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INTRODUCTION

5.1 This chapter sets out the site allocations that contribute to the housing supply in policy SDH1, as well as other uses such as employment, retail and gypsy and traveller pitches. These include unimplemented allocations carried over from the 2019 Local Plan, updated where necessary, and new allocations for this Local Plan. It does not include allocations in made Neighbourhood Development Plans.

5.2 Site allocation policies and inset maps include an indicative quantum of development and some also include a developable area. Proposed schemes which include more or less development than the indicative quantum of development, will need to be justified by evidence that they make best use of land and meet other policies such as the design requirements in SDC3, SDL1 and SDL2. All built development, including buildings, roads and other ancillary features should be located within the developable area unless evidence demonstrates otherwise. Land outside the developable area should only be used for uses such as landscape features, drainage management, biodiversity net gain and public open space provisions. Where an allocation identifies a specific part of the site for a landscape function (such as public open space), this should be reflected in the scheme design unless evidence demonstrates that changes to the location and/or size of this area are needed and appropriate.

5.3 The Local Plan policies must be considered as a whole, considering the purpose of each policy and its place within the Local Plan. Repetition between the policies has been avoided but cross-references have been included with each allocation to aid the user. However, these should not be taken as a closed list as others may be relevant to the specific allocation, including Neighbourhood Development Plan and Minerals and Waste Plan policies. All allocations will need to consider the following:

- SDL1 – Landscape;
- SDL2 – Design;
- SDN1 – Nature Recovery;
- SDN8 – Trees, Woodlands, Hedgerows and Scrub;

- SDN9 – Sustainable Construction
- SDW1 – Protection of the Water Environment;
- SDW3 – Sustainable Drainage;
- SDH2 – Mix of Homes (housing allocations only);
- SDH3 – Accessible and Adaptable Homes (housing allocations only);
- SDH5 – Affordable Homes (housing allocations only);
- SDG2 – Green and Blue Infrastructure;
- SDT1 – Vision Led Transport Approach;
- SDT2 – Active Travel;
- SDT3 – Highway & Public Realm Design;
- SDT4 – Parking; and
- SDT5 – Infrastructure

5.4 Applicants are strongly advised to seek pre-application advice from the National Park Authority and relevant statutory consultees before submission of planning applications.

5.5 The following allocations are arranged by settlement in two parts:

- **Primary Settlements and Strategic Sites:** Lewes, Petersfield, Midhurst and Easebourne, Petworth, Liss, Shoreham Cement Works, and Liphook; and
- **All Other Settlements** in alphabetical order.

5.6 Each settlement and strategic site section starts with a brief description and references the main planning policy documents relevant to that place. This includes Neighbourhood Development Plans, Parish or Village Design Statements, and Parish Priorities Statements, as well as recent Conservation Area Appraisals and Management Plans approved in the last decade.

An aerial photograph of Lewes, East Sussex, showing a dense residential area with a mix of brick and stone buildings. In the foreground, a river flows through a lush green landscape, with a boatyard and several boats moored along the bank. The background features rolling green hills under a clear blue sky.

PRIMARY SETTLEMENTS AND STRATEGIC SITES

LEWES

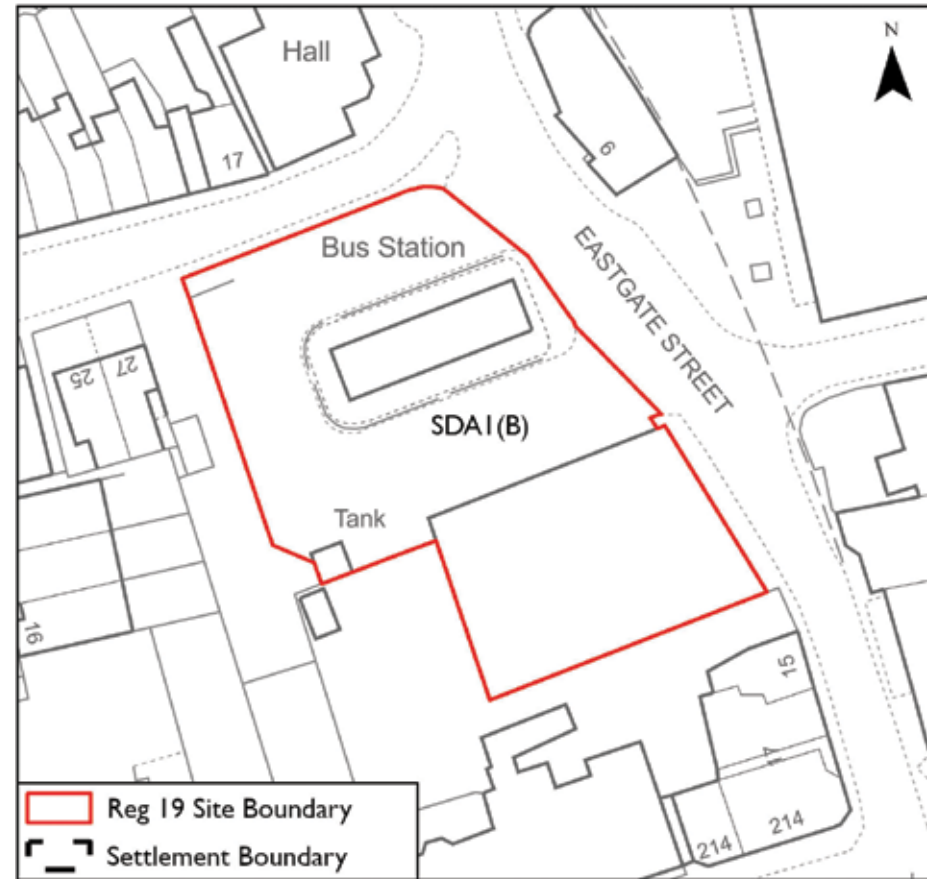
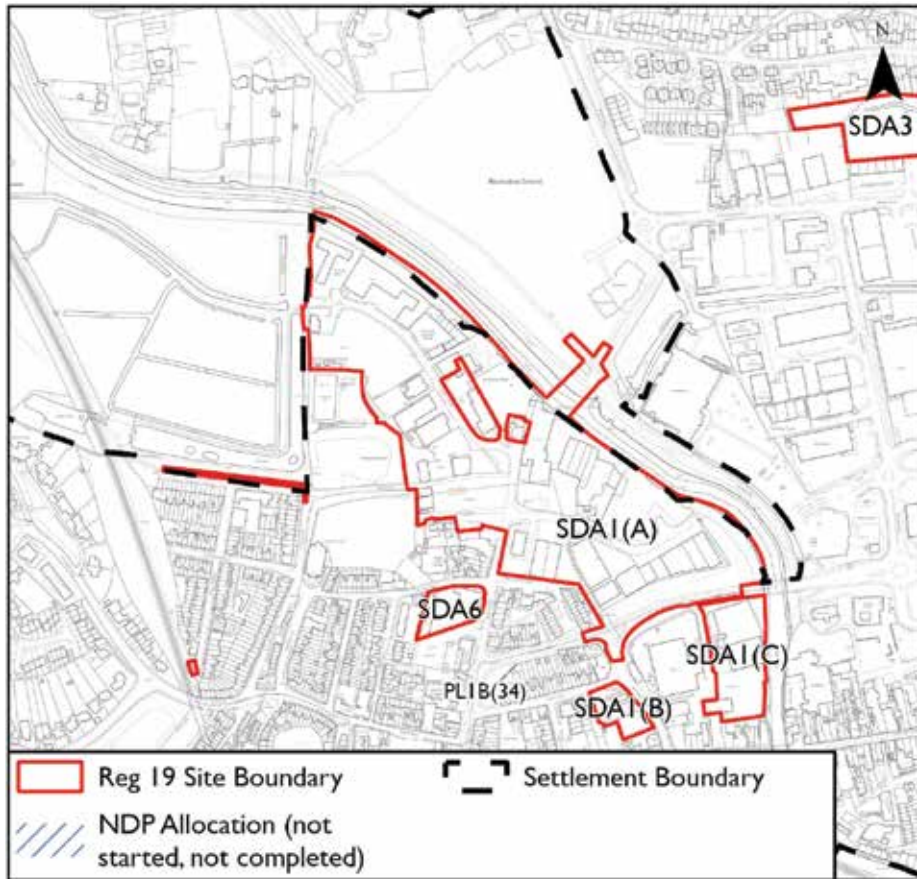
5.7 Lewes is the county town of East Sussex, occupying a chalk spur overlooking a bridge point over the River Ouse where it cuts through the downs on its way to the sea at Newhaven. Once an active river port with thriving iron, brewing and ship-building industries, the town now has a range of contemporary businesses. The town was the site of the Battle of Lewes in 1264 and has many historic landmarks including Lewes Castle. In 2021, it had a population of around 16,700 people and is the largest town in the National Park, accommodating nearly 15% of its population. Facilities include nursery, primary and secondary schools, further education provision, local shops and supermarkets, post office, library, railway station, GP surgeries, pharmacy, bank and pubs.

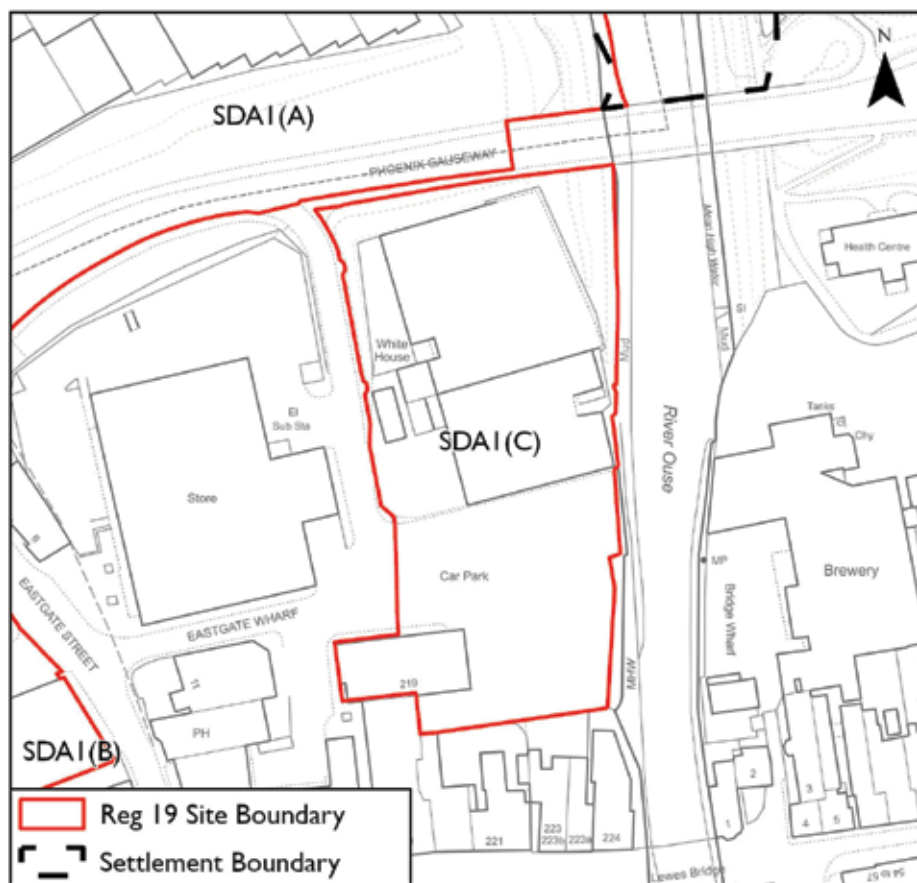
5.8 The Lewes Neighbourhood Development Plan for Lewes Town was made part of the development plan in April 2019. It allocates some sites for housing and also includes thematic policies which will need to be taken into account alongside the policies in this Local Plan. In 2025, the community started work on a townwide masterplan, which is intended to support the Lewes Neighbourhood Development Plan, the Lewes-related elements of this Local Plan and the Local Cycling and Walking Infrastructure Plan being developed by East Sussex County Council. This masterplan seeks to find imaginative and creative solutions to the enduring challenges posed by the special character and compact topography of the town – such as workspace supply, traffic circulation and the quality of the public realm.

5.9 The Lewes Conservation Area Appraisal and Management Plan was approved by the National Park Authority in October 2023 and includes important evidence about the historic features of the town which need to be considered when planning development within or adjacent to the conservation area.

SDA 1	North Street Quarter: Comprising Phoenix Area (A); Former Bus Station (B); and Eastgate Wharf (C)
LAA Ref	LE040, LE149, LE177
Settlement	Lewes
Parish	Lewes
Local Authority	Lewes
Gross Site Area (HA)	8.63
Uses and Indicative Capacity	Area A: 685 homes (C3); 3,500 sqm of business, employment and flexible workspace, medical and health services, leisure uses, retail and restaurants (sub classes may be controlled through condition); a hotel (C1); and retail, community space and other neighbourhood facilities (E(a-f) and F). Area B: 35 homes (C3) and 198 sqm of commercial (E). Area C: 50 homes (C3) and 400 sqm of commercial (E(a) and (b))







SDA1: North Street Quarter: Comprising Phoenix Area; Former Bus Station; and Eastgate Wharf Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

Overarching Criteria for Areas A, B and C

1 Whilst the National Park Authority wants to see a comprehensive redevelopment of the whole site, it recognises that planning applications may come forward separately or in phases. Therefore, those applications would have to clearly demonstrate how the proposals would accord with the key considerations set out below and are consistent with other planning permissions granted or emerging proposals.

- a) Appropriate flood mitigation measures are incorporated;
- b) Appropriate mitigation measures are incorporated to protect and enhance the River Ouse in terms of its riparian character and water quality;
- c) It respects and enhances the character of the town and achieves a high standard of design, recognising the high-quality built environment, on and within the vicinity of the site including Listed Buildings, and the site's setting within the National Park and, within and adjacent to, a Conservation Area;
- d) It delivers improved linkages across Phoenix Causeway, Eastgate Street and Eastgate Wharf and facilitates a better balance between the use of the private car and other modes of transport, in order to enable the safe flow of pedestrians and the improved integration of the area to the north of Phoenix Causeway with the wider town centre;
- e) It delivers enhancements to vehicular access and, on-site and off-site, highway improvements, arising from and related to the development and its phasing;
- f) It delivers a minimum of 5 bus stops (3 to serve east bound services and 2 to serve west bound services) and associated facilities (such as shelters, seating and real-time information) and public toilets;
- g) It delivers an appropriate level of public car parking;
- h) It delivers a riverside shared foot/cycle route along the western bank of the River Ouse to extend the town's riverside focus and contribute to its character and quality, and provides additional pedestrian and cycling routes to link the site to the rest of the town, improves permeability within the site and provides views out of the site;
- i) It is subject to an analysis and appropriate recognition of the site's (or phase of the site's) cultural heritage, and sets out a programme of archaeological work, including, where applicable, desk-based assessment, geophysical survey, geo-archaeological survey and trial trenching to inform design and appropriate mitigation;
- j) It conserves and enhances biodiversity and the GI network in and around the area; and
- k) It delivers adequate capacity for sewerage and water supply and ensures future access to any sewerage and water supply infrastructure for maintenance and upsizing purposes.

Area A: Phoenix Area

2 This area of the site is of a scale and/or location which requires a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone;

3 Any retail, community space and other neighbourhood facilities should support the successful delivery of a new neighbourhood for Lewes, whilst not undermining the wider function of Lewes town centre; and

4 Proposals should deliver:

- a) a comprehensive package of sustainable transport measures to achieve significant modal shift (i.e. alternatives to the use of private vehicles), including, but not limited to:
 - i. On and off-site pedestrian improvements, including improvements to Pells Footpath;
 - ii. On and off-site cycle provisions;
 - iii. A pedestrian and cycle bridge link across the River Ouse (connecting the area to Malling Recreation Ground and beyond);
 - iv. Provision of a car club;
 - v. Improvements to local bus services;
 - vi. Reprovision of 3 coach parking spaces; and
- b) LETI 2023 Design Standard for upfront embodied carbon emission (Modules A1-A5) of <300 kgCO₂e/m².

