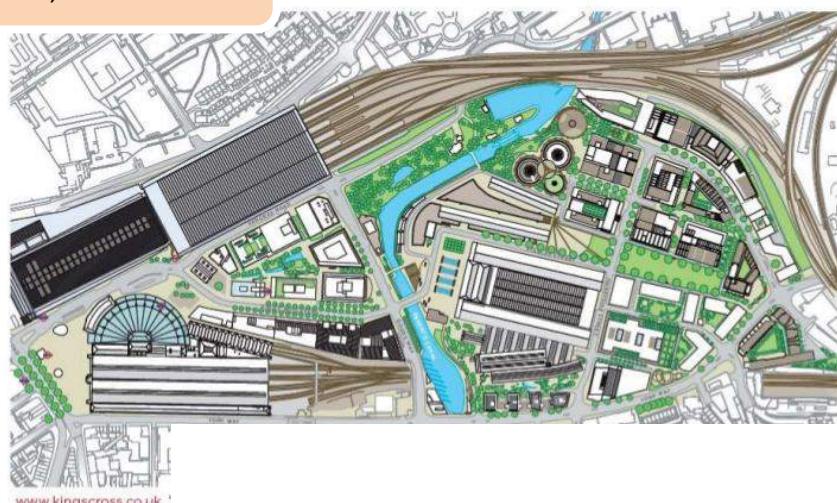
Image of mixed uses:

- Salford Quays, Manchester



Images of mixed uses:

- Kings Cross, London



Map showing the boundaries of the regeneration plan. Note that the impact of the plan extends beyond these borders through changing land use in the immediate periphery and by contributing to overall 'gentrification' and potential disruption of existing communities.

5 Sustainable Transport Systems and Access Links that Interconnect

It is essential that the transport is a fundamental foundation of the proposal for long term and the immediate, for both short and long journeys, for business, shopping schools, medical services and leisure. These should look beyond the boundaries of the site and identify desired routes and short cuts for travel (desire lines). Access for pedestrians, cycles and to public transport are critical for the long term health of the community. They must be encouraged and built into the design, not an afterthought.

- 5.1 Do transport routes interconnect with off-site routes and desire lines? Is the existing transport affected and sustainably to the highest standards? Does the proposal benefit or harm the transport arrangement?
- 5.2 Is there a comprehensive network of routes across and around the site for all modes of transport?
- 5.3 Is the entrance and exit adequate? Are traffic flows affected and what are the consequences? Are these consequences addressed in the development?
- 5.4 Are emergency and service vehicles accommodated? Is there accessibility for emergency? Is there access for service and utility vehicle?
- 5.5 Are cyclists accommodated? Is there provision for cycle routes and for cycle storage? Are these routes segregated or shared with vehicles? Are cyclist and pedestrian routes segregated? Are surfaces confirmed and agreed?
- 5.6 Are pedestrians accommodated? Is there provision for pedestrian routes? Are these shared with other users?
- 5.7 Are links to routes beyond the site fully utilised?
- 5.8 Is sustainability a central feature of the proposals, or are they added on for planning and marketing purposes? Will they actually be built?
- 5.9 There should be individual transport assessment for each mode. A combination of modes in a wider category loses focus on separate modes.
- 5.10 Are there travel plans for staff, employees and pupils?

What Horsham Society wants to see:

- Analysis of travel patterns for all modes of transport
- Segregated routes for different modes
- Commitments to surface finishes
- Provision for all modes in all desire lines into and across the site
- Long term assessment of the future needs, uses and access
- Embrace of the sustainable travel values
- Separate transport assessments for each mode
- Travel plans for business



Images of good transport and interconnections:

- Croydon trams/rail/buses intersections
- Horsham Bus station
- Stratford Station showing rail/underground/DLR /bus/pedestrian transport links



Section C – Considerations All Developments

All developments must comply with West Sussex Walking and Cycling Strategy 2016 – 2026, West Sussex Transport Plan 2011 – 2026, West Sussex Sustainability Community Strategy 2008 – 2026, West Sussex County Council Guidance for Car Parking in New Residential Developments (Sept 2010) including Cycle Parking Standards, as well as National Planning Policy Framework (NPPF) March 2012.

6 Layout of the Site

The site layout must be designed carefully and thoughtfully for quality of design, without overcrowding in order to use the features which benefit and enhance the site. Views into and across the site must be considered.

Proportions of buildings should be driven by aesthetics, quality, the site and its needs; not solely by financial demands.

- 6.1 Existing features: are they maintained, enhanced or removed? What shape is the site, and what is its typography? Does it rise or fall, has it dips, hollows or mounds? Do the proposals reflect these? Do the proposals make the best of them or are there missed opportunities?
- 6.2 Existing hedgerows, trees with or without Tree Protection Orders should guide the layout to create wildlife corridors.
- 6.3 Completeness: is the site interrupted by existing buildings or features which compromise its full use? Are these successfully resolved?
- 6.4 Cohesion and Consistency: does the site appear as a unit without being repetitively uniform? Do the features of the constructions fit together? Does it make a harmonious whole?
- 6.5 Does the site fit together logically? Are sightlines coherent? How do buildings adjoin each other and the street edge? How do they fit into the site topology? Is it suitable?
- 6.6 Does the arrangement and pattern of the development (the urban rhythm and grain) match that of the surroundings?
- 6.7 Density: is it over crowded or too spacious?
- 6.8 Variations: Are there variations of shapes, height, styles, massing of buildings, rhythms of variety, colour, materials and decorative features including local features? Do these reflect the function or are they superficial?

What Horsham Society wants to see:

- A well thought out site plan that complements the urban grain
- The features and topography of the site used, not casually built over
- Good proportions of buildings and space driven by aesthetics and the nature of the site
- Appropriate variety and rhythms of materials and design, bespoke designs to suit the location
- Existing hedgerows and trees retained and incorporated



Images of a good site layout:

- Standings Court Horsham,
- Sainsbury's Horsham,
- Kings Road, Horsham
- Blackbridge Lane, Horsham



7 Quality of the Architectural Design

Provide exemplary standards of design and architecture that respect the district's unique characteristics. Design should enhance the character of the site and its setting in terms of proportions, form, massing, siting, layout, density, height, size, scale and detailed design features.

- 7.1 Does it appear appropriate for a modern town?
- 7.2 Does it respect constraints such as Conservation Areas and Listed Buildings?
- 7.3 How many dwelling units are involved? Are they in separate buildings, in pairs or blocks? What size are they? How many are classed as affordable?
- 7.4 How bulky is it? Does it loom large, does it give the impression of being squeezed in, or is it expansive? Is it a single block or subdivided?
- 7.5 Is the facade broken up or varied? Is the roof line continuous or broken and is it appropriate?
- 7.6 Is the height appropriate?
- 7.7 Does it avoid pastiche or is it appropriate reinterpretation?
- 7.8 Does the alignment and orientation make use of natural lighting, shade and sight lines?
- 7.9 Are access and paths, drainage, storage, car parking, cycles, waste bins, downpipes, meters, gardens, play area, and landscaping all carefully considered and designed?

What Horsham Society wants to see:

- High design standards and interesting buildings that are aesthetically pleasing
- Full use of orientation, natural lighting and sight lines
- Good proportions which respect the character of the site
- Respect for surrounding environment
- Innovative and modern where appropriate
- Services and ancillary requirements that are an integral part of the design



Images of good design:

- Horsham Bus Station
- Christ's Hospital
- Baptist Church Brighton Road
- 78, Crawley Road, Horsham
- Pavilions in the Park, Horsham



8 Public Realm

Create a legible and accessible public realm which is socially inclusive. It should be easy to find one's way around and navigate. The public realm should bring people together to provide opportunities for interaction, physical activity and recreation through the variety and character of spaces and buildings.

- 8.1 What are the street sizes, shapes, directions and proportions? Are there alleyways and paths? Does it match the urban grain?
- 8.2 Does the public realm create a logical path or network across and around Horsham?
- 8.3 Are the finishes of high quality, complementary and maintainable?
- 8.4 Implement Secured by Design 2016 initiatives, but subtly.
- 8.5 Gardens, pavements and streets should meld and complement each other. Are there trees, bushes, open greenery, borders, public space and street furniture which unify the site and add amenity value?
- 8.6 Is it sustainable? Is there a management plan proposed and funded?

What Horsham Society wants to see:

- Logical public realm, not space left over.
- High quality improvements and finishes in the public realm
- High quality and innovative landscaping with maintenance commitments
- Avoid overt and intrusive security



Images of good public realm:

- Capitol Horsham,
- Gordon Square, Woolwich



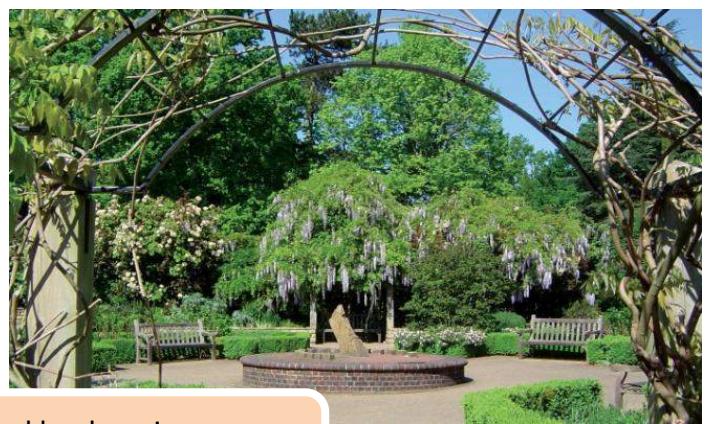
9 Landscaping, Green Spaces and Trees

The guiding principle should be that the quality of the environment is safeguarded and where possible enhanced. Existing green “lungs” should be preserved with hedges and mature trees protected.

- 9.1 Hard landscaping should be practical but interesting, complementing the public realm and street furniture while reflecting function. Local materials should be preferred.
- 9.2 Routes through the landscaping should be clear following natural travel and desire lines. Cycle tracks should be segregated to avoid pedestrian and cyclist conflicts.
- 9.3 Soft landscaping should be included around new developments and should be native with easily maintainable planting. Species should attract wildlife, interest, appreciation and spark discussion.
- 9.4 Green spaces and planting should be used to link areas and create wildlife corridors.
- 9.5 Tree felling and hedge clearance should be resisted wherever possible. Native forest species should be preferred for new planting. Tree Preservation Orders should be considered for trees before development commences. Lost trees should be replaced either in the same location or nearby.
- 9.6 Open spaces should be protected and included in new developments.

What Horsham Society wants to see:

- High quality and innovative landscaping with maintenance commitments
- High quality soft landscaping that creates interest
- Retention and enhancement of existing trees and hedgerows; lost trees and hedgerows should be replaced



Images of good landscaping

- Horsham Park

10 Street Furniture and Public Art

The guiding principle is that street furniture and signage should be kept to the minimum since it can easily be obtrusive. Public art will be encouraged to complement and commemorate, although art will create debate and opinion. Furniture and art must be easily maintainable.

- 10.1 Street furniture, including signage and bollards, should be kept to the minimum and sited where it will not cause an obstruction. Designs should be kept simple and unobtrusive.
- 10.2 All street furniture should match in style and character and should complement the landscaping and planting.
- 10.3 Signage should be restricted to essential information and, wherever possible, should share a standard. Maximum use should be made of each column to keep the number to the minimum.
- 10.4 Street name plates should be sited unobtrusively and designed to match their background.
- 10.5 Sufficient seating should be provided in appropriate places, be well designed, and comfortable.
- 10.6 Litter bins should be incorporated within an overall scheme for adequate provision and in appropriate locations.
- 10.7 Street lighting levels will generally be determined by safety requirements but the design of the lanterns and columns should complement the character of the area. Street lighting should be downward to avoid light pollution. Where possible wall-mounted lanterns, and in pedestrian-only areas low-level lighting, should be used to reduce number of columns. Pools of light and dark ground should be avoided.
- 10.8 Bus shelters should be simple in design, in sympathy with the character of the area, sited where they will not obstruct the footpath.
- 10.9 Cycle racks should be included, easily accessible from cycle routes simply designed and covered by CCTV. They should be conveniently placed for shopping or the building function.
- 10.10 CCTV cameras should be sited unobtrusively and painted to match their background.
- 10.11 Public Art should involve artists during the design of the development. The subjects may commemorate local matters, be visible, accessible and complementary. Designs will usually create discussion.
- 10.12 Also refer to Section 25 Advertisements.

What Horsham Society wants to see:

- High quality street furniture, good maintenance complementing the landscaping
- Simplicity of signage
- Sufficient seating, litter bins, lighting, bus shelters and cycle racks
- High quality public art suitable for a modern town. Interesting, not nostalgic
- Avoid overt and intrusive security



Images of good street furniture and public art

- Horsham Forum
- Chichester Harbour



Images of good street furniture and public art

- Various landscaping and Street Furniture
- Laing Square
- Geo pennant by Marshalls



11 Quality of Materials and Elements

The choice of materials and the design of detailed elements underpin the overall design because close to, and at a human scale, they are the key to the warmth and scale of the design. Each material should be carefully considered.

11.1 Colours, materials, blending, adornments and fixtures should create unity and cohesion. Textures, roofing, gables, fenestration patterns, rendering, and proportions of materials should be harmonious. Materials should normally reflect local character, especially in historical contexts, unless there is a reason for a contrast.

11.2 Are the elements aggressive, or coherent, or bland, or original, or pastiche? Do the elements make a consistent statement, or is decorative fiddling being used as a substitute for a thoughtful effort?

11.3 Materials should be easily maintainable, or maintenance regimes should be proposed.

11.4 Discourage the use of materials that are not sustainably sourced

What Horsham Society wants to see:

- Materials, textures and elements that enhance the overall architectural design
- Interesting and appropriate materials with good maintenance arrangements
- Functional and coherent decoration, not fussy applications
- Discourage unsustainable materials



Images of high quality materials

- Bermondsey Spa School
- Holy Trinity Church Horsham
- RSA Building, Horsham
- St Leonard's Church Horsham



12 Safe and Secure

The guiding principle should be that opportunities for illegal and anti-social activities are discouraged through implementing design guides of Secured by Design 2016 initiative. This must not be at the expense of an attractive flowing and permeable layout which discourages access and disrupts the urban grain.

- 12.1 Layouts should be safe and accessible to all, designed to minimise crime and anti-social behaviour, without diminishing the high quality of the overall appearance and access links.
- 12.2 Permeability into and within the site must be maintained to encourage the feeling of community.
- 12.3 CCTV cameras should be sited unobtrusively.
- 12.4 Public open spaces should be designed to be overlooked.
- 12.5 Lighting should be incorporated in communal areas and walkways to increase the sense of safety, but without creating unnecessary light pollution (see also Section 17. Light Pollution).

What Horsham Society wants to see:

- Secure developments through good design, where security is effective and subtly implemented, but is not intrusive nor preventing an attractive layout
- Security that allow permeability, providing access into and across the site



Images of developments incorporating Secured by Design



13 Sustainability and Efficient Use of Resources

The building and site design should minimise energy consumption and material use, both in its construction and its eventual use. This involves maximising opportunities for natural ventilation, orientating buildings to maximise solar gain and minimise waste. This includes using higher levels of insulation, materials that reduce embodied energy, locally sourced materials, efficient use of materials, integrating structure and services, rainwater harvesting and grey water recycling. It should incorporate energy efficient heating and renewable energy technologies. The focus should be on the whole life cost and energy usage of buildings which should also include eventual demolition and disposal. The guiding principles should be to reduce energy needs, maximise the use of renewable sources and reduce carbon dioxide emissions.

13.1 New development, including alterations, should be designed and constructed having regard to:

- 13.1.1 The efficient use of water, the conservation of 'grey' water and the reduction of surface water run-off.
- 13.1.2 Energy-efficient construction and services.
- 13.1.3 Incorporating renewable-energy production equipment e.g. wind, water, solar, photo-voltaic and combined heat and power or future technologies.
- 13.1.4 Using materials re-cycled or from sustainable sources.
- 13.1.5 The context where it is sited within the development, respecting the street scene and avoiding unsightly solutions.

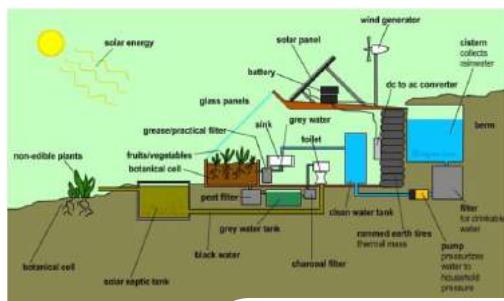
13.2 Alterations will limit the scope for enhancing sustainability but should have regard to:

- 13.2.1 The technology available for new buildings and additions.
- 13.2.2 The potential adverse impact on the street scene by retrofitting new technology such as solar heating, wind turbines etc.

13.3 All development should reduce or mitigate the demand it makes on transport for employment, shopping and on local services such as schools and medical facilities.

What Horsham Society wants to see:

- Designs and proposals that make efficient use of resources during construction and life span of the building, including consideration of its eventual demolition
- Developments that mitigate demand on local facilities and transport
- Use of new energy technologies that are designed in or retrofitted so are not unsightly



Images of efficient use of resources:

- London City Hall
- Photo-voltaic panels
- Wind turbines
- Standings Court, Horsham



14 Innovation

- 14.1 Encourage innovative use of new materials and approach to design.
- 14.2 Support appropriate use of local materials and building techniques in ways that enhance the longevity of the structure as well as good innovative and imaginative design.
- 14.3 Encourage pioneering in terms of construction methods that involve efficient use of materials and components in innovative ways, that minimises waste, considers recycling and the whole life cost of materials and energy use including eventual demolition.

What Horsham Society wants to see:

- Innovative use of new materials and appropriate use of local materials
- Pioneering design and construction methods for the whole life cycle of the development



Images of good innovation:

- Private house in Lewes
- Gridshell at Weald and Downland Museum Chichester

15 Storage

The guiding principle should be that storage must be of sufficient capacity, suitable for purpose to conceal the items from public view.

- 15.1 Space should be provided for siting bins and boxes to hold materials for recycling and disposal, with easy access to collection points which do not clutter the streetscene or obstruct carriageway or pavements.
- 15.2 Space should be provided for children's buggies, mobility scooters, cycles and deliveries.
- 15.3 Meters for utility services should be sited unobtrusively where they can be read externally.

What Horsham Society wants to see:

- Storage for recycling bins and meters are included and designed-in, so avoiding street clutter
- Storage for cycles, buggies and mobility scooters

16 Parking for Vehicles, Cycles and Other Transport

The guiding principle should be that appropriate provision is made for off-street parking without detriment to the visual character of the area.

- 16.1 Developers and planners should recognise that nearby provision of good public transport will not obviate the need for private vehicles. Their occasional use by individual residents means adequate parking provision is essential.
- 16.2 Adequate spaces must be provided for visitors and service/care providers. New development or conversion should not place additional pressure on street parking, or otherwise worsen the parking situation. Secure and lit spaces should be provided for cycles in accordance with WSCC guidelines as a minimum.
- 16.3 Consideration should be given to the character of the area including exploiting the potential for underground parking.
- 16.4 In the case of terraced housing with narrow front gardens, walls should not be removed to enable vehicles to park parallel to the footpath.
- 16.5 Where provision for off-street parking is not possible within the site consideration should be given to parking on an adjacent site as close as possible to the development.
- 16.6 It should not be assumed that a parking space will be available or that one can park outside one's home.
- 16.7 Loss of garages to living accommodation should be avoided when it would reduce the availability of on-street parking
- 16.8 Off-street and visitors parking should be provided for cycles. Parking should be provided for other means of transport such as mobility scooters.

What Horsham Society wants to see:

- Sufficient vehicle parking
- Designed, secure and covered cycle storage
- Sufficient motorised mobility scooter storage



Images of Parking at:

- Anchor Court, Horsham
- Burton Court, Horsham

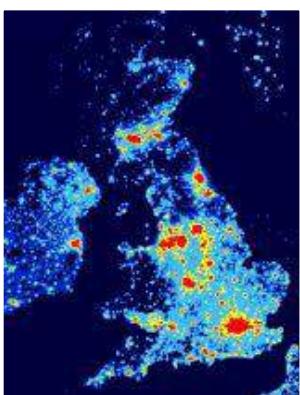
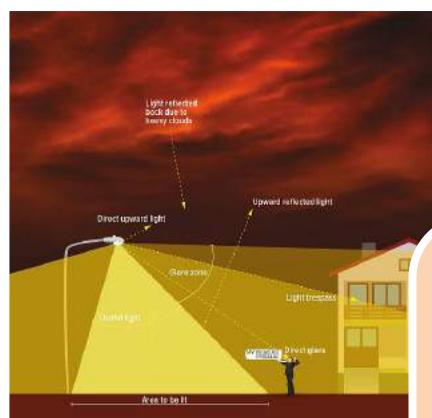
17 Pollution from Light, Noise and Traffic

The guiding principles are that lighting and noise sources should not have a significant impact on public and private interests. Traffic noise and pollution should not adversely impact new or existing developments. Natural habitats must be unaffected.

- 17.1 Street lighting should not be intrusive to residents.
- 17.2 Security lighting should be directed away from windows and not be intrusive to residents.
- 17.3 Area lighting, such as sports grounds, should be shielded so as not to spread beyond the area to be illuminated, should be energy efficient and be restricted to when the facilities are used.
- 17.4 All lighting must be designed to avoid disturbing natural habitats or foraging routes.
- 17.5 Noise from developments must be restricted to when in use to avoid unnecessary disturbance to new or existing residents.
- 17.6 Traffic pollution must be carefully considered to avoid adverse impact on new or existing residents taking into account heavy vehicles, peak periods and congestion on main and feeder roads, often off site.

What Horsham Society wants to see:

- Avoidance of light pollution
- Avoidance of noise pollution
- Avoidance of traffic pollution and congestion, often off site
- No disturbance of natural habitats



Images showing
• Traffic pollution,
• Light pollution in the UK and
• Diagram of avoiding light noise and pollution

Pressures for change

There is a constant need to update Horsham's building stock, both to repair the effects of ageing and to make alterations and adaptations which reflect modern demands.

Economic and technological changes inevitably put pressure on the built environment. Changes in shopping habits and job design bring changes in the use of existing buildings and pressures for alterations. Concerns over protecting our environment encourage greater use of alternative sources of energy and better insulation. Increasing car ownership and on-street parking is a major issue in many parts of the town. We have to accommodate these in ways which do not damage the overall visual quality of our built environment and it is important that Horsham should retain and enhance its image as a historic market town.

Unless a property is listed, in a Conservation Area or on the Local List, then changes that cannot be seen from the outside are usually relatively unimportant unless they are associated with a change of use. What matters most is what can be seen and the impact changes have on the building concerned, and the wider street scene.

Owners and developers should respond to the need to change in ways which respect and enhance the particular characteristics of the location and period. For example it would be inappropriate to site islands of high density housing in areas characterised by low density, to bring forward the building line in streets with open plan gardens, or to create a terraced effect where current properties are spaced apart.

In this section we examine typical pressures for change and suggest how these might be accommodated through infill building, conservation and reuse.

18 Conservation Areas and Listed Buildings

Horsham currently has three Conservation Areas and many Listed Buildings which are subject to strict planning and other controls, as well as a Local List. They are an important part of our national heritage, but sometimes have to adapt to changing needs. Advice on alterations or other development should always be sought from the Horsham District Council's historic building adviser or other suitably qualified professionals. Reference must be made to the Local List of significant buildings which may call for its retention and repair. As a starting point, non-listed building should be considered for repair retention and reuse, not casually demolished.

- 18.1 Consider whether the external character of the Conservation Area will be maintained or enhanced. For Listed Buildings consider whether internal or external changes would affect the historic or architectural character.
- 18.2 Assess the importance of the building as a whole in the street scene, local and national context.
- 18.3 Consider whether the building belongs to more than one period, and how different feature should be highlighted.
- 18.4 If unavoidable, consider whether a feature to be altered or removed is historically or architecturally important or unique, the extent to which the overall architectural or historic importance of the building would be affected, and whether the feature could be relocated or replicated.
- 18.5 Non-listed buildings should be considered for retention, especially where they make a significant street feature, in preference to demolition.

What Horsham Society wants to see:

- Repair and restoration of nationally and locally listed buildings
- Non-listed historic buildings be considered for retention
- Maintenance of the character of the area
- Replacement of lost features to create a harmonious result



Images of historic building and conservation area:

- Horsham Railway Station
- Talbot Lane, Horsham



Images of historic buildings and conservation area:

- Causeway, Horsham
- Unitarian Church, Horsham
- Provender Mill, Horsham
- Quakers Meeting House, Horsham



19 Infill New Buildings

All new developments should take account of the setting in the town, they should respect the character of the approach roads and the sensitivity of the town boundaries. The layout, design and materials should reflect the context. They should fit in by making use of the setting, site plan, design and construction. They should be sustainable and contemporary serving today's needs while looking to the future. Most importantly they should be a pleasure to see and to use.

- 19.1 Layout - should serve the siting of the buildings, not dictate it, with provision made for circulation roads, access road, footpaths and cyclepaths. In high density developments built-up frontages (terraces) should be considered and where open spaces are shared, consideration should be given to setting up a management scheme to cater for their future maintenance. Amenity areas and clothes drying facilities should be included.
- 19.2 Density - high density development may be possible, subject to having regard to the characteristic density of the area and traffic considerations.
- 19.3 Height - buildings should only have their highest point higher than adjoining and adjacent buildings if they are in keeping with the street scene. They should not obstruct familiar views, especially long views, or overshadow existing buildings and open spaces (sunlight and daylight). A building which is tall for its width and casts a shadow for only a part of the day may be acceptable, if in keeping with the street scene. Roof pitches should be in sympathy with the street scene.
- 19.4 Design - high quality design is an essential prerequisite for all development and a major consideration in determining the acceptability of any proposal for change. New buildings should always enhance and improve the environment. Design should have regard for the surrounding street scene, existing buildings and the local character of the area, but need not preclude innovative modern design. (see also Section 7. Quality of the Architectural Design).
- 19.5 Materials - the principles of good design require the honest use of materials, locally sourced wherever possible. (see also Section 8. Quality of Materials and Elements).
- 19.6 Sustainability – all development should have regard for sustainability, and the implications for design both in new builds and alterations to existing buildings. As far as possible it should be integral to design. (see also Sections 13 and 14).
- 19.7 Retention of existing buildings - consideration should be given to extending the life of buildings whose design plays an important role in the street scene rather than demolition and replacement.

What Horsham Society wants to see:

- An attractive and appropriate layout
- Appropriate density
- Appropriate height
- High quality design
- Quality materials
- Sustainable materials



Images of good infill design:

- Greenwood Road
London Lynch
Architects
- Hewells Court
- Stans Way, Horsham
- St John's Presbytery,
Horsham
- Anchor Court in East
Street, Horsham



20 Additions and Extensions

The guiding principle should be that the design and materials should generally have regard to the characteristics and proportions of the existing, and complement the neighbouring street scene. However in the case of larger additions, consideration might be given to design and materials differing where the addition will complement the existing street scene whilst remaining sympathetic to it.

- 20.1 Roof pitches and materials - should be similar to the existing, unless the extension is designed to complement the existing building when consideration may be given to alternative materials.
- 20.2 Front extensions - should be limited to porches or additions which do not extend beyond the notional building line.
- 20.3 Side extensions - should avoid giving the appearance of a built-up frontage (the terracing effect).
- 20.4 Side and rear extensions above ground floor level - should not overshadow or overlook adjacent or adjoining dwellings and should respect their privacy.

What Horsham Society wants to see:

- Harmonious designs that complement the existing buildings
- Design that reflects the materials, characteristics and proportions of the locality



Images of recent extensions:

- Pallant Gallery Chichester
- Piries Place, Horsham

21 Alterations

The guiding principle should be that the design and materials should retain the characteristics of the existing, and complement the neighbouring street scene.

- 21.1 Windows and doors - whether new or replacement should, where possible, match the style of the original (i.e. with glazing bars in the correct position). Where the installation of double glazing makes this impracticable, consideration should be given instead to secondary glazing.
- 21.2 Loft conversions - should be kept to a small proportion of the roof area, kept below the ridge line and unobtrusive and not rely on the insertion of large dormers. Where dormer windows are to be inserted as an alternative to roof lights they should be small and kept to a small proportion of the roof area. Dormers at the front should only be used if in keeping with the street scene.

What Horsham Society wants to see:

- A harmonious design that reflects the materials, characteristics and proportions of the locality and existing buildings
- Alterations that respect and enhance the locality

22 Repairs and Renewals

The guiding principle should be that materials will be in keeping with the age and design of the property.

- 22.1 Re-roofing materials should be similar to the original material.
- 22.2 Replacement windows and doors should respect the original design. Where double glazing is not suitable, consideration should be given to the use of secondary glazing.
- 22.3 Replacement gutters and down pipes should complement or enhance the character of the building.
- 22.4 See also Section 24 Shop fronts.

What Horsham Society wants to encourage are renewals and repairs that:

- Harmonious designs that reflects the materials, characteristics and proportions of the locality and existing buildings
- Enhance the building



Image of good renewal

- Capitol Theatre, Horsham

23 Conversions

The guiding principle should be that the building should retain the physical characteristics of the existing.

- 23.1 Consider creating an unusual or innovative conversion of function, often accompanied by interesting additions, but avoiding unjustified intrusive and dominating designs.
- 23.2 Where a building is converted to residential use, full consideration should be given to provision for off-street parking to meet any increased density.
- 23.3 Changes of use should not adversely affect the continued enjoyment of their dwellings by adjoining and adjacent occupiers.
- 23.4 Changes should benefit the street scene and views.

What Horsham Society wants to see:

- Retain the physical characteristics of the existing building
- Create an interesting or innovative reuse of an existing building
- Benefit the street scene and not adversely affect existing residents



Images of good conversions:

- The Old Town Hall, now Bill's Restaurant
- Horsham Workhouse, now apartments
- Old County Times offices



24 Shop Fronts

The guiding principle should be that shop fronts have regard to their context and location. Reference also to the Horsham District Council Design Guide No 2: Shop Fronts.

- 24.1 Where a shop front is to be inserted, replaced or altered, consideration should be given to the characteristics of the period to which the building belongs, to the alignment of the fascia with the fascias of adjoining shop fronts and to the provisions made for incorporating advertising material.
- 24.2 Garish colours should be avoided.
- 24.3 Where there is more than one shop front in a single building, the design should be similar.
- 24.4 Fascias should leave the first storey unobstructed.
- 24.5 Hanging signs should be at a height which will not obstruct a footpath but no higher than the first storey.
- 24.6 Use of freestanding external signs (e.g. A-boards) should be managed by Horsham District Council to avoid street clutter and obstructions.

What Horsham Society wants to see:

- Attractive shop fronts that enhance the building, the locality and the shopping experience
- Shop fronts that increase trade



Images of shop fronts:

- East Street, Horsham
- Brewers Arms Berwick on Tweed
- VC Morris San Francisco



25 Advertisements

The guiding principle should be that advertising is restricted to commercial areas and buildings. It should respect the context and location and should relate to the trader.

- 25.1 Consideration should be given to encourage design, lettering and layout that relate to the style of the building.
- 25.2 Internally lit illuminated box signs are not acceptable either within or affecting conservation areas and listed buildings. Non-illuminated signs are to be preferred.
- 25.3 Internally lit illuminated box signs are acceptable in shopping malls, which do not affect conservation areas and listed buildings.
- 25.4 The lighting level of illuminated signs, whether internal or external, should be kept as low as practicable and the spread confined to the area of the advertisement.
- 25.5 Touch screens and moving images in shop fronts should relate to the trader only to avoid becoming electronic billboards for paid advertising.
- 25.6 Use of freestanding external signs (A-boards) should be limited to one per trader within 1 metre of the property and be managed by Horsham District Council to avoid street clutter and obstructions.
- 25.7 See Horsham District Council Design Guide No 2: Shop Fronts

What Horsham Society wants to see:

- Avoid illuminated box signs that affect conservation areas and listed buildings
- Encourage design to reflect the character of the building
- Limit the number of A Boards to avoid street clutter
- Restrict touch screens and electronic displays to relate to the trader only



Horsham Society Design Brief -
Section E - Selected References

26 Selected References

- Horsham District Planning Framework, adopted November 2015 covering Strategic Policies
- Horsham District Council Conservation and Design leaflet No 4 for Horsham Conservation Area dated March 2001
- Horsham District Council Design leaflet No 2 for Shop Fronts
- National Planning Policy Framework (NPPF) March 2012
- West Sussex Walking and Cycling Strategy 2016 – 2026
- West Sussex County Council Guidance for Car Parking in New Residential Developments September 2010 – Include Cycle Parking Standards
- West Sussex Transport Plan 2011 – 2026 Feb 2011
- West Sussex Sustainability Community Strategy 2008 – 2026
- Revised County Parking Standards and transport Contributions Methodology Supplementary Planning Guidance adopted by West Sussex County Council November 2003
- Chichester District Council Planning Guidance Note 5 – Parking Standards 2007
- Secured by Design 2016 - UK Police initiative supporting the principles of "designing out crime" using Design Guides and Crime Prevention Design Advisors
- Town and Country Planning Acts – powers to make Tree Preservation Orders.