5 Proposals for 'meanwhile uses' to take place on the site before the allocation, or phases of the allocation, are implemented will be supported in principle provided that they:

- a) Provide opportunities for local employment and support the local economy; and
- b) Are temporary in nature and will not prejudice the implementation of the main allocation.

Area B: Former Lewes Bus Station

6 Alternative uses on the former bus station site are subject to the delivery of replacement facilities set out in Criteria 1 f).

Area C: Eastgate Wharf

7 Proposals should include:

- a) a town square suitable for accommodating a market, and appropriate space to store equipment / stalls etc; and
- b) demonstrate any necessary reconfiguration or reprovision of the existing food supermarket and its ancillary facilities to enable this development.

SUPPORTING TEXT

5.10 The Phoenix area of the site requires Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to be prepared and submitted to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone. Applicants are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application.

5.11 Southern Water advises that it has wastewater and clean water infrastructure, of varying mains sizes, present within and around the development site. This needs to be taken into account when designing the site layout. Easements would be required, which may affect the site layout or require diversion. Easements should be clear of all proposed buildings and substantial tree planting. Development should provide a connection to the sewerage and water supply systems at the nearest point of adequate capacity, as advised by Southern Water, and ensure future access to the existing sewerage and water supply infrastructure for maintenance and upsizing purposes.

5.12 Natural England has noted that this site is hydrologically linked to Lewes Brooks SSSI, which requires the incorporation of Sustainable Drainage Systems into any development proposal and any adverse impacts (alone or in combination) to be considered and avoided, or if unable to be avoided, mitigated or compensated for. Policies SDW1, SDW2 and SDW3 apply.

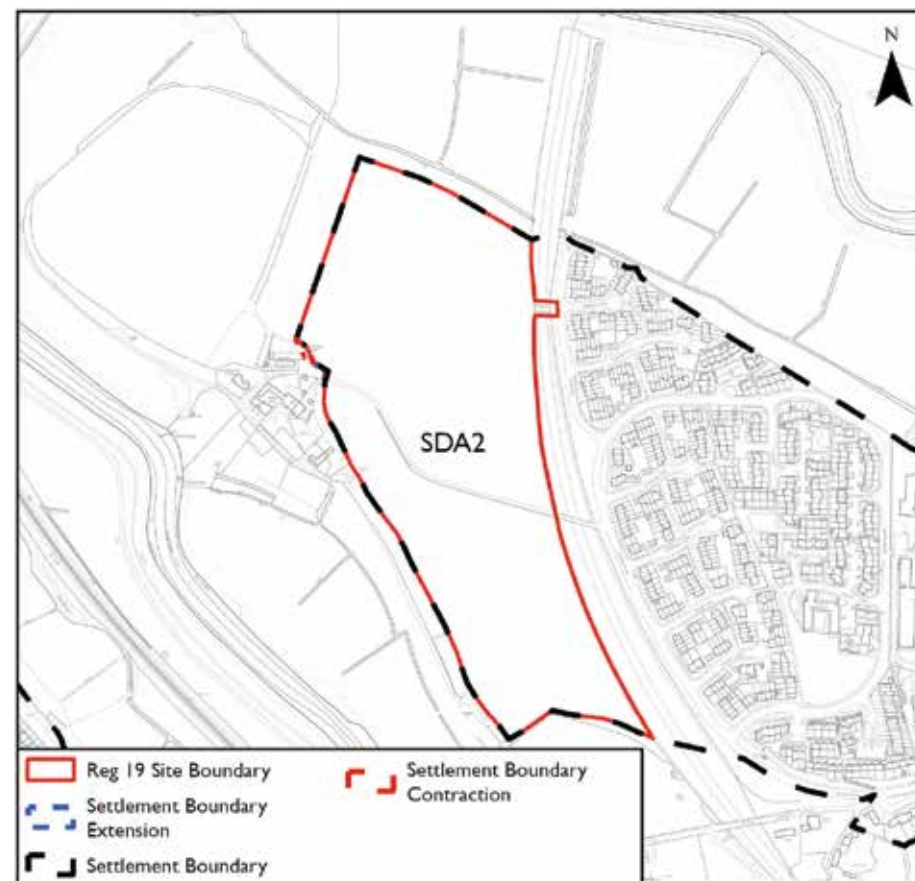
GUIDANCE

East Sussex Health Impact Assessment Toolkit. Equality Impact Assessment (EqIA) Toolkit | ARC EM

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDC4 Major Development, SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL6 Historic Environment and Cultural Heritage, SDW2 Flood Risk Management, SDW6 Contaminated Land, SDE1 Economic Development

SDA2	Land at Old Malling Farm, Lewes
LAA Ref	LE003
Settlement	Lewes
Parish	Lewes
Local Authority	Lewes
Gross Site Area (HA)	10.03
Uses and Indicative Capacity	226 homes (C3)





SDA2: Land at Old Malling Farm, Lewes Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Development should be informed by a comprehensive and integrated Site Masterplan and GI Strategy which are landscape and ecosystem services led and informed by suitable evidence on vehicular and non-vehicular access, arboriculture, drainage and flood risk, ecology, heritage, hydrology, lighting and views. The following should be addressed:
 - a) The GI Strategy should provide a suitable strategic scale multifunctional network linking together the site, Lewes and the surrounding open countryside taking into account the range of significant constraints and impacts on the South Downs National Park;
 - b) The Masterplan should fully set out the GI Strategy, provide a suitable hierarchy of vehicular and pedestrian routes and an appropriate transition across the site in built form, fabric and density;
 - c) Provides for a minimum of 33% Biodiversity Net Gain;
- 2** The site is of a scale and/or location which requires a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone;

- 3** A minimum of 50% of new homes created will be provided as affordable homes on-site, with the tenure split and mix in accordance with Policy SDH5 and SDH2;
- 4** The primary vehicular access point is to be off Monks Way at a point opposite Mantell Close;
- 5** The existing former railway bridge will form a secondary access point for emergency use and an access for pedestrians and cyclists and to the existing farm buildings;
- 6** Suitably designed ramped access for pedestrians and cyclists should be provided from the site to the disused railway line adjacent to the site;
- 7** Development on the site is contingent on appropriate off-site highway improvement works, to be provided in agreement with the Local Highway Authority, at the Earwig corner junction of the A26 with the B2192, the junction of Church Lane/Malling Hill and at the Brooks Road/Phoenix Causeway roundabout and suitable traffic calming in local roads;
- 8** Development should provide sufficient clearance for growing space of existing and proposed trees within the site and on all site boundaries;
- 9** All housing development should be located within Flood Zone 1 only;
- 10** Flood compensation storage should be provided for any ground raising or built development in Flood Zone 3 (including allowance for future climate change);
- 11** No development other than Essential Infrastructure or Water Compatible development will be provided in Flood Zone 3b;
- 12** Floor levels of habitable areas, where appropriate and proven to be necessary, will be designed to take into account flood risk and climate change;
- 13** Safe vehicular and pedestrian emergency access and egress will be provided taking into account flood risk;
- 14** An appropriate surface water and foul water drainage strategy will be agreed with relevant authorities and service providers;
- 15** Development shall incorporate views within, to and from the site to surrounding landmarks and features including from the elevated chalk hills to the east and west, from Hamsey to the north, and from Lewes itself;
- 16** Impacts on tranquility, dark night skies and biodiversity should be minimised through appropriate mitigation and good design;

- 17 Suitable on-site equipped play space shall be provided; and
- 18 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Provision of suitable pedestrian and cycle links to the adjacent countryside and to the existing rights of way network;
 - b) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken particularly at the western and eastern fringes of the site;
 - c) New planting should be suitable for pollinating species; and
 - d) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.

SUPPORTING TEXT

5.13 SDNP/18/06103/OUT and SDNP/23/04659/REM have been granted for 226 homes on this site, the details being for a modular housing development (permitted September 2024).

5.14 A Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) will need to be prepared and submitted to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone. Applicants are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application.

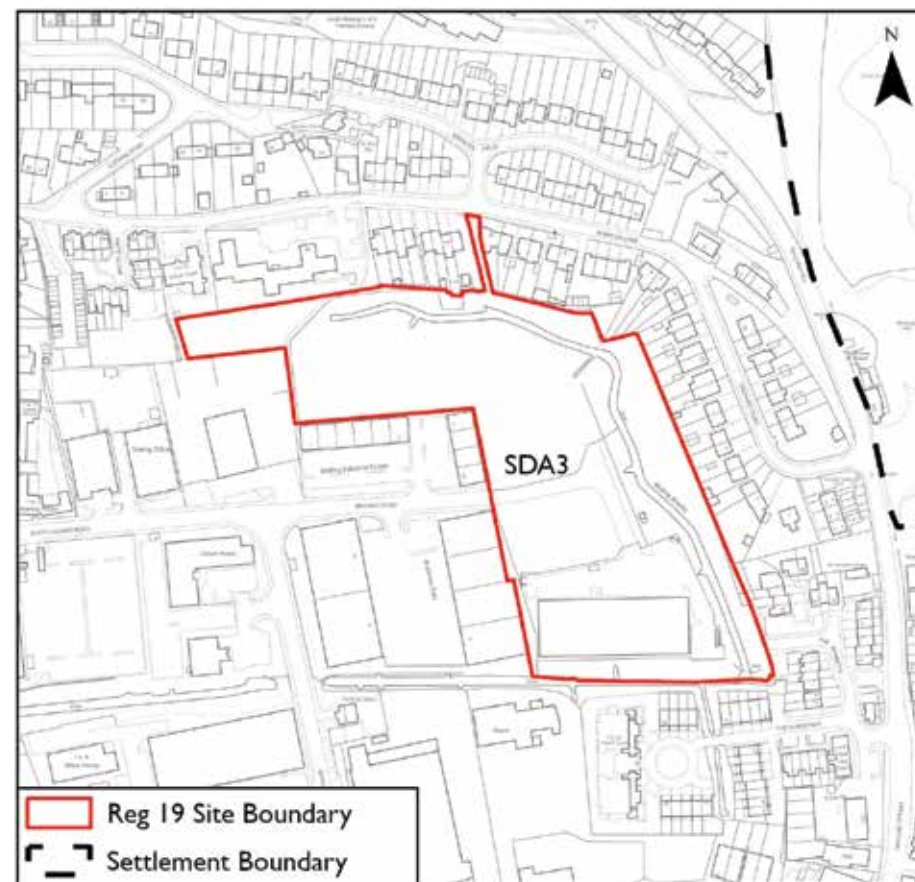
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East Sussex Health Impact Assessment Toolkit. Equality Impact Assessment (EqIA) Toolkit | ARC EM

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDC4 Major Development, SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDW2 Flood Risk Management.

SDA3	Malling Brooks, Lewes
LAA Ref	LE191
Settlement	Lewes
Parish	Lewes
Local Authority	Lewes
Gross Site Area (HA)	2.67
Uses and Indicative Capacity	7,040 sqm of employment uses (E(g), B2 and/or B8)





SDA3: Malling Brooks, Lewes Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Landscaping to retain and enhance the previous ecological connectivity of the site will be provided, to cover around 30% of the site. The northern and eastern sections of the site must provide broad landscape strips of at least 20m, planted with native species and incorporating a watercourse;
- 2 All main roofs on the site should take the form of green roofs;
- 3 The footpath running through the site will be protected and enhanced;
- 4 A comprehensive approach to flood risk will be adopted and development will be undertaken in accordance with the recommendation of an agreed Site Specific Flood Risk Assessment;
- 5 Development will be undertaken in accordance with the findings and conclusions of an up-to-date Ecological Assessment Report;
- 6 On-site parking will be provided in accordance with relevant standards; and
- 7 The site is of a scale and/or location which requires a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone.

SUPPORTING TEXT

5.15 Southern Water advises that it has infrastructure located within the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

5.16 A Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) will need to be prepared and submitted to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone. Applicants are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application.

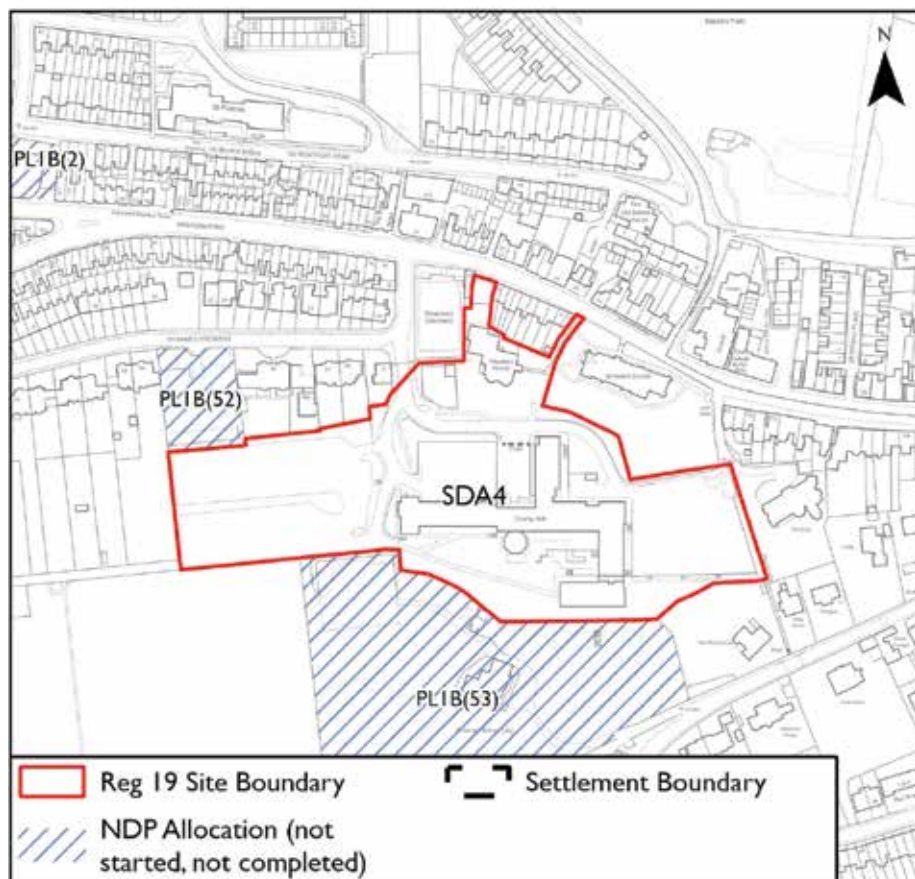
GUIDANCE

East Sussex Health Impact Assessment Toolkit Equality Impact Assessment (EqIA) Toolkit | ARC EM

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDW2 Flood Risk Management, SDE1 Economic Development

SDA4	County Hall, St Annes Crescent
LAA Ref	LE039 (County Hall, St Annes Crescent)
Settlement	Lewes
Parish	Lewes
Local Authority	Lewes District Council
Gross Site Area (HA)	2.26
Uses and Indicative Capacity	Housing (Class C3) – up to 200 Homes Commercial (Class E) – up to 3,500 sqm Community Uses



SDA4: County Hall, St Annes Crescent Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

Site-Wide Principles

- 1 Any proposals will need to include a comprehensive site-wide masterplan, produced in consultation with the community and all stakeholders. The masterplan should recognise the long-term nature of the opportunity within the site, and the potential for phased development over an extended period;
- 2 Where planning applications for individual parcels come forward separately or in phases, those applications would have to clearly demonstrate how the proposals would accord with the key considerations set out below and do not prejudice the delivery of the masterplan;
- 3 Development must consider the impact on any net loss in public and employee parking provision justified through a parking survey;
- 4 The embodied carbon implications of redevelopment should be fully considered throughout. Demolition materials should be reused on site wherever possible;
- 5 Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered;

6 The site is of a scale and/or location which requires a Health Impact Assessment (HIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone;

7 No significant harm will be demonstrated to be caused to groundwater resources; and

Design Principles

8 Reflects the site's prominent location, particularly in the selection of building heights given the site's intervisibility from local and distant views, having regard to its steep topography and green infrastructure function, particularly its interrelationship with the adjacent Lewes Cemetery Site of Importance for Nature Conservation / Local Wildlife Site;

9 Conserves and enhances the Lewes Conservation Area and designated heritage assets, including the Grade I listed Church of St Anne, and its setting and have regard to the setting of the non-designated heritage asset, St Anne's School;

10 Safeguards and enhances where possible existing vegetation belts on all site boundaries and throughout the site, with regard to the presence of numerous mature trees, including many under tree preservation orders. Development should seek to break up the extensive areas of hardstanding present across the site. Opportunities to link vegetation belts together into a network of green corridors within the site, including any areas of hardstanding and to adjacent areas, should be explored;

11 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;

12 Provides any required flood mitigation and drainage measures and maximises opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;

13 Provides suitable vehicular and pedestrian accesses. It is expected that the site could have multiple access points including pedestrian and cycle only access points;

14 Provides a clear route hierarchy which prioritises pedestrian movement and achieves low vehicular design speeds;

15 Improves connectivity through the site for pedestrians and cyclists wherever possible including an appropriate step free north / south link between St Anne's Crescent/ High Street and Rotten Row, and inclusion of Public Right of Way LTC/44/1 into the scheme design and improvement of its surfacing and access onto Winterbourne Hollow;

16 Includes exemplar facilities for cycle parking, for all forms of development, including specific provision for electric and cargo bikes; and

17 Ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate or negatively impact the public realm within the site or the streets on the site boundaries.

SUPPORTING TEXT

5.17 The site is considered a long-term opportunity due to the implications of the Local Government Reorganisation timetable and the potential implications for the usage of County Hall. Comprehensive redevelopment of this site, in combination with Lewes Neighbourhood Development Plan Sites PL1 B (53) (St Annes School) and PL1 B (52) (St Annes Crescent) would be likely to yield increased levels of development. However given the long-term uncertainty associated with County Hall, the sites have not been grouped as a single allocation. Development opportunities which integrate provision across all three allocations, potentially through the use of a phased development approach and/or delivery of appropriate meanwhile uses would be supported.

5.18 The development opportunities identified for the entire site – 200 homes, 3,500 sqm office and community uses – are the best estimate at present given the uncertainty around any future public sector use of the site. Whilst every effort is made to ensure an accurate site capacity, the unprecedented uncertainty of the Local Government Reorganisation process and this site's unique role within that process means that the site's capacity will need to be reviewed as the Local Government Review process moves forward. The split between residential and office provision and community uses is viewed similarly flexibly as the impacts of Local Government Reorganisation requirements are not yet known. For this reason, the delivery of this site is considered to be towards the end of the Plan period.

5.19 This policy includes a requirement for the preparation and submission of a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate how major development will result in an inclusive, healthy and sustainable place that

improves health and wellbeing outcomes for everyone. The National Park is currently covered by four Public Health Authorities who have published their own advice, guidance, templates and/or toolkits on health and wellbeing considerations in planning, including HIA. Applicants for major development are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application.

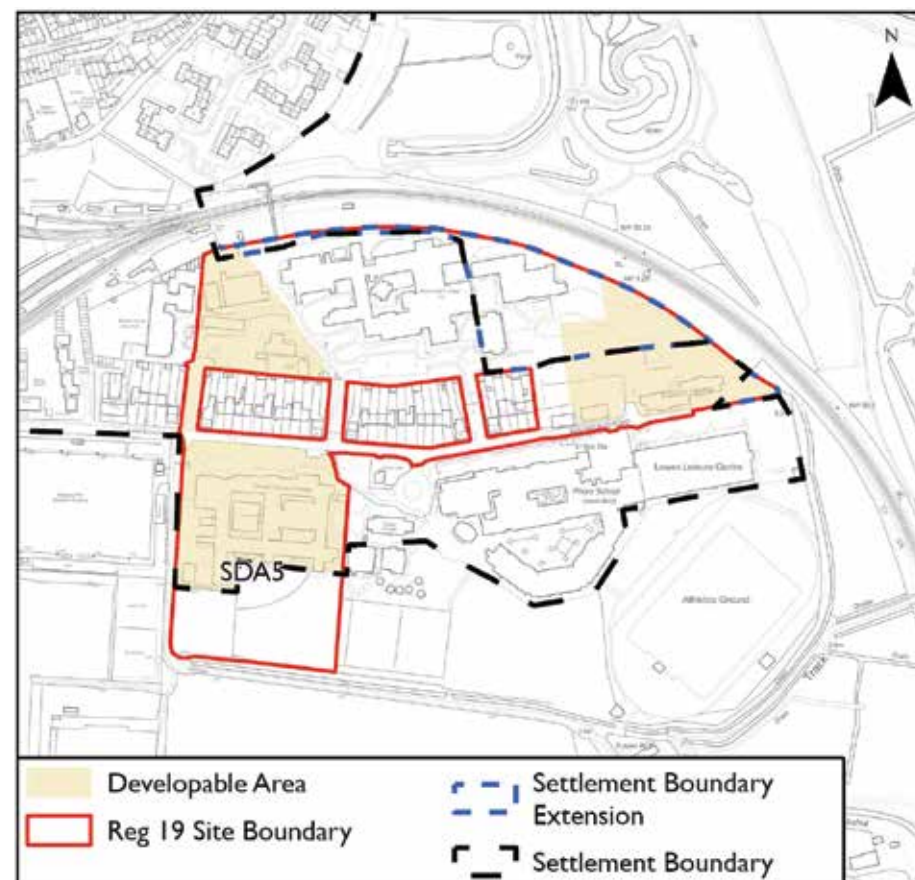
GUIDANCE

East Sussex Health Impact Assessment Toolkit. Equality Impact Assessment (EqIA) Toolkit | ARC EM

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDC4 Major Development, SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL6 Historic Environment and Cultural Heritage, SDL7 Listed Buildings, SDL8 Conservation Areas, SDW2 Flood Risk Management, SDW6 Contaminated Land, SDG1 Community Facilities, SDE1 Economic Development.

SDA5	East Sussex College, Mountfield Road, Lewes
LAA Ref	LE141
Settlement	Lewes
Parish	Lewes
Local Authority	Lewes
Gross Site Area (HA)	5.4
Uses and Indicative Capacity	Housing (Class C3) 200 Homes





SDA5: East Sussex College, Mountfield Road, Lewes Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Any proposals will need to include a comprehensive site-wide masterplan, produced in consultation with the community and all stakeholders. Where planning applications for individual parcels come forward separately or in phases, those applications would have to clearly demonstrate how the proposals would accord with the key considerations set out below and do not prejudice the delivery of the masterplan;
- 2 The site is of a scale and/or location which requires a Health Impact Assessment (HIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone;
- 3 The masterplan will include a holistic transport plan for the whole site which will include the following:
 - a) A car parking strategy which reflects the sustainability of the location and access to other modes of transport for both the new development, the remaining educational use on the site, and any appropriate provision for adjacent sporting facilities, and ensures that car parking provision is well integrated between buildings, visually unobtrusive and will not dominate the public realm;

- b) A design and layout which achieves low vehicular design speeds and prioritises pedestrian and cycle movement through the site and onto connecting routes including public access to the footbridge across the railway line and the Egrets Way;
 - c) The provision of high quality integrated bike storage (including for electric and cargo bikes);
 - d) Improvements to Mountfield Road to prioritise pedestrian, cyclist and public transport access; and
 - e) A travel plan for the whole site that seeks to maximise opportunities for residents and students to access alternative modes of transport to the private car; and
- 4 The layout of the site will be landscape-led, follow the existing contours of the site and maximise the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
 - 5 The layout should follow a sequential approach, directing built development away from flood zones 2 and 3, and the provision of any required flood mitigation and drainage measures will have an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
 - 6 No significant harm will be demonstrated to be caused to groundwater resources;
 - 7 The design and layout should have regard to the site's prominent location on the southeastern edge of Lewes, its green infrastructure function and linkages and its relationship with the adjacent Railway Land Meadows and its wider intervisibility from the south including adjacent sporting facilities. It should provide a suitable transition in built form and fabric including opportunities to soften the settlement edge and provide for nature recovery;
 - 8 The design and layout of development should conserve and enhance the setting of the adjacent Lewes Conservation Area and designated heritage assets;
 - 9 The embodied carbon implications of redevelopment should be fully considered. Development should seek to retain the historic buildings and boundary flint faced walls so far as possible on the southern land parcel and incorporate these into the redevelopment of this site. Demolition materials should also be reused on site wherever possible;

10 The design and layout of development should safeguard and enhance where possible existing vegetation on the site including retaining mature trees, and avoid pressure to fell trees/ remove vegetation in future due to overshadowing and root damage;

11 The design and layout should address any noise impacts associated with the adjacent railway line and the A27 to the south; and

12 Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered.

SUPPORTING TEXT

5.20 The scheme must address current streetscape challenges on Mountfield Road, particularly for pedestrians, cyclists and public transport access. This includes limited pavement widths and the lack of turning spaces for buses.

5.21 It is particularly important to establish a holistic understanding of parking and access requirements across the site. This should include how this might change over an extended period as the college is restructured, the usage patterns of new residents and the usage of the site by external groups. Opportunities to establish facilities (particularly for car parking) which can be utilised by different user groups across the day/week to limit the need empty provision could be supported.

5.22 Schemes which positively support and provide facilities to enable accessible active travel on this highly sustainable site will be positively supported. Pedestrian routes through the site should be prioritised to reduce traffic levels and demand for parking on Mountfield Road. High quality, secure and integrated bike storage (including for electric, cargo and adapted bikes) should be included in both residential and educational settings, noting the different provision needs of students, staff, residents and visitors. These provisions should be highly visible and prioritised with routes that are direct and locations which are adjacent to or integrated within building entrances.

5.23 The site has the potential to positively support sports uses to the south of the site. It is important that the scheme recognises the visual impact of the site within the wider townscape of Lewes.

5.24 This policy includes a requirement for the preparation and submission of a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate

how major development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone. The National Park is currently covered by four Public Health Authorities who have published their own advice, guidance, templates and/or toolkits on health and wellbeing considerations in planning, including HIA. Applicants for major development are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application’

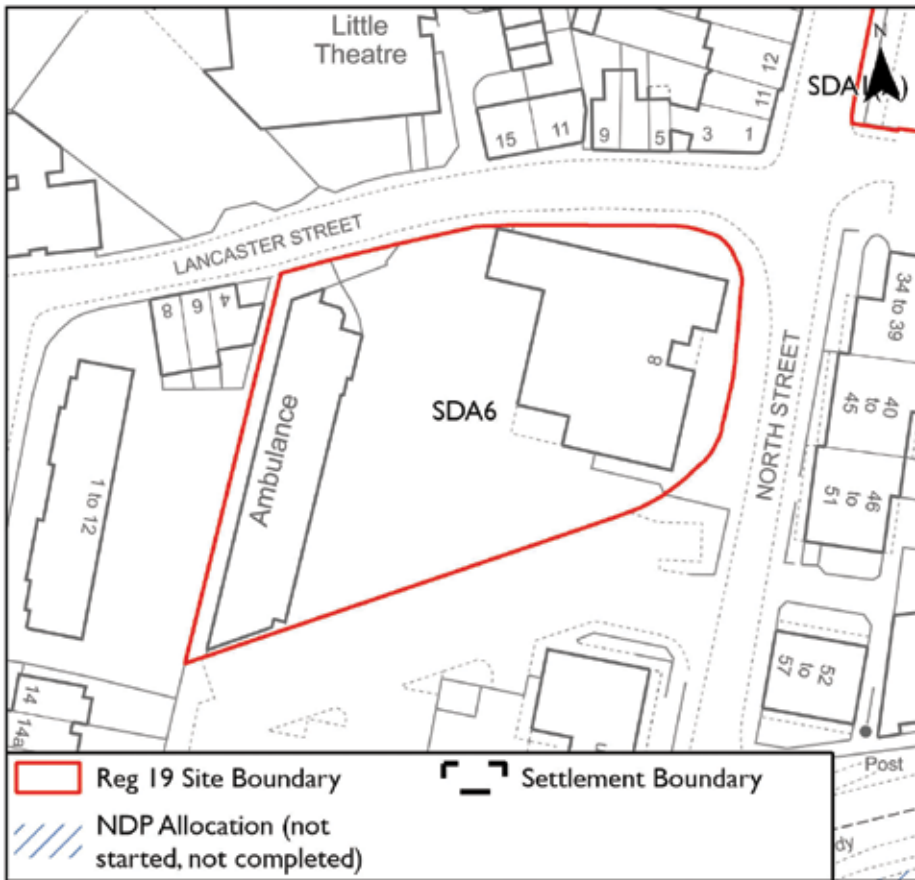
Guidance

East Sussex Health Impact Assessment Toolkit. Equality Impact Assessment (EqIA) Toolkit | ARC EM

Relevant Local Plan Policies (Additional to those in paragraph 5.3)

SDC4 Major Development, SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL6 Historic Environment and Cultural Heritage, SDL7 Listed Buildings, SDL8 Conservation Areas, SDL9 Archaeology, SDW2 Flood Risk Management, SDW6 Contaminated Land, SDG1 Community Facilities, SDE1 Economic Development

SDA6	Springman House and Ambulance Station, North Street / Lancaster Street
LAA Ref	LE133
Settlement	Lewes
Parish	Lewes
Local Authority	Lewes
Gross Site Area (HA)	0.25
Uses and Indicative Capacity	Housing (Class C3) 13 Homes



SDA6: Springman House and Ambulance Station, North Street / Lancaster Street Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Lancaster Street via the existing access location;
- 2 Conserves and enhances the Lewes Conservation Area and the setting of adjacent designated heritage assets including the Grade II listed walls of the naval prison;
- 3 Potential archaeological features on the site are evaluated prior to any planning application being submitted and appropriate mitigation measures included depending on the outcome of that evaluation;
- 4 Prioritises pedestrian movement through design with car parking that is well integrated between buildings, within parking structures and visually unobtrusive parking areas, particularly from North Street and Lancaster Street, and includes integrated and accessible cycle/pushchair/mobility scooter storage;
- 5 Ensures that development follows the existing contours of the site and has a positive relationship with the formal street frontages onto North Street and Lancaster Street;

- 6 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements before considering underground engineered solutions;
- 7 No significant harm will be demonstrated to be caused to groundwater resources;
- 8 The design and layout addresses any noise impacts associated with the sites town centre location; and
- 9 Meets the requirements for biodiversity net gain, however in order to make best use of the land and ensure high quality BNG provision, off-site provision would be considered.