Image of Good Architectural Design:
• Colgate, Horsham

Horsham Society Design Brief -
Section E - Selected References

27 Image Credits

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Front Cover Capitol Theatre, Horsham: LA Architects

Page 5 Welwyn Garden City: Louis de Sossions, Southwater Country Park: Southwatersport.co.uk; The Scottish Parliament: TripAdvisor

Page 7 Norfolk Wildlife Trust: Bob Clift; London Wildlife Trust: dgeezer@gmail.com

Page 8 Imperial War Museum: IWN North, Salford Media Bridge: Philip Ayerst

Page 9 Salford: McFade Photography; Kings Cross: newlondondevelopment.com

Page 11 Croydon: Phil Marsh; Horsham Bus Station: Nigel Friswell; Stratford Interchange: Tom Last; Stratford Station: LendLease

Page 13 Standings Court Horsham: mharchitects; Sainsbury's, Kings Road & Blackbridge Lane Horsham: Philip Ayerst

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Page 16 Bermondsey Spa School: David Grandorge AOC Architects; Holy Trinity Church: Philip Ayerst; RSA Building: Nigel Friswell; St Leonard's Church: Philip Ayerst

Page 17 Capitol Horsham Nigel Friswell Gordon Square, Woolwich: Chris Mason Photos

Page 18 Horsham Park: www.horshambotb.co.uk & WSCC

Page 20 Horsham Forum: Nigel Friswell, Chichester Harbour: Chris Elsey & Alyosha Moeran, Laing Square Newcastle: Mark Pinder, Geo Pennant Landscaping: Marshalls plc

Page 21 Secured by Design

Page 23 Photo-voltaic panels: Viridian Solar, Wind turbines: eco-globe.com, Standings Court : nks@mharchitects.co.uk

Page 24 Lewes: Richard Chivers / sandyrendel architects; Gridshell: Weald & Downland Living Museum

Page 25 Anchor Court, Horsham Philip Ayerst, Burton Court, Horsham: Nigel Friswell

Page 26 Diagram of avoiding light noise and pollution : www.darksky.org, Image by Anezka Gocova Noise barriers: Hyder Arup Black and Vetch Joint Venture

Page 28 Horsham Railway Station: Bryen & Langley Ltd; Talbot Lane Horsham: Philip Ayerst

Page 29 Causeway, Horsham: John Steele; Unitarian Church, Provender Mill & Quakers Meeting House, Horsham: Philip Ayerst

Page 31 Greenwood Road London: Lynch Architects, Hewells Court: Philip Ayerst, Stans Way, Horsham: Crickmays, St John's Presbytery & Anchor Court in East Street Horsham: Nigel Friswell

Page 32 Pallant Gallery Chichester: Pallant House Gallery; Piries Place, Horsham: Philip Ayerst

Page 33 Capitol Theatre: LA Architects

Page 34 The Old Town Hall: John Steele; also Bill's Restaurant; Horsham Workhouse: Philip Ayerst; Old County Times offices: John Steele

Page 35 East Street, Horsham: West Sussex County Times; Brewers Arms Berwick on Tweed: Philip Ayerst

Page 36 Coolham House (St John's College): Philip Ayerst

Page 37 Pavello, Colgate: Photography by Paula Beetlestone

Inside back cover: Kings Gate and Carfax, Horsham: Horsham Society



HORSHAM SOCIETY

Horsham Society is the civic society for the town of Horsham in West Sussex, UK.

The purpose of the Horsham Society is to watch over the interests of the town, to guard its heritage, to promote good planning and design, and to speak up when it believes decisions critical to Horsham are being considered. We have a strong membership, a pedigree stretching back to 1955, an influential reputation and we are one of the largest civic societies in south-east England.

The Society publishes leaflets, books and run Guided Town Walks. Members also receive a newsletter, published eleven times a year, which contains news on topical issues of concern, articles dealing with the history and future of the town, and a letters page. Members are encouraged to submit their own articles and views on issues that concern them or their neighbours.

Through the website you can view details of planning submissions both old and new. If you are concerned about the wellbeing of Horsham, please consider becoming a member.

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<http://www.horshamsociety.org>
membership@horshamsociety.org



Published by N C Friswell for the Horsham Society
ISBN: 978-0-9538592-4-5



9 780953 859245

M/s Pauline Whitehead BA(Hons) FSLCC
Parish Clerk
Roffey Millennium Hall
Crawley Road
Horsham, West Sussex.
RH12 4DT

6th October, 2018

Dear M/s Whitehead,

Tree Warden

I regret that it is unlikely that I will be able to attend the Meeting of the Planning, Environment and Transport Committee Meeting on 25th October when my nomination as a Tree Warden is being dealt with but, as explained, it is half-term week and I am scheduled to be on holiday with my Daughter and Granddaughter.

I have provided you with a brief resume of my professional career which I hope meet with the criteria set down in the WSCC Guidance. I also have a working knowledge of land and planning law.

You have asked me to say a few words as to why I would like to become a Tree Warden.

I total subscribe to the importance of trees to the natural environment and the well-being of people. As natures biggest and longest living plants they are a powerful reminder of our heritage and all that is good about our countryside.

The seeds of my interest were sown in my youth and after a career in land and property I have enjoyed particularly the past eight years leading the Earles Meadow Conservation Group and having an opportunity, with the other volunteers, of protecting, maintaining and improving the wooded and other areas of the Public Open Space at Earles Meadow. Semi and now, almost, full retirement has given me time to develop my interest both practically and in study, including courses.

Working as a member of the Tree Warden team would allow me to be of practical use to the local community and support the Parish Council whilst extending the area of my interest and knowledge in trees.

Yours sincerely

Robert J Brown FRICS

Notes form the North of Horsham development Parish Liaison Meeting
held on Friday 28th September 2018 at 10am
at Roffey Millennium Hall Crawley Road, Horsham.

Planning application:- DC/16/1677 – Development on land north of Horsham

Purpose of the meeting:- to be updated on and to discuss the development north of Horsham as outlined in agreed Planning Application DC/16/1677. The planning consent is for housing (up to 2,750 dwellings), a business park (up to 46,450 m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure and has reserved matters except for access.

In attendance

Ronald Bates- Horsham Society
Cllr Alan Britten – North Horsham Parish Council
Rosemary Couchman – Development Co-ordinator, Horsham Churches Together
Ruth Fletcher – Horsham Cycle Forum
Joe Fowler – Divine Homes
Richard Gatt – Rusper Parish Council
Cllr Joy Gough – North Horsham Parish Council
Jason Hawkes – Horsham District Council (HDC) Principal Planning Officer
Laurie Holt – resident
Cllr Roland Knight – North Horsham Parish Council
Derek Lloyd – Liberty Property Trust
Elizabeth Roche – Liberty Property Trust
Vic Saunders – Rusper Parish Council
Cllr David Searle – North Horsham Parish Council
Adrian Smith – HDC Major Applications Team Leader.
Cllr Ray Turner – North Horsham Parish Council
Tom Warder – Action in Rural Sussex
Lin Whiting – volunteer Tree Warden for North Horsham Parish Council

Pauline Whitehead – Clerk to North Horsham Parish Council and note taker.

Chairman - Cllr Alan Britten chaired the meeting.

1. Welcome and apologies.

1.1 The Chairman welcomed all in attendance.

2. Notes from previous meeting

2.1 The notes from the meeting held on 23rd May 2018 were circulated previously and had been presented to North Horsham Parish Council's Planning, Environment and Transport Committee on 21st June 2018.

3. Chairman's Update.

- 3.1 Action in Rural Sussex gave a presentation to the Parish Council in September 2018 regarding Community Land Trusts, and the Council agreed to commence an initial investigation into setting up a Community Land Trust as a means to having greater control of affordable housing in North Horsham.
- 3.2 Cllr J Gough and Cllr R Turner attended a Bohunt Education Trust School in Worthing on 18th September 2018 to gain a greater understanding of how the partnership between the local authority and the Education Trust works.
- 3.3 The Parish Council has agreed its preference for health facilities which is a doctor's surgery on the new development if possible.
- 3.4 Following the last meeting, the CEO of the Gatwick Diamond, Rosemary French O.B.E. suggested that a name is given to the settlement north of the A264 and the business park, for example Holbrook Rural. This helps to give an identity and sense of place. She also recommended Fibre to the premises 'FTTP' which is a Government recommended scheme and which would allow home working by having fibre optic connections to each home. Her final observation was that the community spaces could be an opportunity for co-working facilities to encourage small businesses.
- 3.5 Horsham District Cycling Forum put forward a report after the meeting which was circulated. The key objectives were the early delivery of the missing link and a district wide cycle strategy.
- 3.6 Horsham Society was to deliver a Design Document to the Clerk. When received, this would be circulated. They also requested a discussion about trees and the Riverside Walk at a future meeting.
- 3.7 Ruper Parish Council will be given an agenda item at each meeting so that they can raise issues of concern.

4. General Updates from Liberty Property Trust (LPT) and Horsham District Council (HDC).

- 4.1 Liberty Property Trust is currently focusing on the design of the infrastructure works at the Ruper Road/ A264 intersection and the procurement of utilities connections to the site. The full design of the road layout should be at the stage for tender by the end of the year and Liberty are comfortable there are several contractors who would be available to carry out the work when it is required, probably spring/summer 2019. The project is running to time, but there is lots of background work still to be completed including many outline planning conditions that have to be discharged prior to commencing any work. Liberty Property Trust is trying to ensure that all those involved with the highway infrastructure work together for efficiency and to reduce disruption. Liberty Property Trust have control over the infrastructure, however the utility companies will be responsible for providing the connections to the site. It is

currently envisaged that there will be two pumping stations on site for foul sewerage. It was made clear that there were no plans for a cycle route alongside the A264 as there are routes planned through the site.

- 4.2 Topographical work on either side of Rusper Road is underway along with some ground investigation work on Sustainable Urban Drainage Systems (SUDS) on the south side of the site. Applications for Reserved Matters will be submitted and come through the planning system in the usual way.
- 4.3 Liberty Property Trust are speaking to large house builders about how the site will be delivered. It is envisaged that the land will be divided into large areas and when the house builders have been identified, the strategies for moving forward will be more focused. CBRE, a commercial real estate services and investment firm are advising Liberty Property Trust. Housebuilding should start by 2020.
- 4.4 Background work on Phase 1 has started. Ecology surveys have commenced and tree surveys co-ordinated with West Sussex County Council have been started. More work is required on both of these surveys.
- 4.5 Affordable housing will be discussed as the process develops, but should a Community Land Trust group form, then it would be advisable to engage with the process as soon as is possible.
- 4.6 WSCC has served notice to draw down the land they are purchasing for the all through school and the Education and Skills Funding Agency (ESFA) is working through a detailed design and feasibility study and carrying out ground investigation surveys. Bohunt Education Trust plan to open their school for 4 to 16 year olds in 2019. Initially it is likely that the school will be in temporary premises as they wish to open in September 2019 and construction will still be at very early stages at this point. The school can open prior to the completion of the roadworks provided there is a safe way of crossing the A264.
- 4.7 It was reported that it was too early to move forward on a Cycling Strategy and this will be dependent on who Liberty Property Trust will be delivering the site with going forward.
- 4.8 There will be a construction route strategy so that developers can keep construction traffic away from residential traffic. The developers are working with WSCC to try to ensure agreed routes are in place to allow things to run smoothly.
- 4.9 When houses are built, ducting will be provided for broadband and telephone services.
- 4.10 There is an obligation under S106 to provide a doctor's surgery or pay a contribution towards one. The contributions will be paid to the Clinical Commissioning Group (NHS). Liberty Property Trust has been working with a Horsham surgery for three years to try to progress this facility. North Horsham Parish Council has expressed a preference for a doctor's surgery on the site.
- 4.11 The bridge crossing the A264 at the Rusper Road intersection has not yet been designed.

4.12 Concern was raised regarding any detrimental changes to the current route of the Riverside Walk. The developers acknowledged that this was an asset to the site and one that they would work to keep as natural as possible. There was concern that when the business park was built it would detract from the beauty of the walk.

4.13 There are often areas on new estates that are put in by the developers to enhance the site, but which are not managed and become an eyesore. In response to this, the developers drew attention to a strict section within the Section 106 agreement about estate management. Residents will pay towards it and any open area will be maintained. There is provision for HDC to monitor this and step in if necessary. Under those circumstances, the subscriptions would go to them.

4.14 Horsham District Council (HDC) confirm that there are no applications coming forward so far, but they are there to help if needed. They have approved one condition relating to ecology surveys and it is hoped that this will enable work to start next year. ESFA and HDC have had discussions regarding the design of the school.

4.15 HDC have had discussions with the animal rescue centre currently on Phase 1 land regarding potential options for re-location.

5. Community Land Trusts

North Horsham Parish Council is working with AIRS to try to set up a Community Land Trust and the developers acknowledged this advising that the group gets involved as soon as it possibly can.

6. Name for the settlement and business park

Liberty Property Trust have some ideas about the future name of the development and business park and have spoken with the curator of Horsham Museum about local historical connections, however, the final decision will be dependent on who Liberty Property Trust will be delivering the site with going forwards.

7. Trees and the Riverside Walk

The developers acknowledge that this is a fantastic landscape to work with and wants to retain that asset.

8. Questions and comments from Ruper Parish Council

8.1 Concern was raised regarding traffic through Ruper village and whether the design of the northern roundabout had been changed, as it was hoped that it would provide some sort of traffic calming down the hill and that the speed limit would be reduced to 30mph. It was confirmed that nothing had been amended as these works already had detailed planning permission as part of the original application.

8.2 A traffic survey had been undertaken as part of the Section 106 agreement. Jason Hawkes (HDC) would get back to Ruper PC after the meeting to give an update.

8.3 The developers were asked if they had yet approached a bus company to ascertain if there was any chance of running additional buses through Rusper. Currently there is only 1 bus a week and the community were keen to have more. It was explained that this was too early in the development.

8.4 Liberty Property Trust advised that Network Rail has indicated that there is capacity for 2 new stations between Horsham and Crawley with no effect on Faygate or Littlehaven. These potentially could be North Horsham and Kilnwood Vale. Liberty Property Trust and Crest are sharing their inputs into their model business cases for the station. Whilst nothing can be changed at Horsham and Three Bridges, there is perhaps the potential to change timetables between Horsham and the coast. The final decision will be made by Network Rail, but any new station will be funded by the developer(s). There may be subsidiary items needed to supplement a station including a car park, hotel, retail etc. but that is a long way down the line. The business case for the station at North Horsham will include the easing of parking at Littlehaven Station.

9. Updates from other organisations

Questions/comments from organisations ranged as follows:-

9.1 A discussion regarding whether or not the new development will be part of North Horsham parish will be needed in the future.

9.2 Land has been reserved for a cemetery and HDC have the right to call for the land when they need it. As the land is on a slope it will need to be terraced. HDC may find a more suitable site but the parameters for all of this is in the Section 106.

9.3 It was felt that there should be better communication with residents. Liberty Property Trust suggested that if anyone wished to write something for the local parish newsletters or websites, they would be happy to check and authorise it.

9.4 Was there any further news on the business park? It was felt that it was too soon to make any real judgement on, but there were commercial, leisure and food stores who had expressed interest. The options were varied and there was interest in smaller sites.

10. Any other comments.

AIRS promoted their South East Housing Conference on 19th October 2018.

11. Conclusion and date for next meeting

11.1 There being no further business, the Chairman closed the meeting at 11.30am.

11.2 The next scheduled meeting is Friday 11th January 2019, but this will be confirmed two or three weeks prior to the meeting date.

Last name * Enter your last name.

House name/number Enter the address name or number. This could a flat, house or building name or number.

Address line 1 Enter the first line of the address. This could be the street name.

Address line 2 Enter the second line of the address if you need to. This could be the village name.

Town/city Enter the town or city of the postal address.

Postcode Enter the postcode, with or without spaces.

Email address Enter an email address where we can write to you.

Phone number Enter a daytime phone number that we can ring you on. This can be a mobile or land line number.