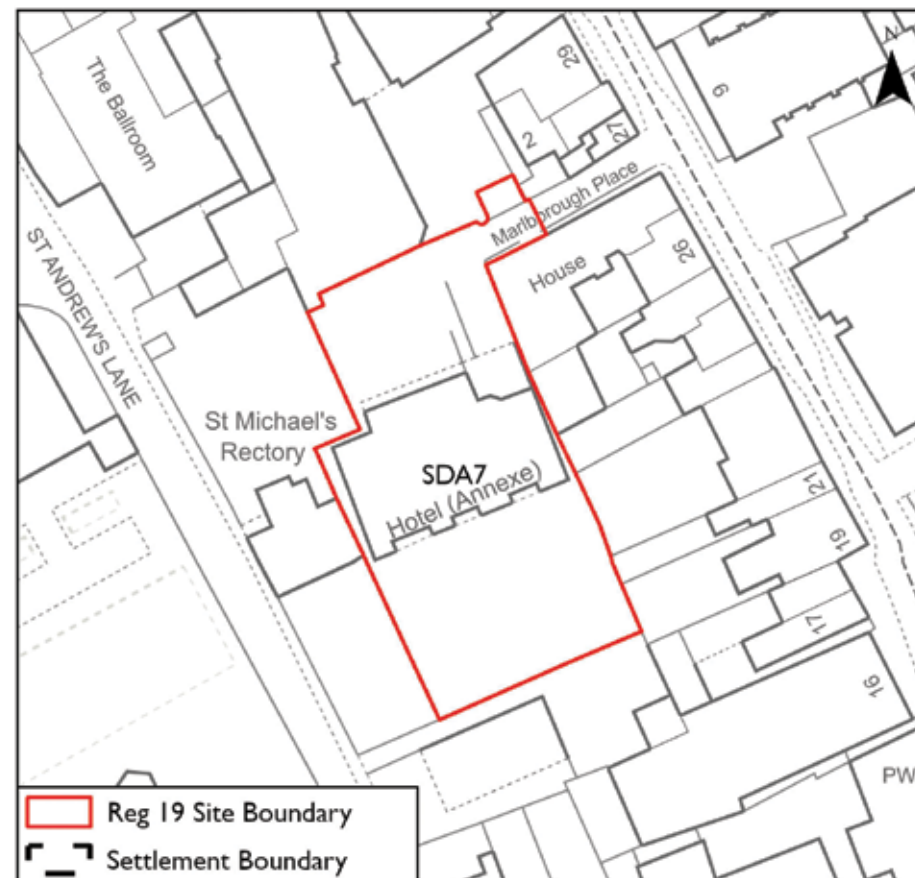
SUPPORTING TEXT

5.25 The development should include and positively engage with the Grade II listed walls of the Naval Prison (Listing Ref 1043758) and make a positive contribution to the wider Lewes Conservation Area. The design process should positively integrate the level changes across the site. The corner of North and Lancaster Streets must make a positive contribution to the streetscape, noting the need for natural surveillance and opportunities for public art. Maintaining and where possible increasing permeability for pedestrians will be strongly encouraged, including the retention of a stepped access onto North Street.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL7 Listed Buildings, SDL8 Conservation Areas, SDL9 Archaeology

SDA7	Land rear of the White Hart, 55 High Street
LAA Ref	LE103
Settlement	Lewes
Parish	Lewes
Local Authority	Lewes District Council
Gross Site Area (HA)	0.12
Uses and Indicative Capacity	Housing (Class C3) 5 Homes





SDA7: Land rear of the White Hart, 55 High Street Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Provides suitable vehicular and pedestrian access onto the A2029 High Street and/or Station Street;
- 2** Conserves and enhances the setting of the adjacent Lewes Conservation Area and Listed Buildings located to the north, east and south of the site, including the Grade II listed White Hart Hotel. The development should retain and integrate the flint boundary wall to the east of the site;
- 3** Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces and streetscapes;
- 4** Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements before considering underground engineered solutions;
- 5** No significant harm will be demonstrated to be caused to groundwater resources;
- 6** Meets the requirements for biodiversity net gain, however in order to make best use of the land and ensure high quality BNG provision, off-site provision would be considered;

- 7** Ensures good acoustic design to address any noise impacts associated with the adjacent roads and town centre location;
- 8** Ensures that development follows the existing contours of the site. Careful consideration should be made to the design, massing and layout including the provision of private outdoor spaces and ensuring positive interrelationships with adjacent residential properties;
- 9** Provides secure and covered cycle parking in a location which provides level access and sufficient space for electric and/or cargo bikes;
- 10** Ensures access to and/or provide appropriate bin storage for the new residential properties and the White Hart Hotel building; and
- 11** Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL7 Listed Buildings, SDL8 Conservation Areas, SDL9 Archaeology

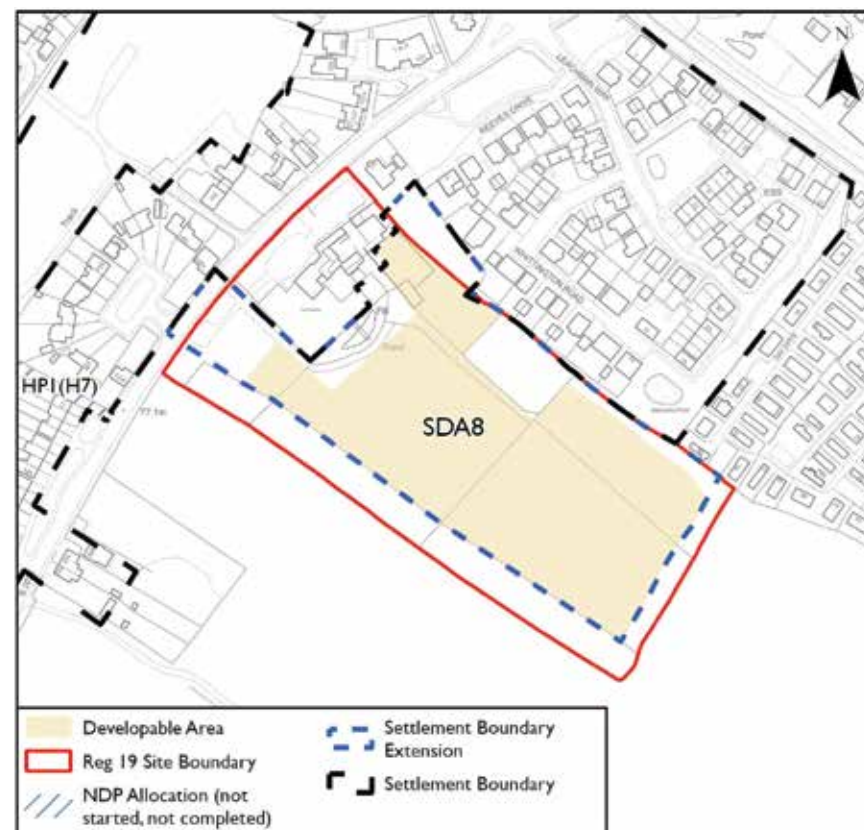
PETERSFIELD

5.26 Petersfield lies in the valley of the Western Rother, amid the chalk scarps and downs and the Wealden greensand ridges. It is a market town with a historic core of old buildings, and a medieval Market Square at its heart. The Heath is one of its green lungs and well-used footpaths radiate into and out of the town, complemented by frequent long views to the heights of the surrounding landscape. In 2021, it had a population of just over 14,000 people and is the second largest town in the National Park, accommodating 12.5% of its population. Facilities include a mainline railway station, nursery, primary and secondary school provision, local shops and supermarkets, post office, GP surgery, pharmacy, community halls, playgrounds, library, pubs and banks.

5.27 The Petersfield Neighbourhood Development Plan was made part of the development plan in 2016 and was subject to minor modifications in 2018 and 2024. The Neighbourhood Development Plan allocates some sites for housing and employment and also includes thematic policies which will need to be taken into account alongside the policies in this Local Plan.

5.28 The Petersfield Conservation Area Appraisal and Management Plan was approved by the National Park Authority in April 2017 and includes important evidence about the historic features of the town which need to be considered when planning development within or adjacent to the conservation area.

SDA8	Land at and to the rear of Causeway House
LAA Ref	EA186
Settlement	Petersfield
Parish	Petersfield
Local Authority	East Hampshire District Council
Gross Site Area (HA)	3.45
Uses and Indicative Capacity	Housing (Class C3) 40 Homes Re-development of Causeway House (Class E or Class C uses including Residential Institutional Use)





SDA8: Land at and to the rear of Causeway House Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Any proposals will need to include a comprehensive landscape and heritage led site-wide masterplan. Where planning applications for individual elements come forward separately or in phases, those applications would have to clearly demonstrate how the proposals would accord with the key considerations set out below and do not prejudice the delivery of the masterplan. Works to the listed Causeway Farmhouse and its curtilage must be included in the first application or phase of development;
- 2 New build homes shall be confined to the agricultural land outside the listed building curtilage which forms the setting of Causeway Farmhouse. Re-use of Causeway Farmhouse and ancillary buildings within its curtilage could include Class E or further Class C uses subject to preserving and enhancing the listed building;
- 3 Provides suitable vehicular and pedestrian access onto The Causeway, including appropriate crossing facilities for pedestrians and cyclists to reach the shared pedestrian and cycle route (LCWIP Primary Route 110) on the western side of The Causeway. The provision of pavement on the eastern side of The Causeway would negatively affect its character and the rural transition and should be limited as far as possible;

- 4 Provides a suitable public right of way through the site from The Causeway to the junction of Public Rights of Way 189/39/1 and 189/508/1 to the south east of the site;
- 5 Conserves and enhances Causeway Farmhouse, its curtilage and setting. The application must be accompanied by detailed Heritage Impact and Landscape and Visual Impact Assessments, and detailed evidence must be provided to demonstrate how this work has informed and directed the development of the masterplan;
- 6 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 7 Provides any required flood mitigation measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 8 Ensures appropriate buffering for the watercourse to the east of the site, and its riparian zone. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of the watercourse;
- 9 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks. This should specifically include the landscape buffer to the boundary of the listed curtilage, connectivity with the existing green infrastructure at the junction of Crockford Drive and Whittington Road and trees with Tree Preservation Orders on the northeastern boundary; and
- 10 In order for the development to achieve a heritage and landscape-led design the following requirements shall be addressed:
 - a) The application shall include significant enhancement to the existing farmstead and its curtilage including, but not limited to, the removal of uncharacteristic contemporary additions, improvements to the fabric of the listed building, improvements to the frontage of the listed building and restoration of garden features such as the pond;

- b) Any subdivision and conversion of the buildings within the listed curtilage shall not introduce physical subdivision of the site (i.e. no fences, gates, walls, railings, etc) to respect the farmstead character;
- c) The development shall follow the existing contours of the site and the new build development density shall transition from a higher density in the northwestern part of the site, with a layout reflective of the agricultural context of Causeway Farm as an 18th century historic farmstead, to a looser lower density form on the countryside edge to the south;
- d) Development shall maintain and enhance views of the frontage of Causeway Farmhouse from The Causeway when entering Petersfield from the south west;
- e) The layout shall maintain a long uninterrupted view through the site to the southeast from the rear garden of Causeway Farmhouse. This shall be based on identified views towards the Downs, and public open space within this area should include opportunities for the community to dwell; and
- f) A clear route hierarchy shall be provided which achieves low vehicular design speeds, prioritises pedestrian movement, and minimises areas of hardstanding. Car parking shall be well integrated between buildings, within parking structures and visually unobtrusive parking areas, and not dominate the public realm.

SUPPORTING TEXT

5.29 Causeway House is a grade II listed building (Listing Reference 1093568) and designated heritage asset, listed in 1949. Its curtilage is formed of the front driveway area, rear garden and associated farm courtyard and ancillary buildings to the northeast of the main house. The rest of the redline area forms the setting of the listed building. The baseline information to support design development related to heritage and landscape features should be prepared early to allow early discussion and engagement with the sites assets, its context and identifying how its next evolution can positively support the landscape character in this area from the outset.

5.30 The frontage of Causeway House is a key feature on the route into Petersfield from the south, and the masterplan should include features which both protect and enhance this view and which sensitively integrate access to new development to the rear.

5.31 The redevelopment and/or refurbishment of the listed building is an essential component of this allocation. Options for re-use of the existing buildings include:

the continued provision of Class E business use; the provision of C2 Care Home use; or the reinstatement of C3 residential use. Provision of new build C2 elements within the wider site as part of a C2 provision within the listed building would also be considered. New build C3 housing should only be provided within the agricultural land to the south and east of the listed building, which forms its setting.

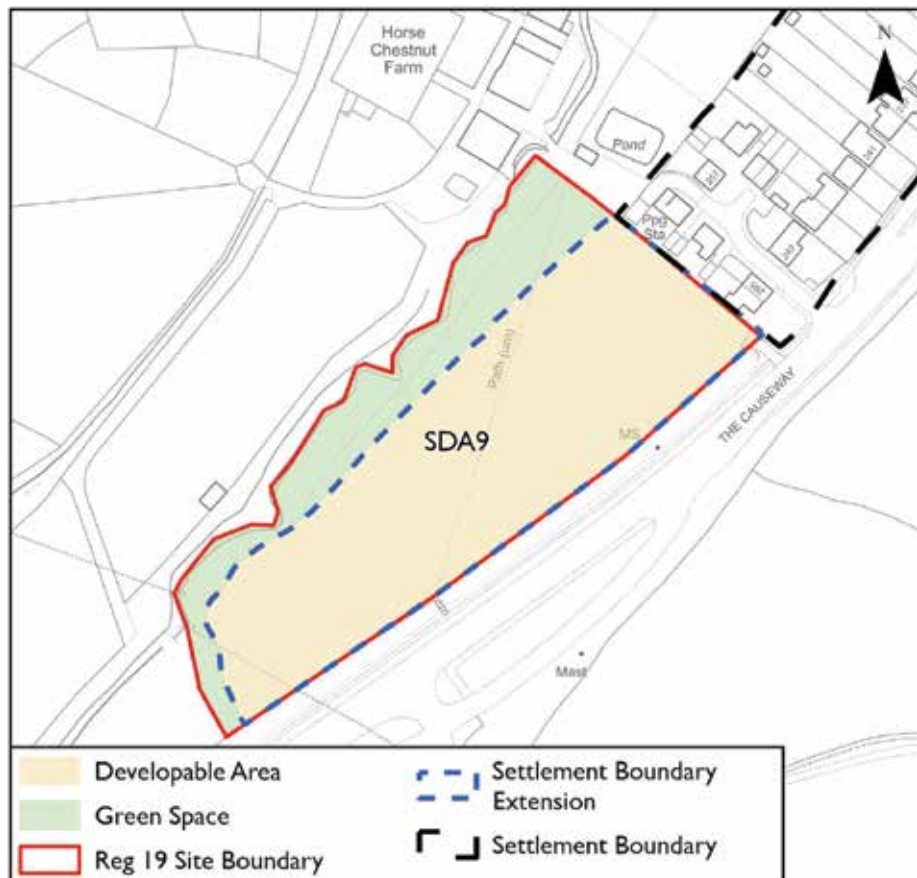
5.32 The integration of the site into the wider public right of way network is considered very important, particularly those routes established to the north and northeast of the site. The site should also contribute to improvements to pedestrian and cycle facilities along The Causeway, which form part of the LCWIP, including the provision of a suitable crossing facility. This should not unnecessarily urbanise the eastern side of The Causeway in front of the listed Causeway House.

5.33 The scheme should contribute to dark night skies, and include spaces which the wider community can utilise for play and accessible dwell spaces.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL7 Listed Buildings, SDW2 Flood Risk Management, SDH4 Specialist and Older Persons Accommodation, SDE1 Employment, SDG3 Public Open Space, Sports and Recreational Facilities

SDA9	Land south of The Causeway
LAA Ref	EA072
Settlement	Petersfield
Parish	Petersfield (small area of the site in Buriton)
Local Authority	East Hampshire District Council
Gross Site Area (HA)	1.53
Uses and Indicative Capacity	Housing (Class C3) 30 Homes



SDA9: Land south of The Causeway Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 The allocation must be master planned comprehensively, and if brought forward in a phased manner, initial phases must not prejudice the delivery of later phases;
- 2 Provides suitable vehicular and pedestrian access onto B2070 Causeway;
- 3 Ensures retention of Public Right of Way 189/42/2 and provides it with an appropriate setting to protect user experience;
- 4 Provides suitable connection of public right of way 189/42/2 to The Shipwrights Way (Local Cycling and Walking Infrastructure Plan Primary Route 110). This should include provision of improved pedestrian and cycle crossing facilities and traffic calming on the B2070 Causeway to facilitate crossing by users of both Public Right of Way 189/42/2 and Primary Route 110 to cross from the western to the eastern side of the carriageway;
- 5 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that with car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm;

- 6 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 7 Follows a sequential approach, directing built development away from flood zones 2 and 3, and provides any required flood mitigation and drainage measures with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 8 Safeguards and enhances existing vegetation belts on site boundaries, including protected trees, and extends these into the site wherever possible to create networks;
- 9 Ensures appropriate buffering for the watercourses on and beyond the north western boundary and their riparian zones. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of watercourses;
- 10 Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered;
- 11 Ensures good acoustic design to address any noise impacts associated with the A3 and railway transport corridor and the Causeway;
- 12 The design of the scheme shall work with the existing contours of the site. It must ensure that the elevated position of the Causeway directly adjacent to the site is positively addressed both in creating a positive frontage, and that views into the site are not dominated by the roofscape of the development;
- 13 The scheme shall include the undergrounding of existing overhead cables which cross the northern half of the site in an east-west direction; and
- 14 The design of the scheme shall ensure a positive relationship with existing residential development, to the north-east of the site.