Alternative phone number Enter another phone number we can reach you on. This can be a mobile or land line number. *Planning Environment & Transport Committee 25.10.18*

Draft of T.R.O submission for Lambs Farm Road, Farhalls Crescent, Morrell Avenue and Rough Way

Traffic Regulation orders (TRO) details

Name of the local county councillor you have discussed this request with Enter the name of the local county councillor (opens in new window) (<https://www.westsussex.gov.uk/location-directories/find-your-councillor/>) you have contacted to discuss this request with.

Name of the road(s) you would like the TRO on Enter details of the roads you are requesting the TRO on.

Lambs Farm Road, Farhalls Crescent, Morrell Avenue, Rough Way

Type of TRO requesting Enter details of the type of TRO you are requesting, such as weight restriction, loading bay, change to speed limit.

Yellow lines to stop parking near the junctions.

Why is the TRO necessary? Enter details of why you think this TRO is necessary, including the particular problem you think it will address.

Safety - cars park close to and on the junctions reducing visibility and making it difficult for those using these roads to negotiate the junctions. Is the TRO likely to have a further impact on adjacent/other roads/routes? Enter details if this TRO request will impact on other roads/routes - eg if it's a one-way street what other roads would be affected or can a right turn be implemented safely by all vehicles.

Cars may park on roads further away from Littlehaven Station.

Attach a sketch to help us understand more with your request

Upload a sketch (if appropriate) with further details of the request.

For example, if you are proposing yellow lines then where you believe the lines should go. *map attached*

Choose Files No file chosen

Attach details of affected residents and/or businesses in the area that support your request. Upload names and addresses of residents and/or businesses that you have contacted and support your request.

Choose Files No file chosen

A petition has been submitted to WSCC on behalf of the residents in the affected roads.

Submitting your form

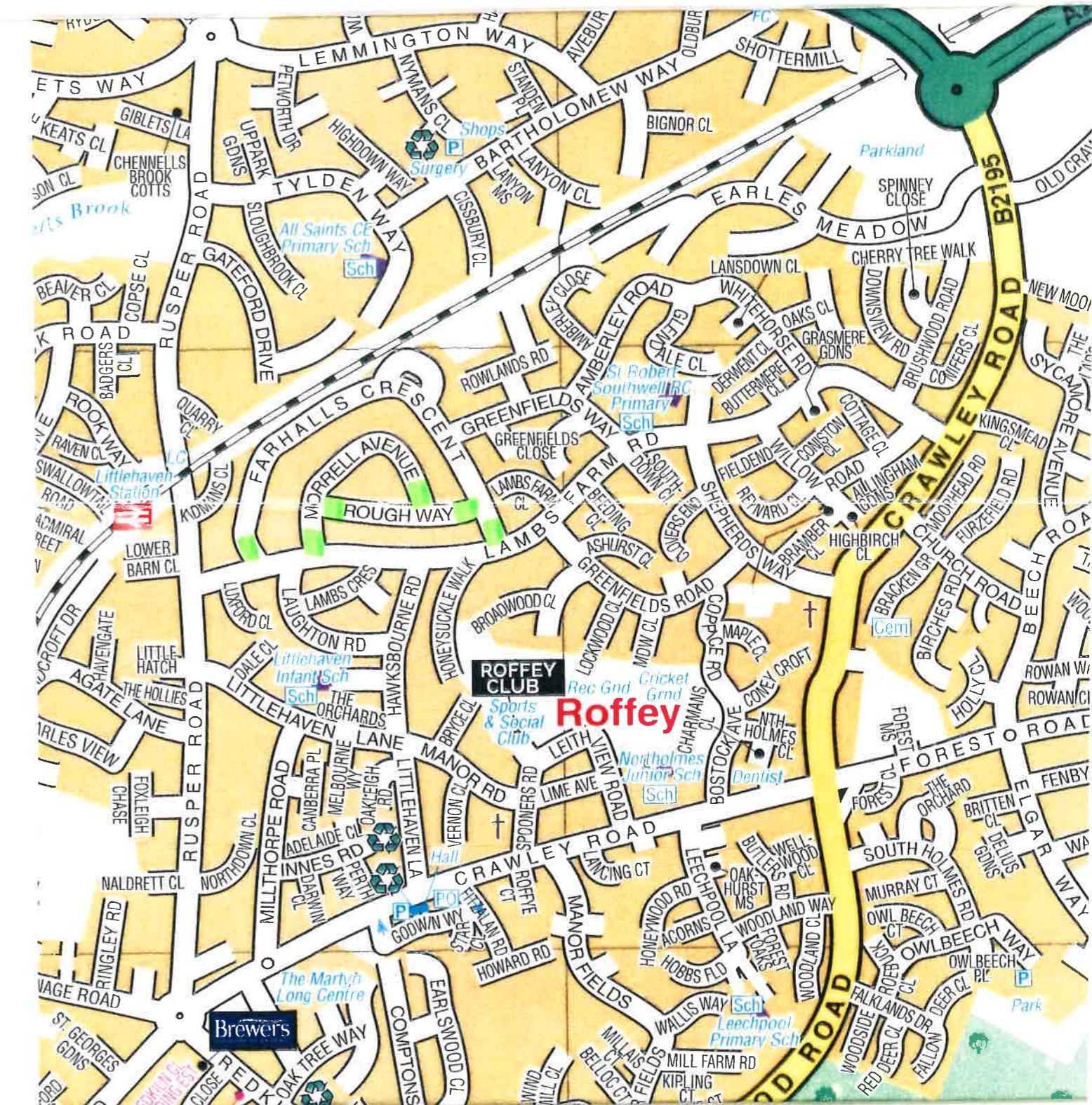
Click the submit button **only once**.

Please be patient as it will take a few moments to process your form and redirect you to our confirmation page.

Submit

TRO for Lambs Farm Road, Farhalls Crescent, Morrell Avenue and Rough Way.

To paint
yellow lines
to stop parking
on junctions
where indicated
in green



DRAFT PRE-SUBMISSION SOUTHWATER NEIGHBOURHOOD PLAN

SEPTEMBER 2018

THE SOUTHWATER NEIGHBOURHOOD PLAN REGULATION 14 CONSULTATION RUNS FROM 5 OCTOBER 2018 TO 16 NOVEMBER 2018 INCLUSIVE.

PLEASE ENSURE ALL CONSULTATION RESPONSES ARE SUBMITTED IN WRITING BEFORE THE END OF THE CONSULTATION PERIOD IN ACCORDANCE WITH THE GUIDANCE PROVIDED BY
THE PARISH COUNCIL.

WE MAY NOT BE ABLE TO CONSIDER COMMENTS RECEIVED AFTER THIS DATE.

PREPARED BY THE NEIGHBOURHOOD PLAN STEERING GROUP ON BEHALF OF SOUTHWATER PARISH COUNCIL

FOREWORD

Southwater is a wonderful Parish set in a unique semi-rural setting and has an extremely bright future.

In 2013 the Parish Council of the day decided, after consultation with the local community, to produce a Neighbourhood Plan under the powers given to it by Localism Act 2011 and subsequent orders. Since that decision considerable time and resources have been expended on the project, not helped by the changes to national planning policy over this time.

I am delighted to now be able to introduce you to the Pre-Submission Southwater Neighbourhood Plan. The plan has been prepared after consultation and interaction with residents, community groups, and other stakeholders to provide a meaningful vision for the Parish's future.

The plan sets out a clear strategy to allow appropriate development over the plan period by providing Core Principles that all development should adhere to. It also provides more specific policies on themes such as new Housing, Green Spaces, Design, Transport, Heritage, Schools, Community Buildings and the Economy to name a few. Most importantly this plan takes into account the changing needs of our Parish over the coming years which will deliver a better place to live and work.

On behalf of the Parish of Southwater, I would like to thank both the Steering Group members that have voluntarily worked on the plan, the community for participating in the creation of this plan and our consultants Andrew Metcalfe MPTPI and Christopher Carey MRICS, without whose help this plan would not have been so precise and ground breaking.

Graham Watkins Chairman of the SPNC

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INTRODUCTION

The Southwater Neighbourhood Development Plan (SNP) has been prepared by Southwater Parish Council. This plan provides a clear framework to guide residents, local authorities and developers as to how the community wish to shape future development within the parish from 2017-2033.

The Purpose of a Neighbourhood Plan

Once it has been agreed at referendum and 'made', a neighbourhood plan has the same legal status as the Local Plan prepared by the relevant Local Planning Authority (Horsham District Council). At this point it becomes part of the statutory 'development plan' and used in the determination of planning applications.

Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (see section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Neighbourhood Plan Area

This Neighbourhood Plan area covers the parish of Southwater.

The Parish has an irregular shape and covers 5.41 square miles. It is bounded by the parishes of Itchingfield to the west, Shipley to the south, Nuthurst to the east and Broadbridge Heath to the northwest. To the northeast lies the town of Horsham and the former urban district of Horsham which remains unparished.

The Parish contains the medium sized settlement of Southwater, a large area of agricultural land and is severed by the A24 which runs north-south. A map showing the plan area is to the right.



Southwater Parish & Plan boundary

Parish boundaries

The Legal & Planning Policy Context

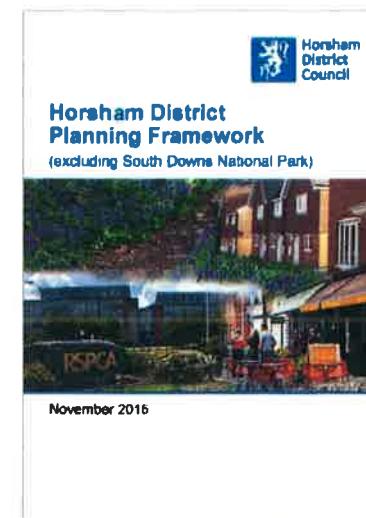
The legal basis for the preparation of neighbourhood plans is provided by the Localism Act 2011, Neighbourhood Planning Regulations 2012, Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990.

These pieces of legislation have enabled local communities to prepare neighbourhood plans but also provide a number of conditions and tests to which the plan must adhere to, to enable it to come into force. The basic conditions that must be met are:

- ✓ The policies relate to the development and use of land.
- ✓ The plan must have been prepared by a qualifying body, and relate to an area that has been properly designated for such plan preparation.
- ✓ The plan specifies the period to which it has effect, does not include provision about excluded development and only relates to one plan area.
- ✓ The plan has **regard to national policies and advice** contained in guidance issued by the Secretary of State.
- ✓ It contributes to the achievement of sustainable development.
- ✓ It is in **general conformity with the strategic policies contained in the existing development plan** for the area.
- ✓ It does not breach, and is otherwise compatible with EU obligations.

It is important to recognise that the points highlighted in bold above mean the neighbourhood plan should not be in conflict with existing planning policy and guidance set out at the national level and should seek to accord with district level planning policy. The key documents in this regard are the National Planning Policy Framework 2012 (NPPF1), National Planning Policy Framework 2018 (NPPF2) and the Horsham District Planning Framework (HDPF) 2015.

It should be noted that as this plan will be submitted before 24 January 2019, this plan will be assessed against NPPF1 at examination.



HORSHAM DISTRICT PLANNING FRAMEWORK

The primary document in the existing development plan consists of the Horsham District Planning Framework. This document was adopted in November 2015 and '*is the overarching planning document for Horsham district outside the South Downs National Park*'.

Para 3.22 of the HDPF confirms that the '*strategy seeks to retain the existing settlement pattern and ensure that development takes place in the most sustainable locations as possible, including through the re-use of previously-developed land (brownfield land). The policies seek to give priority to locating new homes, jobs, facilities and services within Horsham town, but also ensure that the investment which has and is taking place in smaller towns and villages, such as Storrington or at Southwater can continue, allowing these settlements to evolve to meet their needs.*' The policies within the HDPF support this approach.

Whilst there are many policies within the HDPF that are relevant to Southwater Parish and this neighbourhood plan, the following are considered to be particularly relevant:

HDPF Policy 2 - Strategic Policy: Strategic Development

This provides the overarching strategy for development across the district in 14 criterion. Importantly, it confirms that development should be focussed in and around the key settlement of Horsham, and allow for growth in the rest of the district in accordance with the identified settlement hierarchy (set out in Policy 3). It also identified a strategic site of 600 dwellings west of Southwater, which at the time of preparing this plan is under construction.

HDPF Policy 3 - Strategic Policy: Development Hierarchy

This policy seeks to classify existing settlements into 5 bands ranging from 'Main Town', which is Horsham, to 'Unclassified settlements' which encompasses everywhere not included in the preceding classes. The policy requires development to be within towns and villages which have defined built-up areas and to be of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy. Southwater falls in the second tier of the hierarchy just below Horsham called '*Small Towns and Larger Villages*' whilst Christ's Hospital is classed as a '*Smaller Village*', tier four out of five.

HDPF Policy 4 - Strategic Policy: Settlement Expansion

This policy sets out that the growth of settlements across the District will continue to be supported in order to meet identified local housing, employment and community needs. Outside built-up area boundaries, the expansion of settlements will be supported where they meet five criteria, one of which is that the site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins an existing settlement edge.

HDPF Policy 15 - Strategic Policy: Housing Provision

This makes provision for the development of at least 16,000 homes and associated

infrastructure within the period 2011-2031. It confirms that this figure will be achieved by:

1. Housing completions for the period 2011 – 2015;
2. Homes that are already permitted or agreed for release;
3. Strategic Sites:
 - a. At least 2,500 homes at Land North of Horsham
 - b. Around 600 homes at Land West of Southwater
 - c. Around 150 homes at Land South of Billingshurst
4. The provision of at least 1500 homes throughout the district in accordance with the settlement hierarchy, allocated through Neighbourhood Planning.
5. 750 windfall units

How This Document Should Be Used

This plan, and its associated map should be used by residents, local authorities and developers and other stakeholders to understand how future development in the Parish should occur.

Whether or not the proposed development requires planning permission, everyone proposing development within the Parish should pay attention to and adhere to the aspirations and objectives set out within this document.

For applications that require planning permission, whether proposing a scheme or assessing the acceptability of a scheme the policies contained within this document are key. For a planning application to be considered favourably, all relevant policies contained within this plan should be considered and complied with.

ABOUT SOUTHWATER

Southwater Parish is located 4 miles south of Horsham (West Sussex), 14 miles from Worthing (on the South Coast), 20 miles from Gatwick Airport (to the North East) and 23 miles from Guildford (to the North West).

Southwater Parish comprises the communities of Christ's Hospital, Tower Hill & Salisbury Road, Two Mile Ash, Newfoundout and the village itself. Southwater Village is the primary settlement which is located almost in the centre of the Parish.

Southwater Parish has some historic houses, many along Southwater's Worthing Road, around which several modern developments have been built. At the time of this plan further development is taking place within Southwater Parish.

Southwater Parish shares parish boarders with:-

To the North: Horsham – specifically Denne Town and Forest Town

To the East: Nuthurst Parish

To the South: Shipley Parish

To the West: Itchingfield Parish and Broadbridge Heath Parish

Southwater Parish is a semi-rural area, in the Low Weald, that in total covers some 1400 hectares and has a population of about 11,500 with an electorate of approximately 7,500 people.

The largest local employers are Christ's Hospital school and RSPCA (which has its headquarters in Southwater). Other significant employers operate out of Southwater's two business parks.

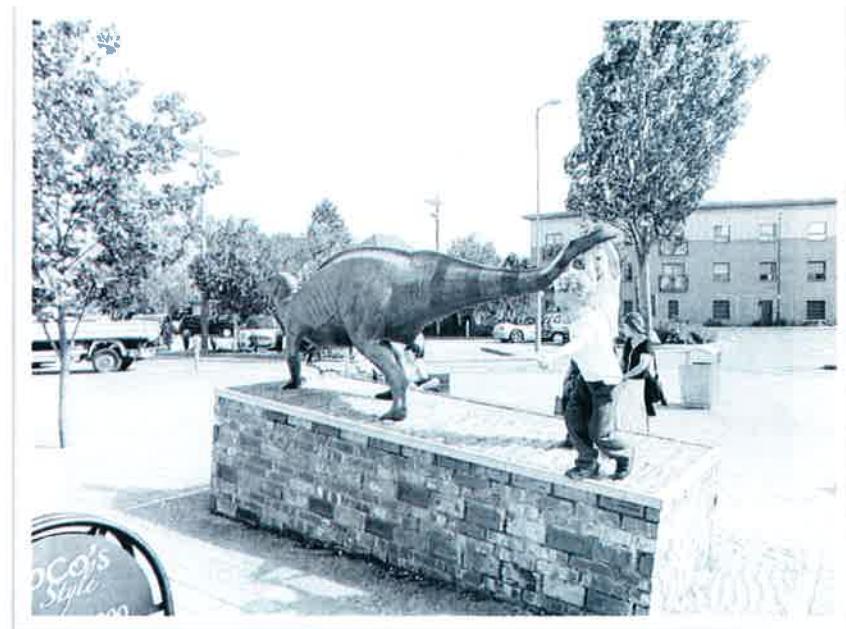
A former railway line, now in use as a bridleway, forms part of the Downs Link which runs through Southwater. As a result of this link Southwater is an area rich

in countryside walks. The Downs Link crosses the parish from Christ's Hospital in the north, passing the Bax Castle pub and skirting the Country Park. It has become one of the main areas for riding, cycling and walking.

History

Southwater was once home to the Iguanodons. Some 165 million years ago they roamed the mud-flats or the large lake or river estuary that covered this area. A model of one, designed and cast by Hannah Stewart, now stands in the Lintot Square shopping area. However as far as human habitation is concerned, evidence from field work has revealed that humans have been living here since the Mesolithic period (Middle Stone Age), some ten thousand years ago.

Figure 1 - Children playing on Iggy' the Iguanodon in Lintot Square



In Saxon and Medieval times, this part of the Low Weald was heavily wooded but provided summer swine pasture (pannage) as well as timber, firewood and charcoal. These seasonal settlements gradually became permanent – forming the first real settlement here in Southwater. Indeed, the name 'Suthwatre' (South of the water) appeared in the Calendar of Patent Rolls in 1346 and referred to the whole area of Horsham that lay South of the River Arun.

Thereafter the history of Southwater Parish became linked to that of the ancient parish of Horsham of which it was part right up to the beginning of the 1850's. On old maps 'Southwater' is written alongside Southwater Street and, indeed, by 1795 the largest concentration of buildings was here. The Cock Inn and its immediate surrounding appear to have been known as 'Southwater Green'.

Figure 2 - View towards Christs Hospital School



By 1861 Southwater Village had come to be with its own church, a school and a railway station but it was the development of the Southwater brickworks from the

1890's onwards that provided the impetus for growth. To house the brick workers, many houses were built between 1920-1950 on the Foxfield estate and in Church Lane behind the Cock Inn.

Figure 3 – A brick from the Southwater brickworks clay pits



Whilst mixed agriculture provided a lucrative industry for centuries, the population of Southwater boomed with the brick industry which thrived in the clay-pits until the 1980s. Following the closure of the brickworks, there was a project implemented to transform the area into a country park, which is now a major family attraction in the district

A larger expansion in the 1970's (Timbermill, Anvil, Forge and Quarry Way). A second expansion occurred when the construction of the A24 bypass was undertaken in 1983. Cedar Drive and Castlewood were completed in 1985 followed by the Blakes Farm Road estate.

In September 2008 a new War Memorial was unveiled on the green to one side of Lintot Square, and in 2015 Horsham District Council – who own Southwater Country Park – opened a new 'Dinosaur' themed play area.

In 2016 developments were in progress on the Berkeleys "West of Worthing Road site" and had been completed by Bovis Homes on Roman Lane. A further site was being developed by Wates. Combined these will bring over 800 additional units to Southwater – along with some additional infrastructure (eg play parks, new sports club and pitches).

The Parish of Southwater is privileged to have a number of Listed Buildings, timber framed 13th and 16th century former open hall houses and 16th and 18th century chimney houses. There is a strong historical vernacular of half-timber with plaster, tile hanging and weatherboarding.

There are many notable buildings including Christ's Hospital School which is a charitable co-educational independent boarding school. The school was originally founded in 1552 in Greyfriars (London). The original buildings in the parish date from 1902 when the school relocated from its then home in Newgate Street onto this 1,200 acre site. The whole of the site is now Grade 2* listed.

Environment

Southwater lies in a shallow valley on the fell side of an escarpment falling into the Arun Valley (close to Horsham). Water from the Bourne Hill and Tower Hill sandstone ridges and most of the rest of the parish finds its way into the river Arun, with some springs on Great House lands feeding to the river Adur.

While nowhere in Southwater is high, walks around the footpaths and bridleways of the parish reveal its charm, giving delightful views of open fields, grazing livestock and the distant South Downs which are an enjoyment to local residents.

The highest point of the parish is in the area of Coltstaple and Kings Farm and is around 95-90m altitude. It then dips to where the village centre is at around 50m rising again to around 60m near the Parish Church (Church of the Holy Innocents) and Bonfire Hill area.

The Tithe map of 1840 shows that, outside the built up area, the landscape is little changed and remains open countryside with fields and paddocks broken up by ghylls, shaws and mature hedgerows. In 2010 more of these woodlands and shaws have been identified as ancient and provide valuable habitats for wildlife.

A distinctive feature of Southwater, as in many other Low Weald parishes, is its wooded ghylls. Biodiversity is featured most strongly in a patchwork of ancient bluebell woods, joined by wooded shaws and field boundaries, forming wildlife corridors. There are wild service trees, Hazel and Lime coppices and recent mixed hard and softwood re-planting of woods destroyed in the 1987 storm. There are many notable old oaks throughout the parish.

Community Infrastructure

Whilst the Parish is semi-rural it nonetheless benefits from a range of community facilities. Southwater has:

- Three schools :-
 - Castlewood Primary;
 - Southwater Infant Academy;
 - Southwater Junior Academy);
- Four preschools :-
 - Little Acorns which operates out of premises sited within Southwater Infant Academy);
 - Southwater Village Hall Preschool (a charity run preschool);
 - Holy Innocents Playgroup (not affiliated to the church but uses the Church Hall premises);

- Little Barn Owl (operating from a pre-existing Council owned building in Church Lane, likely to move to another building in 2019).
- There is a village hall (used by a preschool in the day and by uniformed group, dance and exercises classes at other times) which is also used for meetings and parties.
- There is a Guiding/Scout building used by many of the uniformed groups in the Parish.
- Southwater Parish Council run a large leisure centre with grass football pitches, A MUGA, a sports hall, gym, coffee shop area and a second smaller hall all of which are available for hire. It also has a meeting room on its upper floor.
- Skatepark and bmx track.
- There are 5 public houses :-
 - Lintot Pub;
 - The Cock Inn;
 - The Hen and Chicken ;
 - The Bax Castle;
 - Boars Head.
- The independent school of Christ's Hospital also operates a member's gym giving access to its sport facilities including tennis courts; swimming pool and gym.
- The local Southwater Sports club is also members only and has two sports pitches, cricket pitch, bar and tennis court.
- Within Lintot Square, and the Worthing Road, there are a variety of shops, services and businesses, including a garage and petrol court, caravan site and sales centre. There are also many other sporting, leisure and social clubs and societies with meetings taking place in and around the Parish.
- Easted Barns and Old Council Chamber

In 2019 extra facilities are expected to be delivered including a new community building, replacement tennis courts and football pitches, new skate park and a

new MUGA. In addition, Horsham Football Club have planning permission to build a new football ground with club house which has started at Hop Oast.

Figure 4 – Sports hall at Southwater Leisure Centre



Transport

Southwater may be accessed by road (bus, car and taxi), bridle path (horse and cycle), footpath, the "Downs Link" and by rail (Christ's Hospital Station). For the more adventurous, there is also a grass air strip at Jackrell's Farm where various light air craft may land subject to obtaining prior permission (and landing instructions) in advance from the land owner.

Additionally Southwater has good access to the motorway system giving direct road links to both Gatwick and Heathrow airports. As well as Christ's Hospital Railway station (which is in the parish), Horsham station is only about 5 miles away.

Significant transport developments in Southwater have already occurred and include the closure of Southwater Railway Station (as part of the wider "Beeching" closures in 1966) – although this later enabled the long distance "Downs Link" path to be created along the former railway line. And in 1983 the A24 bypass was opened which routes traffic around Southwater Village centre.

There are currently five road routes into and out of the parish:

- a. the main route into Southwater Village being the Worthing Road (prior to the opening of the bypass this was the route of the A24). This runs north to south through the village – providing exit and entry points at **both** the north and at the south
- b. the Worthing Road joins Southwater Street (just south of the Hen and Chicken pub) which leads traffic out of the village in a north-east direction;
- c. Church Lane takes traffic out in a westerly direction and leads onto roads to Christ Hospital and other settlements ;
- d. Shipley Road (to the south-west) leads off the Worthing Road where the Worthing Road becomes Mill Straight.

Two bus routes go through Southwater Village.

- a. Route 98 (Southwater, Horsham, Roffey) stops at approximately 24 stops and runs 7 days a week. The Monday to Friday service has buses running about every 15 minutes in the day, and then half-hourly in the evening with the first bus being at just after 6:00am and the last bus at just after 23:00. There is a reduced service at the weekend.
- b. Route 23 (Crawley, Horsham, Southwater, Ashington, Worthing) stops twice in Southwater and runs 7 days a week. The Monday – Friday service has buses running about every hour in the day with the first bus around 7:00am and the last bus around 18:00. There is a reduced service at the weekend.

Industry and Commercial/Business Parks

A basic level of employment within the parish is essential to maintain its vitality and economic independence from Horsham. Historically farming has been the industry in the village and surrounding hamlets.

However over the years the parish has also been the home of timber and Horsham stone production and more recently brick making. These industries are no longer particularly active in the parish.

Today the village has two industrial estates. One alongside the Country Park called Southwater Business Park. The second being Oakhurst Business Park at the north end of the village, close to the A24 where units benefit from full B1 planning consent allowing a range of uses to include office/high tech, studio, laboratory and research and development. Currently most are engaged in light industry and the service sectors. Situated in the Oakhurst Business Park, is the RSPCA headquarters which employs around 350 people.

Lorries going to and from the two business parks have unrestricted access.

In 2006 the redevelopment of Lintot Square was completed. The development includes a health centre (with a dentist and doctor's surgery occupying much of the building), the Lintot family pub, shops, affordable housing, car parking and Beeson House which houses the library, youth club, parish council offices, a police office and other businesses.

Lintot Square now provides a focus for the community which had previously been missing from Southwater.

Southwater has transformed itself from a farming community with a 'ribbon' development along Worthing Road to a small market town from which, in only a few minutes' walk, one can be in the countryside from anywhere in the parish.

SOUTHWATER IN 2031

Many would describe the parish as semi-rural, with the district's main town of Horsham on the northern boundary it contains the rural landscape that abuts Horsham to the north. The parish can be split into several key components and these are:

- The village of Southwater.
- The rural agricultural landscape east of the A24.
- The rural agricultural landscape west of Southwater village.
- Christ's Hospital school and associated housing to the north.
- The small settlement of Tower Hill.

The village of Southwater is the focal point of the parish and is identified as a second tier settlement in the Horsham District Planning Framework. This recognition of the settlement's importance in the wider area must not be lost in the future.

In addition, the shape of Southwater village is pear-shaped which has occurred as the settlement stretched between the two junctions on the A24. This has resulted in a reliance on public and private vehicles to move about the parish and access shops, moving forward the intention is to centre development on the service centre of Lintot Square. This plan seeks to address this by centreing development on Lintot Square.

SNP1 – SOUTHWATER'S CORE PRINCIPLES

Planning policy and development proposals should individually, cumulatively or in combination with other developments make a positive contribution towards Southwater's Core Principles, these are:

- 1) **The Parish will remain a single centre area, with shops, services and facilities centralised in/around Lintot Square. To this end:**
 - a. **Any development consisting of 10 or more residential units should be within 15 minutes walking distance of Lintot Square.**
 - b. **All residential development should be located to ensure Lintot Square is easily accessible by sustainable means of transport (foot, bicycle or bus).**
 - c. **New employment uses should be located within identified employment areas.**
- 2) **Southwater will only grow beyond its Settlement Boundary (as defined on the Neighbourhood Plan Map) in accordance with policies contained in the Development Plan.**
- 3) **Development should take into account existing and proposed facilities, infrastructure and resources to ensure a coordinated approach to future development is adopted.**
- 4) **Infrastructure must be provided that meets the existing and future needs of the community.**
- 5) **Publicly accessible open and green spaces are integral to the Parish way of life, maintaining a connection between our urbanised and rural areas.**
- 6) **Maintaining a strong, healthy and vibrant community should always be placed at the heart of decisions that will affect the Parish.**
- 7) **Human development and betterment should not come at the expense of our natural environment.**
- 8) **Leisure and sporting facilities will continue to be maintained and enhanced.**
- 9) **Christ's Hospital Railway Station provides key transport links to Horsham and beyond, development must actively seek to improve accessibility from the settlement of Southwater to the station.**

LAND ALLOCATION & ENSURING ADEQUATE INFRASTRUCTURE

Southwater has expanded rapidly in recent years, nevertheless there is still a housing shortage within the parish and the wider area.

On 27 November 2015 Horsham District Council adopted the Horsham District Planning Framework (HDPF) as its development plan. The HDPF sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs for the district (outside the South Downs National Park).

This plan has a legal requirement to be '*in general conformity with the strategic policies contained in the development plan*'. Whilst this does not mean absolute conformity we do need to adhere to the general overarching policy direction on key issues including, for example, the provision of new housing.

The HDPF includes provision for 16,000 new homes over the plan period in Policy 15. 1,500 of these homes are to be provided through allocations in Neighbourhood Plans in addition to strategic allocations. HDPF Policy 3 confirms that Southwater is a large parish in a relatively sustainable location and features in the second tier of the development hierarchy. An independent report has been prepared by AECOM to establish the appropriate share of the 1,500 homes that should come forward through this plan in the Parish. It confirmed at least 422 new dwellings should come forward in this plan. Unless robust evidence can demonstrate that there is not suitable, available or achievable land to deliver this number of units, failing to allocate 422 units would result in the neighbourhood plan failing Basic Conditions and therefore not be able to be made.

This plan is also constrained to some degree by HDPF Policy 4 which sets out the strategic approach for the growth of settlements in order to meet identified local housing, employment and community needs. It confirms that '*outside built-up area boundaries, the expansion of settlements will be supported where, among other things, the site is allocated in the Local Plan or in a Neighbourhood Plan and*

adjoins an existing settlement edge; 2. The level of expansion is appropriate to the scale and function of the settlement type; 3. The development is demonstrated to meet the identified local housing needs and/or employment needs or will assist the retention and enhancement of community facilities and services; 4. The impact of the development individually or cumulatively does not prejudice comprehensive long term development, in order not to conflict with the development strategy; and 5. The development is contained within an existing defensible boundary and the landscape and townscape character features are maintained and enhanced.'

Consultation has shown a general discord within the community when additional development is discussed. Some welcome development with the view that with it will come benefits such as infrastructure improvements whilst others see how our current infrastructure has not kept up with development to date and do not think this will change.

However, for this plan to be in general conformity with the development plan it needs to allocate land for a minimum of 422 dwellings, and where possible this should be done in accordance with the criteria set out in HDPF Policy 4.

The Steering Group, having considered a number of reasonable alternatives and these are set out in the Sustainability Appraisal that accompanies this document.

This approach chosen is considered to be in accordance with Southwater's Core Development Principles and has been made following a detailed review of the evidence that sits alongside this plan. This evidence has flagged a number of matters that need to be addressed to make the level of development proposed acceptable, including secondary school places and the capacity of the highway network.

When providing additional homes it is important to consider the impact new residents would have on existing and planned infrastructure. It is also vital that the land is deliverable (to be deliverable land must be available, suitable and achievable).

ALLOCATION FOR RESIDENTIAL DEVELOPMENT

This plan allocates land west of Southwater to provide a minimum of 422 residential units. Our assessments have concluded that development of this area will have the least negative impacts on the parish and continue to support the plan's Core Principles set out in SNP1, in particular it will

- Be within 15 minutes walking distance of Lintot Square which will positively reinforce Lintot Square as our services and facilities hub.
- Minimise harmful impacts on landscape.
- Provide a range of residential properties that meets the needs of current and future residents.
- Be able to provide a minimum of 422 residential units.
- Not result in any adverse impacts on the highway network, particularly with regard to queuing and traffic at rush hour.