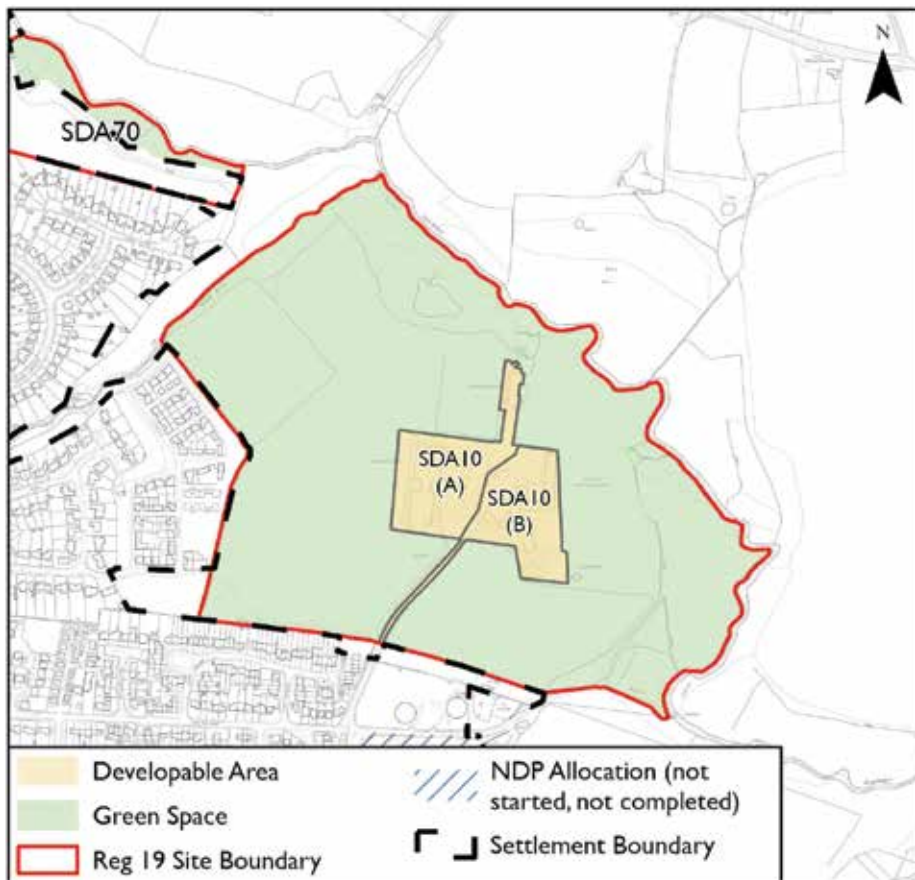
SUPPORTING TEXT

5.34 Public Right of Way 189/42/2 currently runs through the site. The diversion of this public right of way within the site may be acceptable provided that it is in the interests of ensuring a proper master planning of the site and that the overall user experience of the route through the site is retained.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL9 Archaeology, SDW2 Flood Risk Management

SDA 10	Land at Penns Place
LAA Ref	EA067
Settlement	Petersfield
Parish	Petersfield
Local Authority	East Hampshire District Council
Gross Site Area (HA)	32.98
Uses and Indicative Capacity	Housing (Class C3) 35 Homes Retention, alteration and enhancement of sports uses and supporting public realm infrastructure.



SDA10: Land at Penns Place Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Any proposals will need to include a comprehensive site-wide masterplan, produced in consultation with the community and all stakeholders. Where planning applications for individual parcels come forward separately or in phases, those applications would have to clearly demonstrate how the proposals would accord with the key considerations set out below and do not prejudice the delivery of the masterplan;
- 2 Any proposal should support the Petersfield Neighbourhood Plan designation of this site as a community facility (Community Policy – Policy CP1 – C10 refers) that seeks to retain and enhance these facilities. This includes an ambition to extend the provision of natural and synthetic surface adult sized sports pitches;
- 3 Development within Parcel A shall complement and enhance the existing sports and leisure facilities within the site. It shall focus on the provision of shared vehicular and cycle parking, public transport facilities, and hardscaped spaces for events within the area identified in the centre of the site;
- 4 Delivery of new and enhanced sports pitches within the site boundary, which meet the needs identified in the East Hampshire Playing Pitch and Sports Facilities Strategy, or any replacement strategy will be supported;

- 5** Residential development shall be located within Parcel B and be positively integrated with development within Parcel A, connecting to and creating a positive eastern frontage to the central area of public realm within Parcel B;
- 6** The masterplan shall include a holistic transport and movement plan for the whole site which will include the following:
- a) A clear route hierarchy which achieves low vehicular design speeds;
 - b) Prioritise pedestrian and cycle connections throughout the site, providing segregated routes wherever possible. These could be delivered outside of the developable area where justified by robust evidence and a comprehensive design approach;
 - c) Provides a formalised link to connect Public Right of Way 189/502/1, running north to south through the centre of the site, with Public Right of Way 189/30/1 which runs parallel to the southern edge of the facility. The link should be suitable for walkers and cyclists, surfaced to a standard that enables year-round use. It shall be detailed to ensure seamless eventual connection to Rother Valley Way. A financial contribution shall be made towards the upgrade of the former Petersfield to Midhurst railway route to form the Rother Valley Way (Policy SDT2). These measures will help support long-term sustainable access to the site, including from surrounding settlements, and encourage active travel including for leisure purposes;
 - d) Provides substantial secure, covered and prominently located public cycle parking facilities;
 - e) Provides covered and prominently located bus stops;
 - f) Does not lead to a net loss in public car parking provision unless it can be demonstrated that such provision is not needed to serve the existing and future facilities. The masterplan shall be accompanied by a detailed parking strategy which reflects the specific usage patterns of parking across the whole site;
 - g) Provides for the parking of coaches to support sports fixtures; and
 - h) Provides adequate parking for residential properties which is physically and visually separate from public parking provision; and
- 7** Conserves and enhances existing trees and vegetation, particularly on its southern and western boundaries where there are significant numbers of protected trees. The masterplan should seek to improve the overall green

- infrastructure function of the site including nature recovery. The removal and replacement of trees and landscaping located within the hardstanding and car parking areas at the centre of the site would be supported as part of a high quality and comprehensive redevelopment;
- 8** Has regard to the site's wider interrelationship with the adjacent River Rother and River Rother Site of Importance for Nature Conservation / Local Wildlife Site including opportunities to support the restoration and management of wetland or water meadow habitat or betterment of the ecological network;
- 9** Utilises appropriate external lighting across the site including access points, having regard to the needs of sensitive wildlife, including bats;
- 10** Follows a sequential approach by directing development away from areas of flood risk associated with the River Rother and Tilmore Brook and Surface Water Flooding including the provision of any required flood mitigation and drainage measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 11** Ensures appropriate buffering for the River Rother and Tilmore Brook watercourses and their riparian zones. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens, communal storage spaces or other types of hard standing and should be designed to protect and enhance the setting and ecological function of the River Rother and Tilmore Brook;
- 12** Evidences that redevelopment can be satisfactorily accommodated whilst providing the necessary safeguards and easements to a regional gas pipeline that runs north to south underneath the site;
- 13** Investigates, assesses and addresses any land contamination issues arising from former uses of the site or from uses, or former uses, of land in proximity to the site; and
- 14** Residential development within Parcel B shall;
- a) Reflect its prominent location at the eastern edge of Petersfield including its intervisibility with Butser Hill. Careful consideration should be made to design and massing. The built-form should be no greater than three-storeys in height and could include flatted and/or maisonette accommodation;

- b) Consider opportunities for active frontages particularly on its eastern boundary with the central Sports Hub space, where it should provide positive passive surveillance;
- c) Include the provision of outdoor spaces for residential properties. However this must not be to the detriment of a comprehensive landscape master plan for the entire developable area. The inclusion of balconies and terraces and communal outdoor spaces would be positively supported;
- d) Ensure that the residential layout prioritises pedestrian movement, including design for reduced vehicular speeds and provision of car parking that is well integrated between buildings, within parking structures and visually unobtrusive parking areas. Car parking should not dominate the public realm of the residential development and particular attention should be paid to minimising the visibility of vehicles on the northern and eastern boundaries; and
- e) Provide a suitable transition in built form and fabric to sports pitches and green infrastructure to the north and east. The development density should move from a higher density in the western part of the residential parcel to a lower density on the eastern edge bordering the sports pitches.

SUPPORTING TEXT

5.35 Consultation with local stakeholders will be critical to the success of the masterplan for this site. Stakeholders should include the Taro Leisure Centre, The Petersfield Rugby Club, Petersfield Cricket Club, Churchers College and Petersfield Town Junior Football Club, as well as other smaller clubs who utilise the facilities of other larger organisations, such as Petersfield Karate Club and The Petersfield Table Tennis Club. Applicants should demonstrate that their proposals support the needs and aspirations of all site users, and focus on the practical necessities of supporting community sports clubs and associations. Developing an understanding of opportunities for co-location and shared facilities will be particularly important.

5.36 The developable area within the site has been divided into two parcels reflecting their ownership, which are;

- Parcel A – to include enhancements to existing sports pitches and supporting public realm infrastructure including public car parking, and retained sports and leisure uses.

- Parcel B – to include housing, supporting public realm infrastructure including public car parking and access to adjacent retained sports and leisure uses.

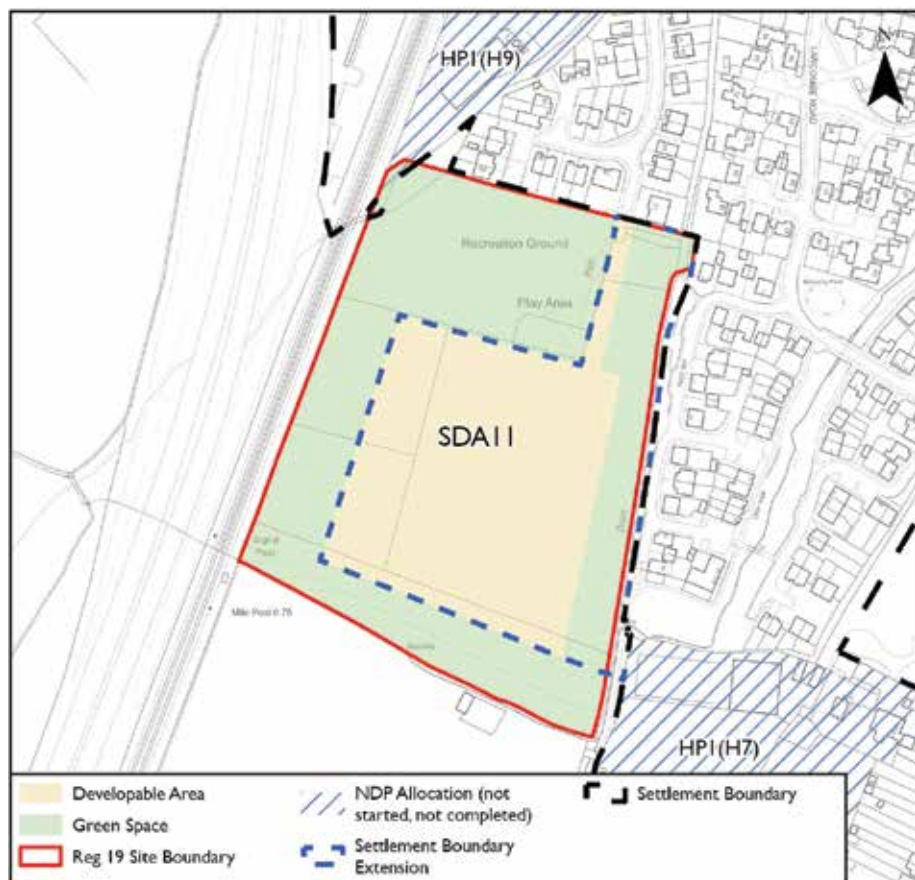
5.37 Small land swaps between the predominately residential Parcel B and predominately sports and leisure Parcel A could be supported if it can be demonstrated that they are necessary for the positive master planning of the site as a whole. This approach will only be supported to facilitate public realm infrastructure provision.

5.38 Residential development within Parcel B should seek to avoid suburbanisation, and focus on development typologies which fit with the landscape and are designed to visually integrate with it. The inclusion of balconies, terraces and communal managed outdoor spaces would be positively supported – reducing the need for fencing and small divided up spaces, and the containment of domestic features within the wider landscape. As part of this approach innovative approaches to parking provision may be considered. This could include flexible shared use of some parking provision by both the public and residents. However, this would need to be justified as part of a detailed site-wide transport and parking strategy including significant active travel and public transport access measures.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDG1 Community Facilities

SDA 11	Land South of Paddock Way
LAA Ref	EA071
Settlement	Petersfield
Parish	Petersfield
Local Authority	East Hampshire District Council
Gross Site Area (HA)	4.14
Uses and Indicative Capacity	Housing (Class C3) or Residential Institution (Class C2) 65 Homes or Care Home Equivalent (124 bed)



SDA11: Land South of Paddock Way Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Paddock Way with careful consideration given to suitable access arrangements to the local green space;
- 2 Provides pedestrian connections to the surrounding Public Rights of Way network by providing a links to footpath 189/44a/1 to the north/northwest of the site; and to footpath 189/42/1 to the east of the site with careful consideration made to suitable access arrangements to the local green space;
- 3 Follows a sequential approach, directing built development away from flood zones 2 and 3, and provide any required flood mitigation and drainage measures with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 4 Ensures appropriate buffering for adjacent watercourses and their riparian zones. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of the watercourses;

- 5 Ensures good acoustic design to address any noise impacts associated with the adjacent A3 road and railway transport corridor and nearby commercial uses;
- 6 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks;
- 7 Ensures the continued provision of a local green space (Petersfield Neighbourhood Development Plan Policy NEP2), no smaller than the existing provision (totalling 0.79ha) and including provision of children’s play equipment and a playing field. If any of the existing local green space is required in full or part to facilitate optimal access, design or layout, it should be re-provided on-site, at an equal or better location and level of facility;
- 8 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes, with opportunities for new public open space including nature recovery alongside any required flood mitigation measures on the southern and eastern boundaries;
- 9 Provides a suitable transition in built form and fabric to public open space and green infrastructure to the south and east, taking account of the site’s prominent location on the southern boundary of Petersfield, including the site’s intervisibility with Butser Hill and its existing green infrastructure function. The development density should be higher in the northern and western part of the site, moving to a lower density on the southern and eastern development edge;
- 10 Provides a clear route hierarchy which achieves low vehicular design speeds and prioritises pedestrian movement; and
- 11 Ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the southern and eastern boundaries and any areas which border the local green space.

SUPPORTING TEXT

5.39 The on-site impacts of local noise sources, combined with on-site drainage requirements mean that locating development centrally within the site is likely to be required. This approach could lend itself to development forms such as a single block or aligned blocks, and typologies including flatted developments and care home

facilities which would also benefit from a more communal approach to associated outdoor spaces.