SNP2 – ALLOCATION FOR RESIDENTIAL DEVELOPMENT

Land west of Southwater, as shown on the Neighbourhood Plan Map, is allocated for the provision of at 422 - 450 new residential units consisting of:

- A minimum of 350 homes falling in use class C3.
- A minimum of 72 homes falling in use class C2.
- Public open space

Development proposals on this site must meet the following criteria to be considered acceptable:

- 1) The proposed layout should respect existing field boundaries and hedgerows along them. These hedgerows should not be removed but enhanced to provide green corridors through the development

- 2) Improved/upgraded pedestrian and cycle routes to Christs Hospital Railway Station must be provided, including upgrading the Downs Link so far as the Christs Hospital Railway Station.
- 3) Pedestrian and cycle routes throughout the development will be required to ensure that Lintot Square is always within 15 minutes walking distance from all parts of the site.
- 4) No Category A, B or C trees should be removed for the purposes of accommodating development. Only trees which are unsafe and represent a health and safety risk may be removed.
- 5) No building should have more than three storeys. Buildings should reduce in height and density the further they are from the village centre / Lintot Square.
- 6) Be in accordance with other policies contained in the Development Plan.
- 7) A green landscaped buffer of at least 100m should be created around the Grade II* Listed Great House Farmhouse to preserve its setting.
- 8) To ensure the development does not give rise to unacceptable impacts on the local education system, and to reduce unnecessary journeys to and from school, the landowner shall enter a legal agreement to provide land for a new educational institution within the parish boundaries as dictated by SNP3.
- 9) To ensure the development does not give rise to unacceptable impacts on our roads necessary highway improvements within the parish will be provided in accordance with SNP4.

ENSURING ADEQUATE INFRASTRUCTURE

Should a well-designed development come forward in accordance with policy SNP2 – ALLOCATION FOR RESIDENTIAL DEVELOPMENT, there will be two main areas of infrastructure that will come under substantial pressure - namely education (our schools) and our highway network.

NPPF2 confirms at paragraph 13 that '*Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.*' In addition, paragraph 18 states that '*Policies to address non-strategic matters should be included in local plans that contain both strategic and non-strategic policies, and/or in local or neighbourhood plans that contain just non-strategic policies.*'

It is true that both education and our road network are planned at a strategic level and in this case under the control of West Sussex County Council. However, it is right that this plan addresses local issues and provides some local clarity to a wider strategic approach.

In the case of education, '*Planning School Places 2018*' sets out the policies and principles of WSCC. It provides information on current organisation and future forecasts of pupil numbers and provisional plans for where additional school places will be made available taking into account allocated and approved development.

The document confirms at page 66 that '*Careful monitoring of the numbers in the Southwater area is taking place, as there is a significant amount of new housing both in the short term and planned for the future.*' It goes on to say at page 75 that '*...the aspiration to provide a dedicated secondary school to serve Southwater is only likely if further housing were to be proposed in the Horsham District Local Plan in the future and approved by Horsham District Council.*'

The development of at least 422 new homes in the parish is likely to place considerable additional pressure on our education system. The Steering Group have met with WSCC and explored a number of future forecasts and it is clear that the need for a new secondary school in the parish will emerge between 2025 and 2030.

The final decision as to whether a new school is built is a strategic matter and this plan therefore should not allocate land for one. However, it is right for this plan to consider the best use of land within its plan area and to ensure that any negative impacts of development proposed by it are mitigated. This plan therefore safeguards appropriately located land for a secondary school for the plan period to 2033.

SNP3 – SAFEGUARDING OF LAND FOR SECONDARY SCHOOL

To meet the growing demand for school places within the parish, land shown on the Neighbourhood Plan Map (SNP3), is safeguarded for the provision of a new secondary (or all-through) school until 2033.

No other development will be accepted on this site, unless it can be demonstrated that existing secondary schools (operational or under construction) have the capacity to meet the projected demand for school places from this Parish to 2030 and that, when measured from the Southwater Built-Up Area Boundary, such a school is within a:

- 1) 25 minute safe walking route; or
- 2) 15 minute safe cycle route; or
- 3) 10 minute travel time by an existing or legally agreed bus route.

Should capacity at an alternative school be identified which meets the above criteria, the safeguarded land shall be treated in planning policy terms the same as any other land outside of the settlement boundary.

The highway network within the parish is already stressed and queues are common during peak period as commuters try and access the A24 on the northern (Hop Oast) and southern roundabouts. The effect of the improvements to the Hop Oast Roundabout carried out in 2018 are yet to be felt by the local community but it is noted that the roundabout is projected to be at capacity shortly after these works are complete.

This plan makes provision for at least another 422 homes in the settlement of Southwater and as a result will increase the number of cars on our roads and using these key junctions. This alongside other small scale infill residential and commercial development will continue to add stress to our road network.

It is therefore vital that when new development comes forward it also makes the improvements necessary to keep our roads moving. Given highway improvements are costly, SNP4 only applies to '*major*' development proposals.

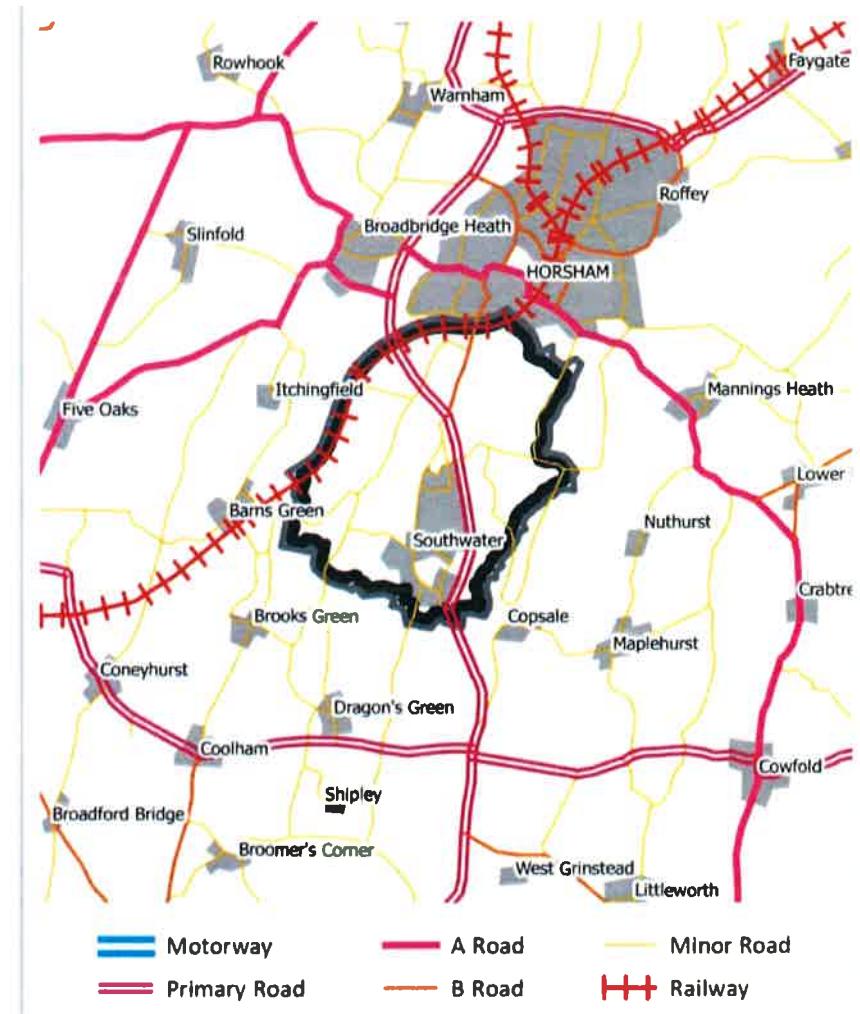
SNP4 – KEEPING OUR ROADS MOVING

Where major development is proposed it must be demonstrated that it will not result in an unacceptable increase in road congestion at peak hours, particularly around the two roundabouts on the A24 within the parish.

Where major development requires highway infrastructure improvements/upgrades to make them acceptable, these improvements/upgrades must come forward as part of the development and be completed prior to occupation of the subject development (whether that development is for residential or commercial use). Such improvements/upgrades shall be required by condition or S106 Agreement.

Traffic calming schemes should be considered at the early stage of the design process and '*designed in*' to any development proposals. Measures should be appropriate to the level of risk and nature of the road.

Figure 5 – The existing road and rail network in and around Southwater Parish



SECURING OUR OPEN SPACES

Consultation has confirmed that our open spaces are a vital resource for the local community and considered to be an important part of Southwater. This plan has therefore considered ways to protect our open spaces from inappropriate development.

Alongside our open countryside, Southwater Country Park is our largest managed resource. This area was specifically identified by the community through the Parish Survey. A detailed process of identification and assessment has been undertaken by the Steering Group to establish which of our open spaces should be afforded protection. This section draws upon the conclusions of the assessment work undertaken to secure our communal open space for current and future generations.

LOCAL GREEN SPACE

Open spaces may be designated as Local Green Space where they are demonstrably special to the local community. To be designated as Local Green Space, an area should meet the criteria set out in paragraph 77 of the National Planning Policy Framework. The Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.

The Steering Group have conducted an extensive assessment of the open spaces within the Parish to identify which spaces should be designated as Local Green Space. The full assessment document is included within the Evidence Base.

SNP5 – LOCAL GREEN SPACE

The following areas are designated as Local Green Space:

- 1) Denne Park - Toboggan run
- 2) Open space east of Nyes Lane
- 3) Cedar Drive Open Space
- 4) Swan Close Open Space
- 5) Allotments east of Easteds Lane
- 6) East of Easteds Lane
- 7) Nutham Lane Open Space
- 8) Edinburgh Close play area.
- 9) Woodlands Way Open Space 1
- 10) Allotments behind Village Hall
- 11) Bax Castle Gardens
- 12) Cemetery
- 13) Land SE of King Edward Road
- 14) Pondfarm Ghyll south of Southwater Leisure Centre
- 15) Old Stakers Lane (east of Cripplegate Lane)
- 16) Eversfield Green Corridor
- 17) Tower Hill

There will be a presumption against all development on Local Green Space except in very special circumstances.

Local Community Space

A number of open spaces failed to meet the criteria for designation as Local Green Space but were nonetheless considered important to the local community. Those spaces that were met the following criteria are considered to be Local Community Space:

- in reasonably close proximity to the community it serves;
- local in character and is not an extensive tract of land;
- actively and currently used by the local community

These spaces represent an important resource for our community and as such should only accommodate development that is essential or development that will not have a detrimental impact on the use of the space.

SNP6 – LOCAL COMMUNITY SPACE

Development proposals affecting Local Community Spaces, as designated on the Neighbourhood Plan Map, will only be supported if the proposed development improves the existing use and community value of the space.

Essential small scale utility infrastructure may be permitted where there is no alternative location for that infrastructure and the existing use and community value of the space is not detrimentally affected by the development.

Formal/Informal Sports Areas

Throughout the parish we have a number of open spaces that are used either formally or informally for sporting activities. Currently many of these spaces are not designated as places important for sports and this policy seeks to address this.

By recognising our sporting areas and providing some protection for them we can ensure that these spaces are maintained for current and future generations. These spaces are considered vital to ensuring our local community remains fit and healthy.

SNP7 – FORMAL/INFORMAL SPORTS AREAS

Development on areas designated as Formal/Informal Sports Areas will be approved when:

1. **It is to provide better sporting facilities than those currently provided; AND**
2. **It will maintain or increase the number of people able to use the site for sporting activities.**

Where development proposals conflict with the above criteria they should only be allowed in exceptional circumstances when the development is overwhelmingly in the interest of the Southwater community.

Southwater Country Park

Southwater Country Park is the site of the former Southwater Brick works. Prominent features in both sides of the park are the lakes and undulating landscape caused by the former mining activity.

The Country Park is operated by Horsham District Council. It contains four lakes, the first is used by the public for sailing, canoeing, and paddling / swimming in a marked area known as the beach. A second lake provides fishing facilities to the public. The third lake (on the North East side) is for wildlife only as it is deep with steep sides and therefore dangerous for public use; accordingly it is fenced off. Around the first lake is a water sports centre; café and newly renovated children's play area.

We asked about the Country Park as part of our questions relating to the environment.

In our parish survey we asked respondents about the importance they gave to certain 'natural' features in and around Southwater Parish. 1,110 people responded in relation to Southwater Country Park and 73.1% said it was very important, 26% said it was important, 0.5% said it was not important and 0.4% didn't know. This feedback clearly demonstrates how important the Country Park is to the local community.

The parish survey also asked what additional facilities may be appropriate within the Country Park. Some suggestions were made and respondents were generally in favour of Alfresco Dining (restaurant), Extra Parking and an Open Air Theatre but not in favour of a BMX track. Despite these results it was not considered appropriate to include a policy giving support to these facilities as the list of potential facilities was not exhaustive and any policy may restrict acceptable development unintentionally.

Instead policy SNPX provides support to appropriate development within the Southwater Country Park that has the support of the local community.

SNP8 – SOUTHWATER COUNTRY PARK

- 1) Proposals to extend, improve or relocate existing facilities within Southwater Country Park will be supported, provided that it can be clearly demonstrated that any such proposal;**
 - a. Satisfies an identified community need; AND**
 - b. Demonstrates a tangible community benefit; AND**
 - c. Be small in scale and in keeping with the natural environment of the Country Park; AND**
 - d. Not have a negative impact on existing flora and fauna; AND**
 - e. Not increase on-street parking on the surrounding road network.**
- 2) Proposals that would introduce additional built or urbanising form within Southwater Country Park will not be supported unless:**
 - a. It can be demonstrated that there is significant need or demand for the development; AND**
 - b. the development has the support of the majority of the local community; AND**
 - c. the development will not increase on-street parking on the surrounding road network; AND**
 - d. the development will be small in scale and in keeping with the natural environment of the Country Park.**

For the avoidance of doubt, should any proposed development within Southwater Country Park not meet either 1) or 2) above, planning permission should be refused.

RESIDENTIAL DEVELOPMENT

The Southwater Housing Needs Assessment has considered in detail the existing housing stock and the size and type of future housing needed within the Parish.

This section considers the main issues and sets out planning policies to address the concerns and aspirations raised.

Figure 6 – New homes being delivered at ‘Broadacres’ west of Southwater (allocated in the Horsham District Planning Framework)



HOUSING MIX

Horsham District Planning Framework Strategy Policy 16 (Strategic Policy: Meeting Local Housing Needs) confirms that *‘development should provide a mix of housing sizes, types and tenures to meet the needs of the district’s communities as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities.’* This document was last updated in 2014 but in 2016 a document titled *‘Market Housing Mix’* was prepared for Crawley Borough Council and Horsham District Council, this is the latest evidence prepared that sets out the District Council’s intended housing mix.

The Southwater Housing Needs Assessment has looked in detail at the current housing stock within Southwater Parish. It has identified that *‘larger detached dwellings form the dominant house type, and this exceeds the average for the district; in addition, there are a lower number of flats compared with Horsham generally. As regards size of dwellings, the number of small homes of 1-3 rooms is limited to 8% of all homes within the NPA, whereas the district average is 11% of homes suggesting the NPD has a bias in favour of larger dwellings. It is worth noting however there has been an increase in the number of smaller dwellings over the last decade between the Censuses of 83 dwellings, an increase of 78%, and that this trend has continued in the period since 2011. Data showing commitments (via planning permissions) suggests a strong shift away from larger homes, with around 30% of recent dwellings being medium size (up to 4 rooms, equivalent to 2-3 bedrooms).’*

It is clear therefore that recent policy interventions by Horsham District Council are having an impact and working to rebalance the type and sizes of our housing stock. This plan supports the continued importance of Horsham District Planning Framework Strategy Policy 16 (Strategic Policy: Meeting Local Housing Needs) in the determination of planning applications.

HOMES FOR ALL AGES

The Southwater Housing Needs Assessment identifies considerable need for homes that are suitable for young families and for the elderly. This can present problems as the market by preference tends to design and build homes for certain target markets which can result in the need for substantial modifications and/or extensions to adapt to the needs of the occupiers as their needs change.

The Southwater Housing Needs Assessment has highlighted the discrepancy between our required housing stock and our resident population. By ensuring a property meets the lifetime homes standard they will be more flexible to adapt to the occupants changing needs. They are not 'special', but are thoughtfully designed to create and encourage better living environments for everyone. From raising small children to coping with illness or dealing with reduced mobility in later life.

It is therefore considered appropriate that all new homes built within the Parish are built to the Lifetime Home Standards and where extensions are proposed that they try so far as possible to ensure that these works comply with the standards as well.

SNP9 – LIFETIME HOME STANDARDS

To ensure homes are fit for all ages, all new dwellings (regardless of size, type or tenure) must meet the Lifetime Homes Standard¹ at the time of application submission.

Where an extension is proposed, that new part of the dwelling should so far as reasonably possible conform to the Lifetime Home Standard at the time of application submission.

RESIDENTIAL SPACE STANDARDS

Over recent years the quality of new build homes has been decreasing. England also has the smallest homes by floor area compared to other European countries. There is concern that the UK housing shortage may mean the size of English homes will continue to shrink.