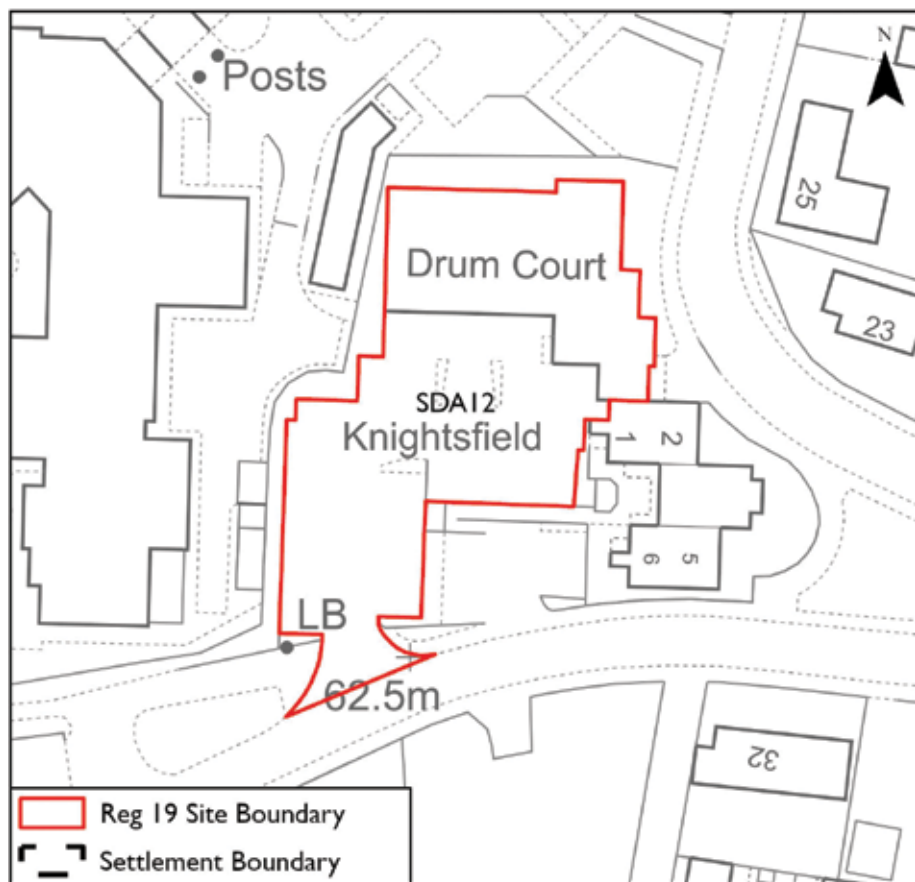
5.40 There are significant opportunities to extend and improve the public right of way network through the site, and particular consideration should be given to facilitating the safe movement of pedestrians between the site and existing residential development to the east. There is likely to be a significant desire line related to play provision, which could be facilitated by a link to public right of way 189/42/1.

5.41 The north-western area of the site is in the buffer zone of the safeguarded waste transfer site at Petersfield Depot.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDW2 Flood Risk Management, SDW6 Contaminated Land, SDH4 Specialist and Older Persons Accommodation, SDG3 Public Open Space, Sports and Recreational Facilities, SDG4 Local Green Space

SDA 12	Land at Drum Court
LAA Ref	EA182
Settlement	Petersfield
Parish	Petersfield
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.13
Uses and Indicative Capacity	Housing (Class C3) 21 Homes



SDA 12: Land at Drum Court Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

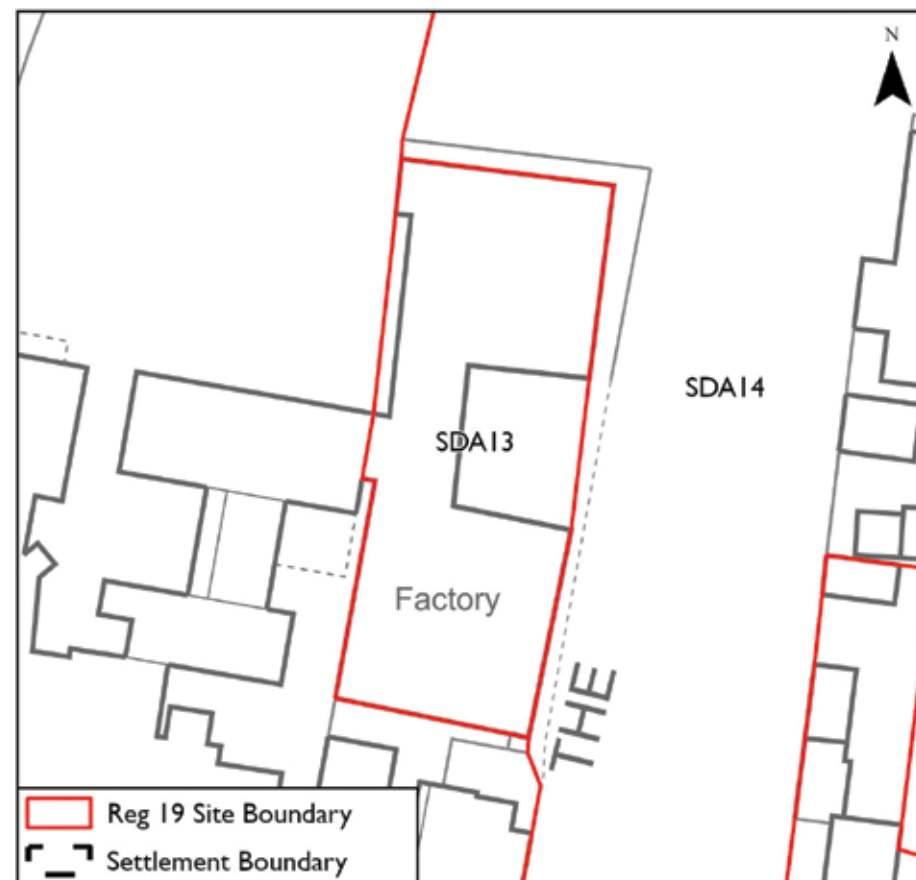
- 1 Provides suitable vehicular and pedestrian access onto Borough Road;
- 2 Conserves and enhances the setting of the adjacent Petersfield Conservation Area, associated listed buildings and non-designated heritage assets;
- 3 Safeguards and enhances existing vegetation on and within site boundaries wherever possible, extending these into the site to create networks;
- 4 Careful consideration should be made to the design, massing and layout including the provision of private outdoor spaces; flatted and/or maisonette accommodation; and opportunities for active frontages and passive surveillance, including on the frontage with The Spain through the provision of pedestrian accesses into the site and/or individual properties;
- 5 Ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Parking should not be visible on the eastern boundary facing towards The Spain;
- 6 Ensures good acoustic design to address any noise impacts associated with the adjacent roads and town centre location; and

7 Investigates, assesses and addresses any land contamination issues arising from former uses of the site or from uses, or former uses, of land in proximity to the site.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL7 Listed Buildings, SDL8 Conservation Areas, SDW6 Contaminated Land, SDE5 Development in Town and Village Centres

SDA13	The Courtyard, Heath Road
LAA Ref	EA195
Settlement	Petersfield
Parish	Petersfield
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.06
Uses and Indicative Capacity	Housing (Class C3) – 8 Homes Commercial (160 sqm Class E)





SDA13: The Courtyard, Heath Road Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Heath Road via The Courtyard;
- 2 Has regard to the Petersfield Neighbourhood Plan designations as a community facility (Community Policy – Policy CP1 – C1 Festival Hall Area) and a town centre opportunity site (Town Centre opportunities – Policy MU3 – Site west and south of Festival Hall);
- 3 Conserves and enhances the setting of the adjacent Petersfield Conservation Area, associated listed buildings (the Old Masonic Hall, the Red Lion Hotel, Border Cottage and The Old Cottage) and non-designated heritage assets (including Festival Hall);
- 4 Ensures good acoustic design to address any noise impacts associated with adjacent roads and the town centre location;
- 5 Careful consideration is given to the design, massing and layout including the provision of private outdoor spaces. The built-form shall be no greater than three-storeys in height; could include flatted and/or maisonette accommodation; and provide opportunities for active frontages on the eastern boundary and passive surveillance to the north and west;

- 6 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimising the visibility of parked vehicles on the eastern boundary; and
- 7 Investigates, assesses and addresses any land contamination issues arising from former uses of the site or from uses, or former uses, of land in proximity to the site.

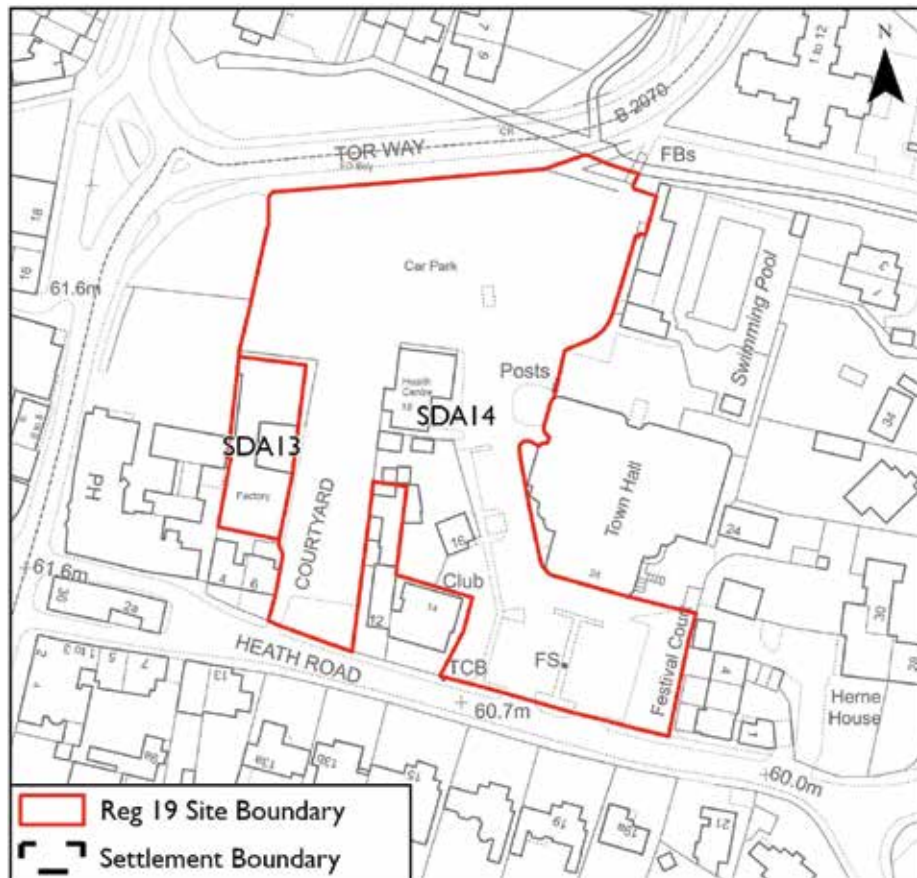
SUPPORTING TEXT

5.42 The Petersfield Neighbourhood Development Plan policies establish the principle of focused redevelopment in this area. This allocation complements those policies providing additional detail for these specific development opportunities. This site is located adjacent to Allocation Site SDA14. These sites could be brought forward as a single comprehensive development.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL7 Listed Buildings, SDL8 Conservation Areas, SDW6 Contaminated Land, SDE5 Development in Town and Village Centres, SDE9 Shop Fronts and Advertisements

SDA 14	Land at Festival Hall
LAA Ref	EA225
Settlement	Petersfield
Parish	Petersfield
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.84
Uses and Indicative Capacity	Housing (Class C3) 20 Homes Commercial Development (Class E) 160sqm Public Car and Cycle Parking



SDA14: Land at Festival Hall Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Any proposals will need to include a comprehensive site-wide masterplan, produced in consultation with the community and all stakeholders including adjacent third-party landowners including Festival Hall, Petersfield Outdoor Swimming Pool and the Courtyard;
- 2** Has regard to the Petersfield Neighbourhood Plan designations as a community facility (Community Policy – Policy CP1 – C1 Festival Hall Area) and a town centre opportunity site (Town Centre opportunities – Policy MU3 – Site west and south of Festival Hall);
- 3** Conserves and enhances the setting of the adjacent Petersfield conservation area, associated listed buildings (the Old Masonic Hall, the Red Lion Hotel, Border Cottage and The Old Cottage) and non-designated heritage assets (including Festival Hall);
- 4** Provides a holistic transport plan for the whole site which will include the following:
 - a) Suitable vehicular and pedestrian access onto Heath Road and improvements to walking and cycling provision on Heath Road as set out in the Local Cycling and Walking Infrastructure Plan (LCWIP Primary Route 220 – segment 220.3.3);

- b) Shared pedestrian and cycle access onto the B2070 Tor Way, and a shared pedestrian and cycle connection from the B2070 Tor Way to Heath Road (LCWIP Primary Route 220);
 - c) Development should not lead to a net loss in public parking provision unless fully justified through a town-wide parking survey;
 - d) Provides a secure and covered public cycle parking facility which should include level access, space for large/non-standard bicycles and 24hr access;
 - e) Car parking and cycle parking provision for residential development shall be separate to public car and cycle parking provision;
 - f) Provides appropriate site access to the outdoor swimming pool and Festival Hall, for deliveries and servicing access; and
 - g) Provides appropriately located public parking provision for disabled users, those with children and EV charging; and
- 5** Evidence that any loss of No.16 Heath Road (currently occupied by a local charity) meets the requirements of policy SDG 1, which seeks to safeguard community facilities;
- 6** Investigates, assesses and addresses any land contamination issues arising from former uses of the site or from uses, or former uses, of land in proximity to the site;
- 7** Maximises the opportunities for provision of Green Infrastructure and Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 8** Provides any required flood mitigation measures associated with surface water flood risk and maximise the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements before considering underground engineered solutions;
- 9** Development must meet the requirements for biodiversity net gain, however in order to make best use of the land and ensure high quality BNG provision off-site provision could be considered;
- 10** Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered; and

11 The detailed design should ensure that:

- a) Built development is positioned in the north and northwest area of the site. Careful consideration shall be given to the design, massing and layout including the provision of private outdoor spaces. The built-form should be no greater than three -storeys in height and could provide flatted and/or maisonette accommodation. Development shall consider opportunities for active frontages and passive surveillance particularly on boundaries with the public car park and Tor Way;
- b) Pedestrian and cycle movement is prioritised through design for reduced vehicular speeds;
- c) The layout of the public realm within the site integrates with and improves public access to the open-air swimming pool and Festival Hall;
- d) Existing trees and vegetation on site boundaries and within the site are safeguarded and enhanced where possible, and new tree planting is included within the public car park;
- e) Good acoustic design is used to address any noise impacts associated with the adjacent roads and town centre location; and
- f) Residential car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas. Its visibility on frontages with the public car park and Tor Way should be minimised as much as possible.

SUPPORTING TEXT

5.43 The site is allocated in the Petersfield NDP as a community facility (Policy CP1, ref. C1) and the west area is identified as a town centre opportunity area for residential and employment use (Policy RP1, ref. MU3) and potential for a hotel (Policy TP1). The NDP explains that the site is a priority for enhancement and that development must respect the status and future development of Festival Hall. The site is considered suitable for redevelopment subject to access, heritage, hotel, and parking considerations, as well as the relocation of any existing onsite uses. This site is adjacent to Allocation Site SDA13, and these sites could be brought forward as a single comprehensive development.

5.44 The site is located adjacent to Petersfield Open Air Swimming Pool. This is an important community asset with specific requirements, and early pre-application engagement with the trustees of this facility is required. Particular attention should be

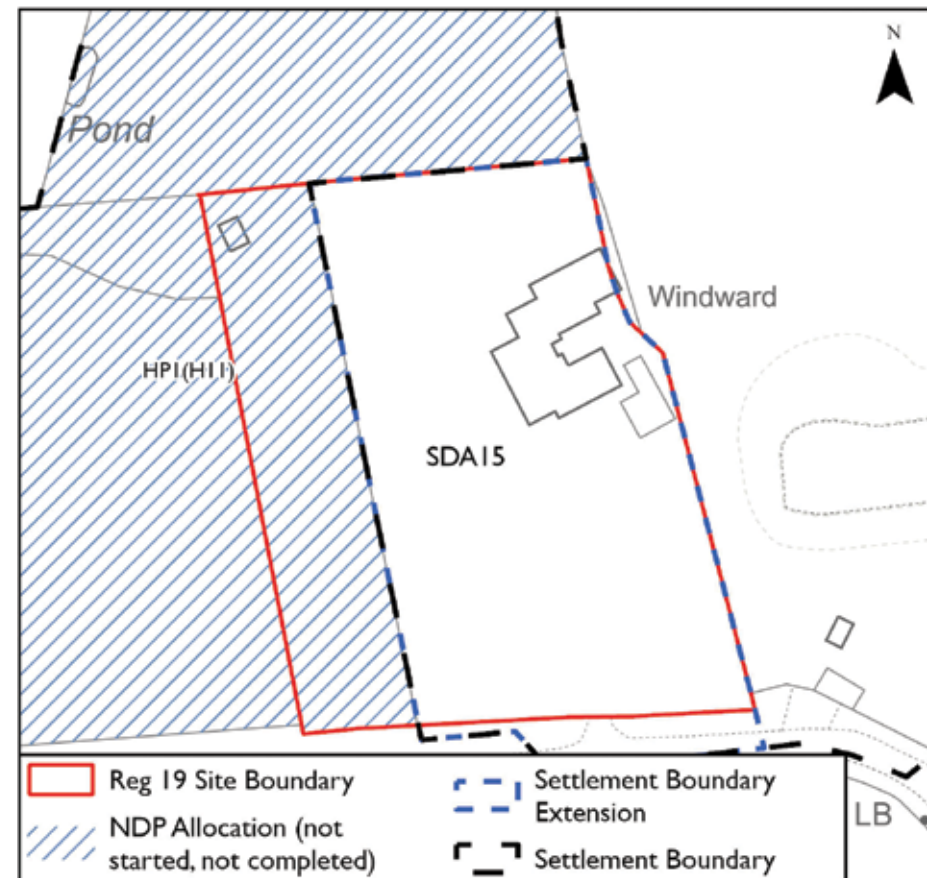
given to ensuring the visibility and accessibility of the facility for visitors and regular users. Proposals should demonstrate how it would ensure there are no negative impacts on the stability and continued functionality of the pool structure.

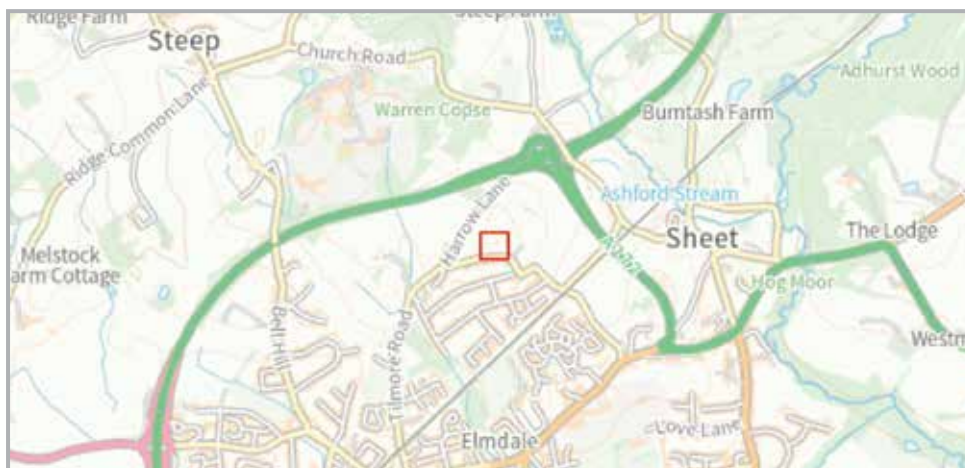
5.45 Provision of secure and covered public cycle parking facilities is particularly important to support increasing numbers of residents who wish to access the town centre by bike. Facilities should be prominent with prioritised access within the public realm, including level access and space for large/non-standard bicycles, with 24hr access. The provision of bespoke facilities designed as an integrated part of the scheme (as opposed to a standard pre-fabricated structure) could be positively supported as part of measures to compensate for any loss of car parking.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL7 Listed Buildings, SDL8 Conservation Areas, SDL9 Archaeology, SDE5 Development in Town and Village Centres, SDE7 Regenerative Tourism, SDE9 Shop Fronts and Advertisements, SDG1 Community Facilities, SDG3 Public Open Space, Sports and Recreational Facilities

SDA 15	Land at Windward, Reservoir Lane
LAA Ref	EA187
Settlement	Petersfield
Parish	Petersfield
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.53
Uses and Indicative Capacity	Housing (Class C3) 5 Homes





SDA15: Land at Windward, Reservoir Lane Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Reservoir Lane;
- 2 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces. The scheme should ensure that multi-functional Sustainable Drainage Systems are developed with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 3 No significant harm will be demonstrated to be caused to groundwater resources;
- 4 Safeguards and enhances existing vegetation belts on site boundaries, extending these into the site wherever possible to create networks;
- 5 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm;
- 6 Ensures good acoustic design to address any noise impacts associated with the A3 and the railway line; and
- 7 Includes a contaminated land survey and integrates any recommended mitigation measures into the proposal.

SUPPORTING TEXT

5.46 The western area of the site includes a section of the Petersfield Neighbourhood Development Plan housing allocation Site H11 (Land north of Reservoir Lane) for self or custom-build housing. This area is not included in development now being undertaken on the rest of allocation site H11. It has therefore been subsumed into this allocation for delivery as part of this allocation. The design approach to this site should have regard to the development on the H11 site and take opportunities to make landscape connections between the two sites.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDW6 Contaminated Land

MIDHURST & EASEBOURNE

5.47 Midhurst and Easebourne are two separate settlements on either side of the River Rother in the Western Weald of the National Park. Their proximity means that they share many facilities, so it is appropriate to consider them together in this Local Plan.

5.48 Midhurst is a historic market town 12 miles north of Chichester. In 2021, the population of Midhurst was 5,366 people. In the post-war period the population expanded significantly with the construction of modern suburbs. These were, however, built entirely outside the historic core and had no significant impact on its historic structure and character. Midhurst's historic core exhibits an unusual degree of autonomy and separation from later phases of expansion due to the topographic and ownership characteristics of the surrounding landscape. The physical proximity and influence of the Cowdray Estate is one of Midhurst's special features whose spacious, managed natural environment confers stately qualities upon the town.

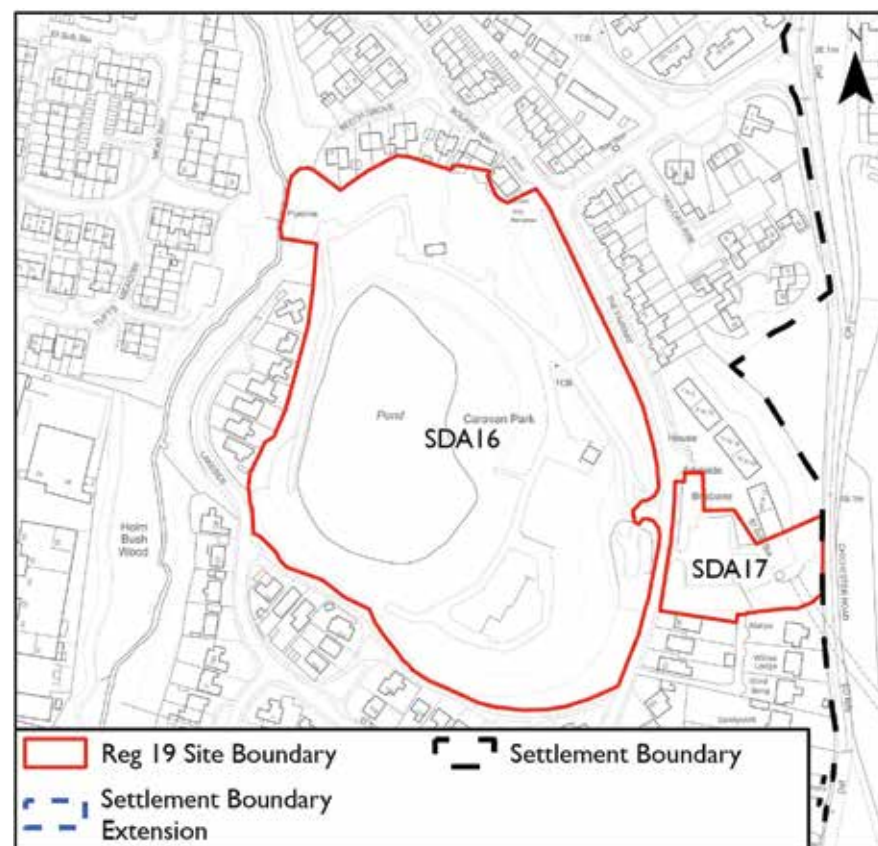
5.49 The busy area of North Street and surrounding streets contain a mix of both multiple retailers and many independent stores, restaurants and cafes. The town contains a good mix of services and facilities including primary schools, Grange Community Centre (including leisure centre and library), and Midhurst Rother College (secondary school) which serves a large area stretching well beyond the town. Other facilities include post office, pubs, bank, playgrounds, GP surgery, and pharmacy.

5.50 Easebourne has a population of 1,170 people. It is a historic estate village north of Midhurst and the centre of the Cowdray Estate, which includes Cowdray Park, a Registered Historic Park and Garden. The core of Easebourne is a conservation area notable for its numerous old sandstone buildings. The Ruins of Cowdray Park, the Priory, the Refectory and the Easebourne Parish Church of St. Mary's are all Grade I listed buildings. The notable yellow 'Gold Cup' painted window frames are characteristic of many of the Cowdray Estate cottages. Facilities include a nursery, primary school, village hall, pub, village store and petrol station.

5.51 The Easebourne Parish Design Statement was adopted as a Supplementary Planning Document in February 2023. This provides guidance so that any new developments are designed and located in a way that reflects the local characteristics and qualities that people value in their parish and surroundings.

5.52 Easebourne Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA16	Holmbush Caravan Park, Midhurst
LAA Ref	CH069
Settlement	Midhurst
Parish	Midhurst
Local Authority	Chichester
Gross Site Area (HA)	5
Uses and Indicative Capacity	50 homes (C3).





SDA16: Holmbush Caravan Park, Midhurst Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Regard shall be had to the Development Brief for this site prepared by the National Park Authority in 2018;
- 2 Positive enhancements to the treescape, waterbodies, wildlife corridors and habitats will be provided within the site;
- 3 It will be demonstrated through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 4 All housing development should be located within Flood Zone 1;
- 5 Floor levels of habitable areas, where appropriate and proven to be necessary, to be designed to take into account flood risk and climate change;
- 6 Safe vehicular and pedestrian emergency access and egress should be provided, including during flooding events;
- 7 Suitable site boundary treatments will be incorporated;
- 8 Pedestrian routes through the site linking into adjacent open spaces and Public Rights of Way will be provided;
- 9 The existing access will be retained and improved where necessary;

10 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment to demonstrate compliance with the relevant minerals local plan policy; and

11 In order for the development to have an overall positive impact on the ability of the natural environment to contribute ecosystem services, development proposals must address the following:

- a) Protect and enhance trees within the site where possible. Trees on the site boundary should be retained and new tree planting should be undertaken;
- b) Retain suitable existing habitat for pollinating species where possible. New planting should be suitable for pollinating species; and
- c) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.

SUPPORTING TEXT

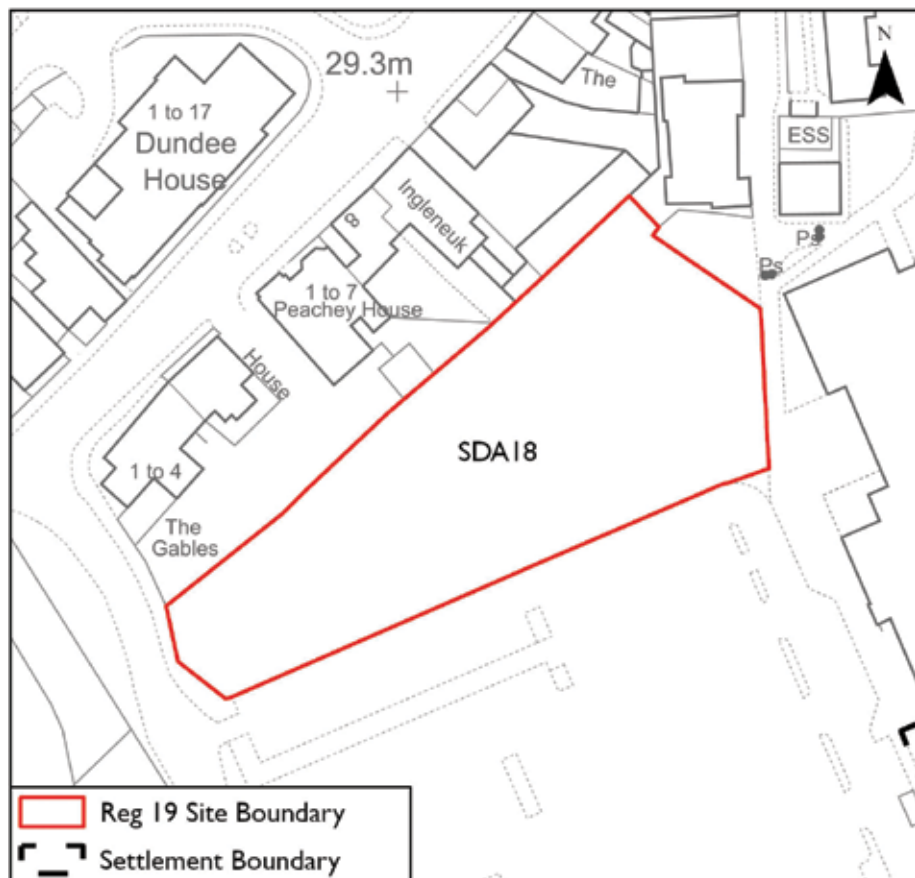
5.53 Criterion 2 includes a requirement to positively enhance existing water bodies. This will include appropriate buffers to the stream as required by policy SDW1.

5.54 Southern Water advises that it has infrastructure located within the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bats Special Areas of Conservation, West Sussex Joint Minerals Local Plan Policy M9: Safeguarding Minerals

SDA18	Land adjacent to The Grange Car Park
LAA Ref	CH222
Settlement	Midhurst
Parish	Midhurst
Local Authority	Chichester District Council
Gross Site Area (HA)	0.3
Uses and Indicative Capacity	Housing (Class C3) 10 Homes



SDA18: Land adjacent to The Grange Car Park Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular access onto the Grange Road Car Park or its access route;
- 2 Provides suitable pedestrian accesses onto the Grange Road Car Park or its access route and the pedestrian route outside the Grange Leisure & Community Centre, and ensures that the layout prioritises pedestrian movement;
- 3 Conserves and enhances the setting of the adjacent Midhurst Conservation Area;
- 4 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 5 Safeguards and enhances where possible existing trees and vegetation on site boundaries and within the site;
- 6 Follows a sequential approach by directing development away from areas of flood risk associated with surface water flooding with required flood mitigation measures;

- 7 Maximises the opportunities for provision of Green Infrastructure and Sustainable Drainage Systems as part of multi-functional open spaces and streetscapes;
- 8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 9 Development must meet the requirements for biodiversity net gain, however in order to make best use of the land and ensure high quality BNG provision, off-site provision would be considered;
- 10 Careful consideration should be given to the design, massing and layout including the provision of private outdoor spaces. The built-form should be no greater than 2.5-storeys in height and could provide flatted and/or maisonette accommodation. Development should consider opportunities for active frontages particularly on the eastern boundary and passive surveillance across the south, east and west boundaries;
- 11 Development shall not lead to a net loss in parking provision unless it can be demonstrated that such provision is not needed to serve the locality;
- 12 Car parking shall be well integrated between buildings, within parking structures and visually unobtrusive parking areas, and not dominate the public realm; and
- 13 Ensures good acoustic design to address any noise impacts associated with its town centre location.