Central government has published a nationally described space standard to ensure that new dwellings provide adequate living space for residents. The standard deals with internal space within new dwellings and is suitable for application across all tenures.

Southwater is historically a rural parish and the ability to access outdoor space is considered important to residents.

SNP10 – RESIDENTIAL SPACE STANDARDS

All new residential units must meet or exceed the 'Technical housing standards – nationally described space standard' as set by central government.

In addition, all new residential units must have access to adequate private, or shared private, outdoor space / garden to meet the needs of future occupants. This is likely to be around 20m² per residential unit.

¹ Standards are available to view at <http://www.lifetimehomes.org.uk/>

SPECIALIST ACCOMMODATION

The Southwater Housing Needs Assessment has identified a need for 340 additional specialist accommodation units for the elderly within the parish and states;

'This specialist dwelling need is likely... to be split between the parish and the rest of the district, which will enable the elderly to live either within or as close to the parish as possible, taking account of the fact that Southwater is unlikely to be able to provide many of the specialist housing types needed within its own boundaries- although there could be the potential for these to be provided at, for example, Horsham taking account of their higher levels of accessibility to services and facilities, which will help in the recruitment and retention of specialist care staff and enable economies of scale (e.g. a centralised dementia care unit or enhanced sheltered development serving a widely dispersed rural population from a single location).'²

It is therefore clear that whilst there may be significant local need across the parish for specialist care for the elderly this need not all be provided within the parish itself. Given the proximity of Southwater to the larger main town of Horsham it is likely that some of this need will be provided for within Horsham town.

Despite this, the parish is keen to ensure that it is able to meet the needs of our residents that would prefer to stay within Southwater where they can be close to their families, and remain in a community that they know and love. To this end the parish allocation includes a requirement for around 20% of the new homes delivered to be C2 accommodation – 82 units. It is however clear that this will not

cater for everyone that wishes to remain within the parish, either in specialist accommodation or in their own homes.

The policy below therefore provides support for additional C2 care accommodation to be provided on suitable sites within the Southwater Settlement Boundary where it will also provide off-site care services to those in their own homes.

Figure 7 – Example of an 'Extra Care' facility



² Southwater Housing Needs Assessment 2017 para 181

SNP11 – SPECIALIST ACCOMMODATION & CARE

Proposals for C2 care accommodation within the Southwater settlement boundaries are actively supported and encouraged by this plan. C2 facilities should be close to complementary facilities and services (e.g. health centre, public transport, etc.) and provide residents with easy and safe access to the village centre of their own volition (e.g. by walking, cycling or mobility scooter).

To ensure the development can be considered C2, the Local Planning Authority will secure, via a Section 106 agreement, suitable measures to ensure that the development falls and is retained within the C2 Use Class.

Figure 8 – Example of an 'Extra Care' facility



Outdoor Play Space

The Parish is in support of the retention of existing forms of open space. It is considered desirable and appropriate to seek 'major' residential developments to provide a suitable outdoor play space. The overall quantum of space will be determined having regard to the prevailing standards of the District or as calculated by reference to the need arising from the associated development.

The Parish are concerned that too often play areas, provided in conjunction with residential development, comprise a limited number of low quality pieces of equipment, poorly sited in relation to the wider development and demarcated by austere boundary treatment. The Parish Council wish to encourage the provision of children's equipped play areas in creative and imaginative forms that are fully integrated, and relate well to the overall development scheme.

Developers should consider the future maintenance requirements and management of play areas into the future when providing play areas. One option may be for the Parish Council to assume ownership and running of such facilities once a development has been completed to ensure their longevity.

SNP12 – OUTDOOR PLAY SPACE

'Major' development proposals are required to:

- 1. Provide play areas and associated equipment on site, or if this is not practically possible provide a payment of a commuted sum for off-site provision.**
- 2. Set out proposals for the long term management of play spaces provided and where appropriate secure this long term management via planning obligations.**

GETTING ABOUT

Cycling & Walking

The Parish Survey 2015 collected data on residents' use of cycle and pedestrian pathways. Over 1000 people (nearly 80% of those responding) confirmed that they would walk or cycle from their home to the local Lintot Square shops; 947 respondents would walk or cycle from their home to Southwater Country Park; and 871 respondents would walk or cycle from their home to shops on the Worthing Road³.

This data demonstrates a high volume of cycle and pedestrian activity in Southwater. Of those who did not walk or cycle the main reason was that the distance was too far (220 replies) or the lack of a pavement on the desired route (184 replies)⁴. When asked what could assist in getting people to cycle or walk more, 511 residents replied that more or improved cut-throughs/cycle or footpaths were needed; and 421 replied that improved maintenance of cycle or footpaths was needed.

The Parish are therefore committed to protecting and enhancing our network of cycle and pedestrian routes. This is in accordance with WSCC (draft) cycle policy and NPPF paragraph 35 which states:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians..."

³ See information graph regarding Question I-2.

Figure 9 – Looking north up the Downs Link adjacent to Lintot Square.



And Horsham District Planning Framework (Policy 40)

"Development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported"

If it is not possible for people to easily and safely access schools, leisure services and health services by using a safe cycle and/or pedestrian pathway then people will invariably use a car. Well defined cycle and pedestrian routes will encourage their use.

⁴ See information graph regarding Question I-3

The Parish Council will work with Horsham District Council and WSCC to ensure that existing cycle and pedestrian pathways are well maintained and signposted and that new cycle and pedestrian pathways, where created, are officially designated and public footpaths and/or bridleways as appropriate.

The Parish Council will support the creation of 'link paths' to bridge gaps in existing cycle and pedestrian pathways. The creation of link paths will work in conjunction with the promotion and creation of a circular route around the Parish.

Future cycle and pedestrian pathways must be suitable for use by those in wheelchairs and/or mobility scooters by being made of a suitable surface and being wide enough to ensure that all users can safely pass by each other.

SNP13 – GROWING OUR CYCLING & WALKING NETWORK

Proposals that relate solely to new or improved cycle and pedestrian pathways will normally be supported. Proposals will not be supported where there will be an adverse impact on safety; directness; access and connections; attractiveness; or convenience of existing routes.

Where development proposals include the provision of public footpaths or cycle routes, these should be established as formal Public Rights of Way rather than permissive rights of way.

Development proposals will be refused where they have a significant detrimental impact on the landscape and visual amenity of users of a promoted right of way as shown on the Neighbourhood Plan Map.

Car Parking

The rural character and lifestyle of residents have resulted in the parish having a higher than average number of cars and vans per household when compared to the District, County or England as a whole. Historically parking provision in developments does not reflect current or anticipated car ownership and results in on-kerb parking. This in turn leads to restrictions to safe traffic flows, poor access for service and emergency vehicles such as ambulances and has a detrimental impact on the street scene. This is particularly significant in cul-de-sacs (of which there are many) where parking is common in the hammer-head turning areas.

It is therefore prudent to ensure that any future development provides adequate off road parking to meet the needs of that development.

	Households					
	no cars or vans	1 car or van	2 cars or vans	3 cars or vans	4 or more cars or vans	Average number of Cars or Vans
ENGLAND	25.8%	42.2%	24.7%	5.5%	1.9%	1.09
West Sussex	17.8%	43.4%	29.2%	6.9%	2.7%	1.34
Horsham District	11.8%	39.6%	35.5%	9.1%	4.0%	1.44
Southwater Parish	6.7%	36.2%	41.8%	11.2%	4.1%	1.71
Henfield	13.85%	41.45%	32.37%	8.50%	3.83%	1.47
Billingshurst	11.22%	39.3%	36.4%	8.6%	4.4%	1.56
Milton Keynes	18.9%	43.2%	29.8%	6.1%	1.9%	1.29

Table 1 - 2011 census car ownership per household statistics

The 2011 Census data in the table below shows that only 6.7% of Southwater households had no car or van (compared with 17.8% across West Sussex and 11.8% across Horsham District as a whole). Also 36.2% of households have one car or van and 41.8% of households have 2 or more vehicles, higher than adjacent wards, Horsham District and West Sussex.

In the 2011 Census (see Table 1 - 2011 census car ownership per household statistics) there was an average of 1.71 vehicles per household in the parish, again higher than adjacent parishes, Horsham District, West Sussex and even the South East which as a region the average is 1.4. The England & Wales national average is 1.1 cars per household.

Milton Keynes has been included as it is considered the most car-centric district in England and car ownership is significantly lower in each category than Southwater. Interestingly although Southwater is claimed to be an "older" society, the mean age is 35.85, marginally lower than Milton Keynes (36.06), Horsham (42.12) and West Sussex as a whole (42.26).

Furthermore in 2011 Southwater had a significantly higher percentage of people age 16 to 18 than Horsham District and West Sussex, many of whom will have acquired cars since that census. The figures for 16 year olds were Horsham District 1.33% and Southwater 2.6%.

Despite extensive research only one area has been found that has a higher ratio of cars per household and that is the small community of Chobham in Surrey where the comparable figure is 1.82.

A recent survey in the Parish Magazine asked for details of residents parking arrangements. There were only 109 responses but these reinforced the above conclusions in that it is clear that very few cars are garaged (13 of a total of 162) and a similar number are parked on the highway (14). The average number of cars per household in the sample is less than 1.50, lower than the 1.71 across the whole Parish which suggests that problem parking may well be higher elsewhere in the village.

In addition over 80 per cent of respondents reported that cars are normally parked on the highway in their locality. This suggests that all visitor spaces are generally being used by residents for their own parking and thus more visitor/resident overflow parking spaces are required as proposed above. This will help to limit on-kerb parking which is obstructive to service vehicles and is also a real safety issue for both the able-bodied and the disabled.

West Sussex County Council have produced a document called '*Guidance for Parking in New Residential Developments*' September 2010 which provides a set of principles upon which the quantum of parking required can be identified. It also provides a calculator upon which the 'parking demand' can be established. This calculator uses the 2001 Census data as a baseline, and therefore does not take into account the latest data as set out above and the increase in cars per household. It is therefore right to ensure new development in the parish responds to the increase in vehicles per household.

The last new completed development in Southwater, Roman Lane, was considered by developers and West Sussex County Council Planners to have adequate parking but has since proved wholly inadequate for the current residents and their needs. This lack of vision regarding this aspect contributes significantly to the pavement parking concerns and problems with service and emergency vehicles accessing the development. In addition it has detracted from the well-being and neighbourliness of the estate.

Furthermore the WSCC guidance does not include any policy in relation to existing properties and it provides no rules applicable to extensions etc. Given the frequency in which dwellings are being extended and larger garages are being converted to habitable space, such a policy is essential to avoid wholesale street parking in all parts of the parish.

SNP14 – ADEQUATE PROVISION OF CAR PARKING

Residential development must include provision for adequate off-road parking spaces in accordance with the following criteria:

1. Every dwelling will provide, for use associated with that dwelling, 2 parking spaces and one additional parking space for each additional bedroom over a total of three, with an upstairs study counting as a bedroom within its curtilage (or within the development).
2. The proposed solution should avoid car parking dominating the street-scene. Therefore parking should be to the side rather than in front the property.
3. Internal parking (in garages) does not count as a parking space unless:
 - a. The garage has a clear internal parking area of 3m wide by 6m long which is not obstructed by doors or moving objects. A further 6m² of floor space is provided (per parking space) within the garage to allow space for storage.
 - b. Permitted development rights that would allow the future conversion of the garage to a habitable space are removed on grant of permission.
4. In addition lay-by parking should be provided at the rate of one third of a space per dwelling for visitors and use by residents who have more cars than can be accommodated within their curtilage.

Where this criteria is not met applications should be refused.

Where a proposed development would result in the loss of a garage, the application will be refused unless the applicant can provide an alternative parking space elsewhere within the curtilage of the dwelling.

Adequate parking provision for an altered or extended dwelling should always be considered significant and material in the decision whether to grant planning permission. Proposals that would result in the creation of additional (or potential) bedroom space at existing dwellings should also include increases in parking spaces within the curtilage of the dwelling to

the same level as if it were a new dwelling (as set out above) unless this is not practically possible.

Detailed Parking Guidance & Requirements

Whilst tandem parking is allowed (two spaces one behind the other) it must allow the cars to be parked without blocking any garage door or overhanging the pavement. Three or more parking spaces (arranged one behind the other) should not be permitted. The preference should be to avoid tandem parking as this either leads to an increase in vehicle movements on/off the drive (often into the highway), or only one space is not used with the occupants preferring to park a second car on the road. As such tandem parking increases hazards and risk to both pedestrians and vehicles using the highway.

Rear or remote parking courts are to be discouraged as they are rarely used for cars as they generally require insecure pedestrian access through gardens and surveillance is often blocked by garden fences.

Generally only one parking space per dwelling should be permitted in front of the building line. This should be 3.4 metres wide to allow for a footpath to the house door.

Parking spaces with a wall or fence to one or both sides should be minimum 3 metres wide clear width, other spaces may be 2.5 metres clear width.

Furthermore the length of parking spaces must long enough to permit bin storage behind the building line unless this is provided behind the building.

DRIVING IN THE 21ST CENTURY

The increased provision of car parking spaces proposed in the above policy can seem counterintuitive in the context of global warming and the need for us to move to more sustainable means of travel. This plan provides, through other policies measures to increase the use of walking, cycling and public transport to get about however given the location of the parish it is reasonable to assume that private vehicles will remain the principle mode of travel over the plan period.

Central government have now made a decisive move towards low emission, or electric, vehicles. A government department, The Office for Low Emission Vehicles (OLEV) is a team working across government to support the early market for ultra-low emission vehicles (ULEV), providing over £900 million to position the UK at the global forefront of ULEV development, manufacture and use.

To ensure that Southwater is taken on this journey it is only proper that new developments are future-proofed to ensure that emissions from the parish can be reduced as soon as the technology is readily available. Whilst it may seem a prudent policy intervention to require the installation of charging points in all new developments, the rapidly changing technology means that charging points and the technology associated with it is likely to continue changing for some time.

It is therefore considered appropriate to stop short of requiring electric charging points being installed in all new developments and instead ensure that future occupants are able to install their own car charger points with ease, thus removing a perceived obstacle to the uptake of electric vehicles and the hassle associated with installing a charger.

Whilst it is noted that the preferred option would be for developers to preinstall cabling, one way to satisfy this requirement could be through the installation of underground ducting from a location within the dwelling or property adjacent to the consumer unit to a suitable access point adjacent to each parking space. The

ducting should avoid sharp corners to enable suitable cable to be pulled through for a charging point in the future.

SNP15 – DRIVING IN THE 21ST CENTURY

To facilitate the shift to low emission vehicles, development proposals must support the introduction of electric vehicles.

All proposals that include car parking must demonstrate that car charging points can or will be installed adjacent to all parking spaces on site with ease (either now or in the future). This means that the required cabling and connection is either installed as part of the development or that it can be installed at a later date without:

- **Causing disruption to the occupants (either residential or commercial) that may dissuade the occupants from installing electric chargers. For example this could include requiring any internal fixtures to be removed/relocated, the chasing or drilling through internal walls or the running cables through internal spaces.**
- **Requiring additional works that would make the cost of installing a car charging point cost prohibitive.**
- **Cabling having to be run externally in a publically visible location.**
- **Require further planning permission to allow the installation of the charging point.**

Proposals which provide full car charging infrastructure at the outset will be viewed more favourably than those which do not.

THE BUILT & NATURAL ENVIRONMENT

The Southwater Parish Design Statement 2011 is adopted by Horsham District Council under the Planning & Compulsory Purchase Act, 2004 as Supplementary Planning Documents (SPDs). This document features in the evidence base supporting this plan and has contributed towards the formation of the policies in this section.

Design

Southwater has no specific architectural style but has, in general, followed the Sussex vernacular style of the original farmhouses and cottages. These are, in the main, timber framed, tile hung or weather boarded. There is some influence of Lutyens Style at Christ's Hospital and elsewhere. The range of attractive properties in Southwater evidences its historical time line across many centuries using local design and materials.

In view of the diversity of design, the Parish does not seek to single out any specific design requirements as this may hinder improvements in architectural innovation. That said some common traits across the Parish can be identified.

Roofs are generally pitched; slate is rare and manufactured tiles are the most common. Flat roofs are not in keeping with the general character and design within Southwater.

Clay bricks and tiles are the most common building materials (although local Southwater bricks are no longer commercially available). Most houses are two storeys. Porches are in a range of styles which mostly reflect the semi-rural character and materials of the area. Likewise windows vary depending on the style of the property and the character of the area.

Most screening and boundaries are native hedging with some wooden fencing. The Parish supports development which gives a clear impression of open space. Therefore developments which propose houses built up to what would have been the walkway/pavement will not be supported.

Listed Buildings (and buildings of historical and architectural interest within the Parish) will be protected to ensure that any development respects and preserves their setting, form and character maintaining their individuality.

Whilst most people appreciate the old buildings in the Parish they also appreciate good modern designs such as Weald House (at the entrance to Southwater Park) and the Infant and Castlewood Schools. This plan supports traditional, contemporary and innovative architecture so long as it is not incongruous with our existing built environment.

It is also noted that insufficient attention is often given to how bins for domestic waste and recycling are accommodated on housing developments. To this end detailed care is expected to be given to the design and provision of bins in new residential developments and attention should be paid to *Avoiding rubbish design, NHBC (February 2015)*.

To this end this policy sets out what is considered to be good design in Southwater and all development proposals will be expected to demonstrate how they have responded to the eight criteria set out in it.

SNP16 – DESIGN

All development within the parish must be of high quality design. In Southwater this means:

- 1. Using local sourced materials, or equivalent materials to those that would historically been sourced locally.**

2. Encourage a variety of complimentary vernaculars to encourage diversity in our building stock.
3. Using Secure by Design principles to ensure developments are safe to live in, supported by natural surveillance.
4. Making sure the development actively responds to other properties within the immediate area around the site.
5. Not resulting in unacceptable harm to the amenities of existing and proposed buildings, particularly with regard to privacy, outlook, and sunlight.
6. Extra structures, bin stores, cycle lockers, sheds and recycling facilities should be integral to the design of any proposal and should be included within all full planning applications. Details and locations of these should not be left to be determined subject to a planning condition. These features should be screened from public view whilst still being easily accessible for residents.
7. Clutter is to be avoided on streets and drives (excessive posts, signs, bollards etc.) and buildings (gutters, satellite dishes, downpipes, meter boxes, soil pipes etc.). Careful design can reduce or remove the need for all of these things. Utility connections (phone, electricity etc) should be placed underground.
8. Schemes must not introduce light spillages/pollution and glare, and face inwards away from open landscapes;
9. All new developments should provide a good level of security to the building and its occupants in terms of personal safety, crime prevention and increase community cohesion;

SITE LEVELS

Southwater predominantly has two storey dwellings and bungalows set within a gently undulating landscape.

Previous developments have resulted in two storey buildings being erected on a higher ground which can be incongruous to the surrounding built and natural environment. Alternatively cut/fill works as part of developments has created

areas where street level is considerably above or below the adjacent buildings creating a poor sense of place.

This policy therefore seeks to ensure that developments respect the existing topography of the area, creating a sense of place within new developments. Development, either new development, extensions or renovations will not be supported if they have an adverse impact upon the surrounding environment.

SNP17 – SITE LEVELS

New development must utilise existing site levels wherever practically possible.

Development will not be supported if the final building's height would have an adverse impact upon neighbouring properties or the character of surrounding areas within the Parish.

Care should be taken to ensure that finished internal ground floor levels are no more than 1m above or below adjacent street level. Where this is not possible the incline between the edge of the public highway and the main entrance of the new building should have a gradient no steeper than 1:12.

In order to assess the above requirements, proposals for extensions or new buildings should provide the following levels (as metres above ordnance datum) on the submitted plans, without this information it is likely that an application will not be able to demonstrate compliance with this policy;

1. Existing site levels
2. Proposed site levels
3. Finished internal floor level(s)
4. Ridge height(s)

Unless being used to create well integrated and thought out landscaping features, spoil resulting from development should be removed from the site prior to occupation.

A TREED LANDSCAPE

Trees play an invaluable role in terms of the natural environment and ecosystem, air quality, adapting to and mitigating climate change and contributing to the quality of life within the Parish. We have many treed areas within our settlements, often in ghylls, and in the open countryside beyond – all of our trees are important.

Figure 10 – View along Southwater Street, a typical street scene in Southwater



Ancient woodland and individual veteran trees are particularly important. 'Ancient woods are our richest land-based habitat for wildlife. They are home to more

threatened species than any other, and some may even be remnants of the original wildwood that covered the UK after the last Ice Age 10,000 years ago. Today, ancient woodland covers only around 2% of the UK's land area.⁵

In positively planning for new development within our Parish great care has been taken to ensure that trees remain unaffected. Moreover, development should actively seek to increase the number of trees within our parish - this policy sets a bold requirement to increase the number of trees within the parish and combat the urbanising affect development has.

SNP18 – A TREED LANDSCAPE

Development proposals must not result in loss or damage (either directly or indirectly) of woodland as identified on the Neighbourhood Plan Map unless no alternative is available (regardless of land ownership). Where no alternative is available an area of woodland should be created of equal size to that lost. Trees planted should conform to British Standard BS 3936-1 / Standard 8-10cm girth.

Where woodland is classified as 'Ancient Woodland', proposals which could have a negative impact should be determined in accordance with the National Planning Policy Framework (2018) and/or any national guidance replacing or updating this.

In addition, all developments except residential extensions (with a Gross Internal Area of less than 40m²) must provide one tree (conforming to British Standard BS 3936-1 / Standard 8-10cm girth) per 20m² of floor space created. This should be provided on-site or off-site within the parish if there is nowhere suitable within the parish. Measures will be implemented by condition to ensure the planted tree(s) survive.

⁵ Woodland Trust. 2018. Ancient Woodland. [ONLINE] Available at: <https://www.woodlandtrust.org.uk/visiting-woods/trees-woods-and-wildlife/woodland-habitats/ancient-woodland/>. [Accessed 13 June 2018].

PARISH HERITAGE ASSETS

The Parish Council recognises the importance of heritage assets and the contribution they make to the quality of the area. Many assets are already designated and given protection by national planning policy and legislation as well as policies contained within the wider Development Plan. There is no need to reiterate these protections within this plan.

However, also within the Parish are buildings which, while not listed, are of good quality, design and appearance; are important features in their own right; and which also contribute to the character and appearance of the Parish.

In the recent Parish Survey, when asked "Do you think that some buildings should be designated as heritage assets?" 984 people (86%) said yes, and 161 (14%) said no. Therefore there is overwhelming support for adding to the list of heritage assets. The Parish will be guided by the responses given to questions H2 and H5 regarding residents wishes to increase the number of heritage asset and to protect buildings.

We have undertaken an assessment of our 'undesignated' heritage assets to identify those structures that we consider locally valuable and important for their historic value. This policy designates them as 'Parish Heritage Assets' and gives them the protection they deserve.

SNP19 – PARISH HERITAGE ASSETS

Development proposals will be supported where they protect and, where possible, enhance Parish Heritage Assets as identified on the BNDP MAP.

All proposals that directly impact Parish Heritage Assets, or the setting thereof, must describe the impact of the development on the significance of the heritage asset, demonstrating that the significance of that asset will not be unacceptably affected.

The Parish Heritage Assets are:

1. Bax Castle Pub, Two Mile Ash
2. Christ's Hospital Station Goods Building
3. Cripplegate Mill Stone, Cripplegate Lane
4. Disused Railway (Downs Link) & Old Railway Bridges
5. Elm Cottage, Worthing Road
6. Iggy the Dinosaur, Lintot Square
7. Old Brick Yard Gates, Lintot Square
8. Denne Parkland
9. Old Post Office, Worthing Road
10. Old School House, Worthing Road
11. Pump Cottage, Worthing Road
12. Roman Bridge, Pond Farm Ghyll
13. Southwater Village Signs (various locations)
14. Victorian Railway Cottages, Station Road Southwater
15. War Memorial, Lintot Square
16. Ye Olde Barn, Worthing Road
17. Hen and Chicken Pub
18. The Ecclesiastical Footpath between The Boar's Head and Tower Cottage
19. Station Cottages at Christs Hospital Station

Figure 11 – Southwater Village Sign, a Parish Heritage Asset



Figure 12 – Pump Cottage, a Parish Heritage Asset



ASSETS OF COMMUNITY VALUE

Part 5 Chapter 3 of the Localism Act 2011 provides for a scheme called 'assets of community value'. This requires district and unitary councils to maintain a list of 'community assets'. It has also become known as the 'community right to bid'.

Community assets can be nominated by parish councils or by groups with a connection to the community. Individuals cannot nominate community assets. If the nomination is accepted, local groups will be given time to come up with a bid for the asset when it is sold.

The right to bid only applies when an asset's owner decides to dispose of it. There is no compulsion on the owner to sell it. It is not a community right to buy the asset, just to bid. This means that the local community bid may not be the successful one.

However, the legislation only has affect when the owner of a community asset wishes to sell their land/building. Should an owner wish to redevelop or change a nominated community asset there is nothing in the planning system that would protect the community connection or reason for its nomination.

This policy provides guidance to decision makers on development proposals that would impact a local community asset. This plan seeks to protect assets of community value for their community value.

SNP20 – RETENTION OF ASSETS OF COMMUNITY VALUE

Development proposals affecting assets of community value will be supported where it can be demonstrated the development will be of benefit to the local community.

THE PARISH ECONOMY

Our local economy is important, ensuring it thrives not only helps residents be prosperous but also reduces our harmful impacts on the environment. By providing the opportunities for people to live and work within the parish, the need for commuting will reduce alongside the harmful emissions our vehicles create.

A Growing Economy

The Parish survey identified 54 respondents who trade as sole traders and 47 trading as a limited company. 19% of these respondents believed that they would need additional premises in the next 20 years. It is therefore considered that at least around 20 small units may be required to serve the demand through the Parish Survey.

This plan will therefore support proposals to create a range of new business units (of small and medium sizes). This approach is considered to be in accordance with para 20 of the NPPF and Chapter 5 of the HDPF.

It is important however that economic development occurs in a planned manner. Southwater currently has two business parks and these are:

Oakhurst Business Park in Southwater is a 30 acre park developed in phases over several years to accommodate a range of businesses from multi-national organisations such as the National Headquarters of the RSPCA and Nursing & Hygiene to local companies. The business park is located near to the A24 and offers easy access to Gatwick Airport, the South Coast ports and the motorway network via the M23.

Southwater Business Park, also known as Lennox Wood Business Park, is situated just off Worthing Road in Southwater. This business park is located near to the A24 and offers the same easy access to Gatwick, South Coast ports and the

motorway network. Southwater Business Park has a selection of small and larger units.

Both of these business parks place pressure on the current accesses onto the A24 and whilst the neighbourhood plan will support the continued growth of these two business parks all proposals should be carefully scrutinised to ensure that the impacts of growth in these locations do not have unacceptable impacts on the rest of the community. In addition, this plan makes provision for additional employment floor space to meet the growing need.

Figure 13 - Lintot Square from the air



SNP21 – A GROWING ECONOMY

Oakhurst Business Park is allocated as a Key Employment Area in the Horsham District Planning Framework and proposals will be expected to comply with Policy 9 of the Horsham District Planning Framework.

Southwater Business Park, as shown on the Neighbourhood Plan Map is allocated as a Parish Employment Area in this neighbourhood plan.

Development proposals in Key Employment Areas or Parish Employment Areas will be approved where they:

1. Do not result in the net loss of employment floor space.
2. Propose alternative uses and can demonstrate that the sequential approach has been applied to the redevelopment of the site, and the proposals support their integrity and function as centres of employment.
3. Will not result in unacceptable impacts on the highway, with particular reference to accessibility onto the A24.

Outside Key Employment Areas and Parish Employment Areas, small scale business units will be supported where they:

1. Are within the Built up Area Boundary; AND
2. Are on previously developed or unused land.

However, small scale business units will be refused where they:

3. Result in unacceptable impact upon the local road network; OR
4. Result in the loss of residential units; OR
5. Will have a detrimental impact on the amenity of nearby properties.

Proposals that would facilitate working from home will be supported so long as they do not result in an unacceptable impact on neighbouring residential amenity and the structure is in keeping with the environs.

TELECOMMUNICATIONS

It is hoped that improved broadband and introduction of other new technologies, e.g. driverless cars, will have a major impact on the Parish over the plan period both in terms of improved accessibility to goods and services for residents and improved opportunities for local businesses. This change is already being seen with the rise of on-line shopping showing how telecommunications are being used both by businesses and consumers alike.

Mobile phone reception and wired/fibre broadband connectivity is seen as an essential resource and this plan supports the improvement of both to facilitate faster internet access for all.

SNP22 – TELECOMMUNICATIONS

Proposals for the provision of telecommunication infrastructure will be approved where they do not have an unacceptable impact on residential amenity.

New commercial and residential buildings, and commercial and residential buildings undergoing significant refurbishment, must make all reasonable efforts to install a Fibre to the Premises (FTTP) broadband connection. Whether FTTP is proposed is a material consideration when determining a planning application and if it is not provided this factor should weigh against grant of permission in the planning balance.

COMMUNITY INFRASTRUCTURE LEVY

The Community Infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008 (and brought into force by 2010 Community Infrastructure Levy Regulations) as a mechanism for local authorities to provide or improve infrastructure that will support the development of their area.

In England, where there is a neighbourhood development plan in place, the neighbourhood is entitled to 25% of CIL revenues from new development taking place in the plan area (for areas without a neighbourhood plan, the neighbourhood proportion of CIL is a lower figure of 15%). This money is paid directly to parish and town councils to spend on local priorities.

It is therefore very important that neighbourhood planning groups are aware of the relevance of CIL to their plan and are explicit in terms of how the neighbourhood element of CIL should be allocated i.e. on infrastructure projects that reflect local priorities and are based on sound evidence. Such projects may include the provision, improvement, replacement, operation or maintenance of infrastructure, or anything else that is concerned with addressing demands that development places on an area.

SNP23 – USE OF COMMUNITY INFRASTRUCTURE LEVY FUNDS

Any CIL funds raised by development within the plan area and paid to Southwater Parish Council will be used to:

1. **Support the delivery of projects identified in the 'Southwater Infrastructure Delivery Plan', a document maintained by the Parish Council.**
2. **Support any other projects identified as a priority by the Parish Council to address demands that development has placed on the area.**

Figure 14 – Relaxing on a summer's day at Southwater Country Park Visitor Centre



ABBREVIATIONS & GLOSSARY

ABBREVIATIONS

CIL	Community Infrastructure Levy
HDPPF	Horsham District Planning Framework
HDC	Horsham District Council
NPPF1	National Planning Policy Framework (2012)
NPPF2	National Planning Policy Framework (2018)
SPC	Southwater Parish Council
SNP	Southwater Neighbourhood Plan (this document)

GLOSSARY

Aged or veteran tree:	A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.
All-through school	All-through schools are those that combine at least two stages of a child's education – typically primary and secondary – in one establishment. Many also have Nursery classes and Sixth Forms, and admit children aged three to 19.
Ancient woodland:	An area that has been wooded continuously since at least 1600 AD.

Best and most versatile agricultural land:	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Community Infrastructure Levy:	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. Where a Neighbourhood Plan is made, 25% of CIL monies gathered within the plan area is handed to the Parish Council to spend on infrastructure.
Designated heritage asset:	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development plan:	The adopted Local Plan and Neighbourhood Plan for a given area, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
Green infrastructure:	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Gross Internal Area	Gross Internal Area is the area of a building measured to the internal face of the perimeter walls at each floor.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

National Planning Policy Framework	The document that contains planning policy that applies across England and is created and published by central government.	Planning condition:	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Neighbourhood plans:	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).	Previously developed land:	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
'Major' development	<p>"major development" is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 as:</p> <p><i>'...development involving any one or more of the following—</i></p> <ul style="list-style-type: none"> <i>(a) the winning and working of minerals or the use of land for mineral-working deposits;</i> <i>(b) waste development;</i> <i>(c) the provision of dwellinghouses where —</i> <ul style="list-style-type: none"> <i>(i) the number of dwellinghouses to be provided is 10 or more; or</i> <i>(ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);</i> <i>(d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or</i> <i>(e) development carried out on a site having an area of 1 hectare or more;'</i> 	Strategic Environmental Assessment:	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Open space:	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.	Transport assessment:	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will

need to be taken to deal with the anticipated transport impacts of the development.	<i>chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.</i>
Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.	<i>C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.</i>
Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.	<i>C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</i>
Wildlife corridor: Areas of habitat connecting wildlife populations.	
Use Class C2 The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. This Order is periodically amended, at the time of writing Use Class C2 related to: <i>'Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres'</i>	
Use Class C3 The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. This Order is periodically amended, at the time of writing Use Class C3 related to: <i>'Dwellinghouses - this class is formed of 3 parts: C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant,</i>	