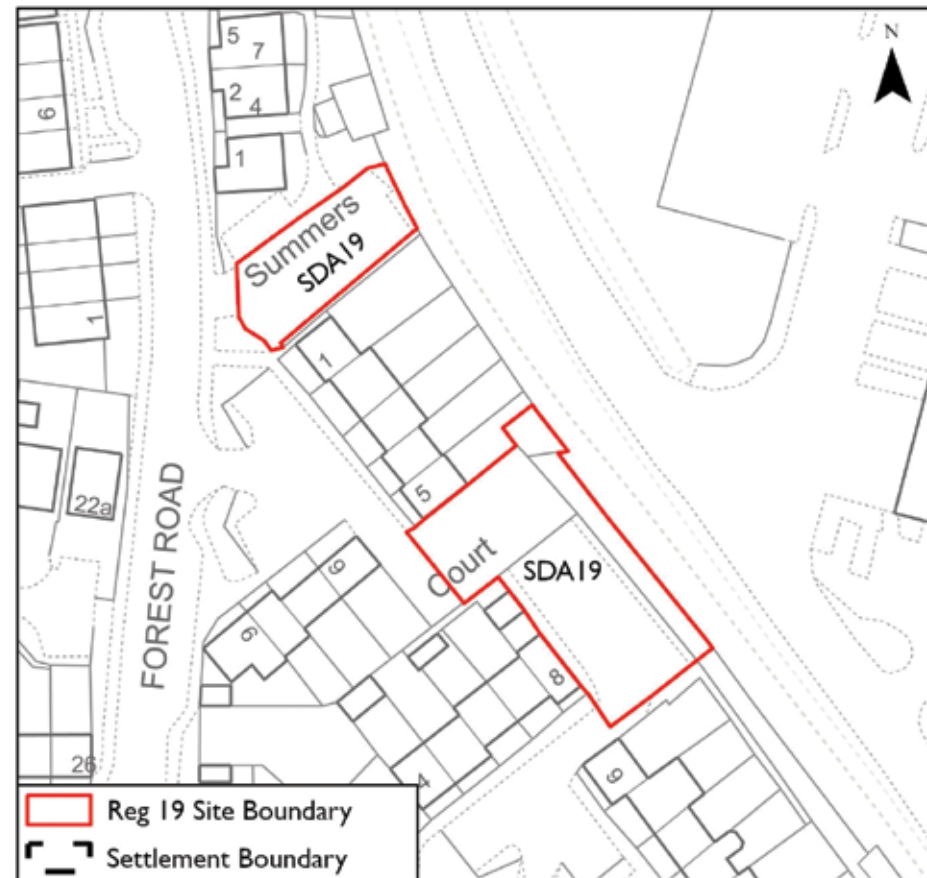
SUPPORTING TEXT

5.55 The provision or enhancement of public spaces directly outside the site boundary would be positively supported, this could include the triangular area between the Grange Leisure and Community Centre and the rear of Woodlands Veterinary Centre, and the frontage with the Grange Car Park.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bats Special Areas of Conservation, SDL8 Conservation Areas, SDW2 Flood Risk Management, SDE5 Development in Town and Village Centres

SDA 19	Land at Forest Road and Hawthorn Close
LAA Ref	CH217
Settlement	Midhurst
Parish	Midhurst
Local Authority	Chichester District Council
Gross Site Area (HA)	0.11
Uses and Indicative Capacity	Housing (Class C3) 5 homes





SDA19: Land at Forest Road and Hawthorn Close Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Forest Road;
- 2 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 3 Development should not lead to a net loss in parking provision unless it can be demonstrated that such provision is not needed to serve the locality; and
- 4 Provides any required flood mitigation measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions.

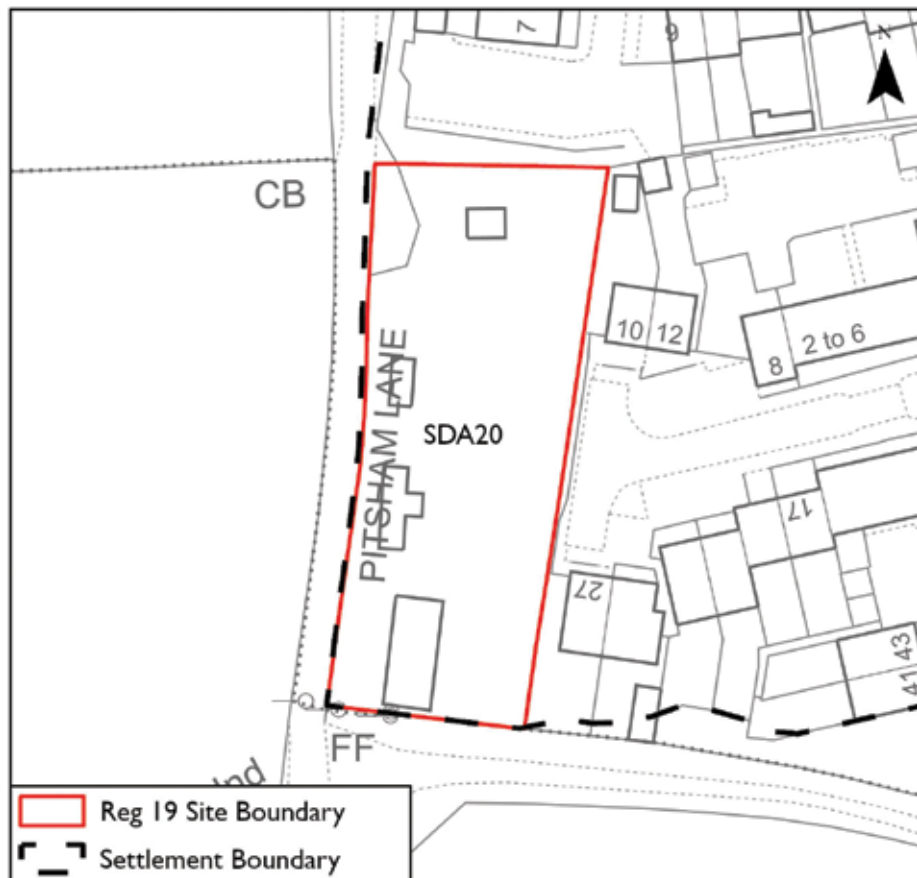
SUPPORTING TEXT

5.56 Criteria 3 should be addressed through the provision of a parking survey. This should include an assessment of the future impact of adjacent allocation sites (SDA20 and SDA21) if these allocations have not been built out or occupied at the time of the survey.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDW2 Flood Risk Management, SDN3 Sussex Bats Special Areas of Conservation

SDA20	Former Bus Depot, Pitsham Lane
LAA Ref	CH218
Settlement	Midhurst
Parish	Midhurst
Local Authority	Chichester District Council
Gross Site Area (HA)	0.19
Uses and Indicative Capacity	Housing (Class C3) 6 Homes



SDA20: Former Bus Depot, Pitsham Lane Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Apple Tree Road. The existing vehicular access from Pitsham Lane must be closed;
- 2 A public active travel link is provided through the site from Apple Tree Road to the Pitsham Lane Bridleway (Public Right of Way 920);
- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 4 Enhances site boundaries and softens the settlement edge, with a focus on the removal of palisade fencing and non-native species and replacement with a more appropriate boundary treatment, including the use native species. The boundary treatment on the western boundary should have regard to the potential impact on users of the Pitsham Lane Bridleway; and
- 5 Includes a contaminated land survey and integrates any recommended mitigation measures into the proposal.

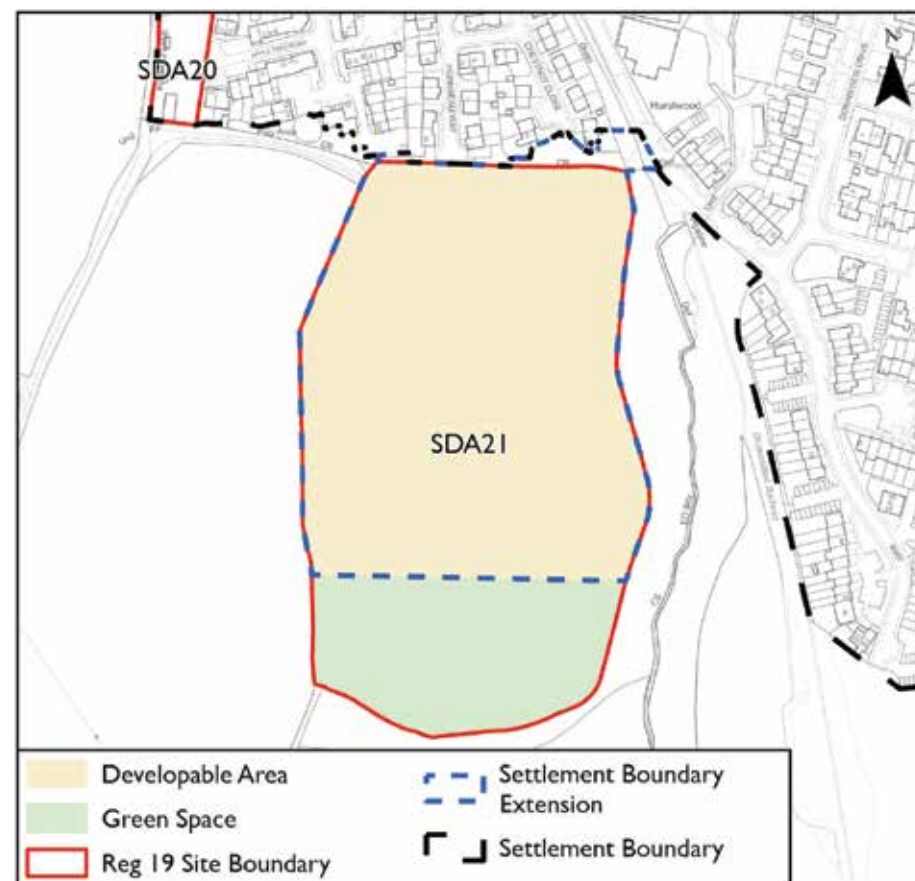
SUPPORTING TEXT

5.57 The provision of a pedestrian and cycle connection to Pitsham Lane (Public Right of Way Bridleway 920) should consider opportunities to deliver this connection in coordination with the development of Allocation Site SDA21.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bats Special Areas of Conservation, SDW6 Contaminated Land

SDA21	Land east of Pitsham Lane
LAA Ref	CH165
Settlement	Midhurst
Parish	Cocking
Local Authority	Chichester District Council
Gross Site Area (HA)	4.79
Uses and Indicative Capacity	Housing (Class C3) 50 homes





SDA21: Land east of Pitsham Lane Requirements

Development should be informed by a landscape-led masterplan which;

- 1 Provides suitable vehicular and pedestrian access onto Hornbeam Way;
- 2 Provides an active travel connection to the Pitsham Lane Bridleway (Public Right of Way 920) via the existing field access in the northwest corner of the site. The route should include a surface suitable for year-round use. This access must not be used for vehicular access into the site, but may be designed to allow access for emergency vehicles if deemed appropriate by the local highway authority;
- 3 Explores opportunities to provide a pedestrian access from the northeast corner of the site connecting with Holmbush Way to provide a shorter access route to regular bus services to support modal shift. This should be connected through the site to the Pitsham Lane Bridleway;
- 4 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 5 Delivers a suitable transition in built form and fabric to the open countryside and land to the south and west and which safeguards and enhances existing vegetation belts on site boundaries. Specifically:

- a) Ensures appropriate buffering for the watercourse which runs adjacent to the eastern boundary. Buffer areas must not be incorporated into private gardens or communal storage spaces;
 - b) Ensures appropriate buffering for the adjacent ancient woodland which forms the eastern and southern boundary of the site and any other protected trees within or adjacent to the site. Buffer areas must not be incorporated into private gardens or communal storage spaces;
 - c) Conserves and enhances the hedgerow and tree planting on the western boundary with a view to ensuring a positive view of the site from the Pitsham Lane Bridleway; and
 - d) Improves the quality of the northern boundary where it meets the rear of properties on the Holmbush Estate; and
- 6 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces and streetscapes which include areas for the community to play and dwell;
 - 7 Provides for a minimum of 20% Biodiversity Net Gain;
 - 8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
 - 9 No significant harm will be demonstrated to be caused to groundwater resources;
 - 10 Provides a layout with a clear route hierarchy which prioritises pedestrian movement and achieves low vehicular design speeds. The layout should minimise hardstanding wherever possible and ensure that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the eastern boundary within views from the Pitsham Lane Bridleway;
 - 11 Ensures that development density transitions from a higher density in the northern and central part of the site to a lower density on the eastern, western and southern boundaries;
 - 12 Includes a contaminated land survey and integrates any recommended mitigation measures into the proposal; and

13 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

SUPPORTING TEXT

5.58 The provision of a suitable access arrangement may need to include the provision of on-site visitor parking provision, and changes to the carriageway arrangements in Hornbeam Way and Hawthorn Close in order to ensure that clear and unobstructed footways are maintained for pedestrian use. Early discussion with the Highway Authority is recommended.

5.59 The provision of a pedestrian and cycle connection to Pitsham Lane (Public Right of Way Bridleway 920) should consider opportunities to deliver this connection in coordination with the development of Allocation Site SDA20.

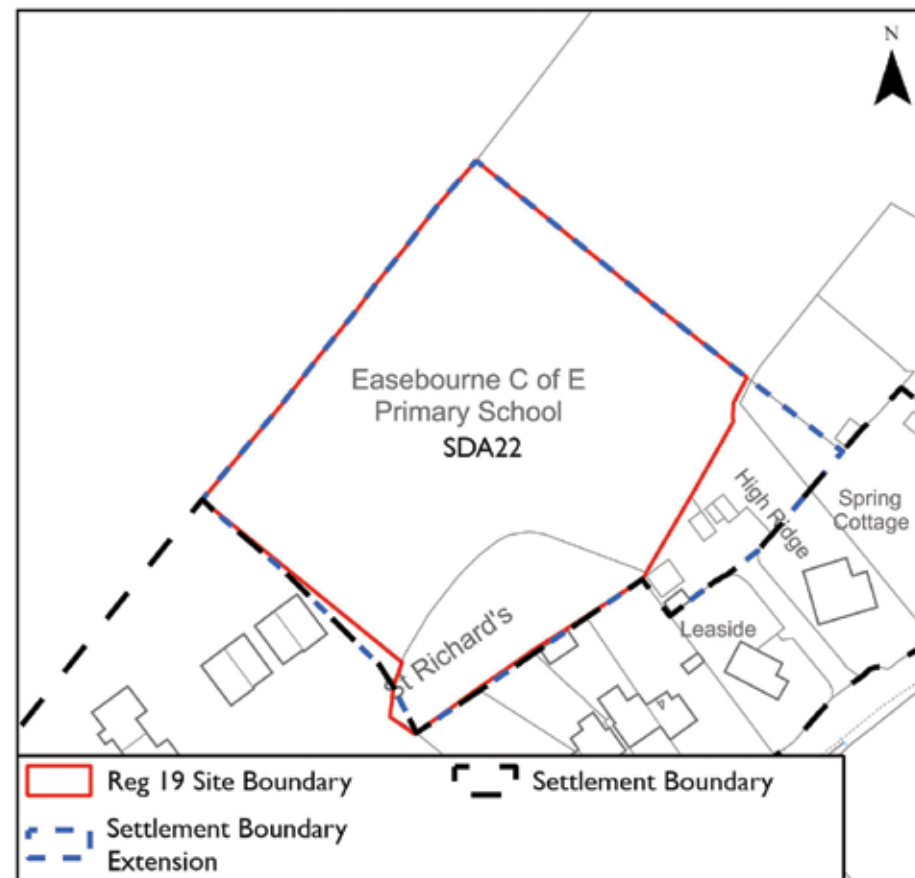
5.60 Development should account for its prominent location on the southern boundary of Midhurst including the site’s green infrastructure function. This should include considering opportunities for nature recovery alongside any required flood mitigation measures, and the provision of landscapes which can be utilised by the wider community such as a community orchard.

5.61 The inclusion of building typologies such as small terraces and maisonettes to provide a range of smaller, higher density properties will be actively encouraged.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN3 Sussex Bats Special Areas of Conservation, SDW6 Contaminated Land, West Sussex Joint Minerals Local Plan Policy M9: Safeguarding Minerals

SDA22	Land adjacent to former Easebourne School
LAA Ref	CH203
Settlement	Easebourne
Parish	Easebourne
Local Authority	Chichester District Council
Gross Site Area (HA)	0.65
Uses and Indicative Capacity	Housing (Class C3) 9 Homes





SDA22: Land adjacent to former Easebourne School Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Provides suitable vehicular and pedestrian access onto Easebourne Street via the adjacent 2019 Local Plan allocated site SD68: Former Easebourne School;
- 2** Conserves and enhances the setting of the adjacent conservation area and associated listed buildings;
- 3** Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation, The Mens Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 4** Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks. Ensures that trees within the site on northwest facing boundary are not included within private gardens or communal storage areas;
- 5** Ensures that any private gardens which connect to the northeast and southeast facing boundaries are of sufficient depth to protect the long term health of trees located adjacent to these boundaries outside the site;
- 6** Delivers an appropriate transition from the more formal layout arrangement of Local Plan allocation site SD68, into a layout which terminates the development

(road layouts must not facilitate access to land to the north) and may include a more farmstead style arrangement;

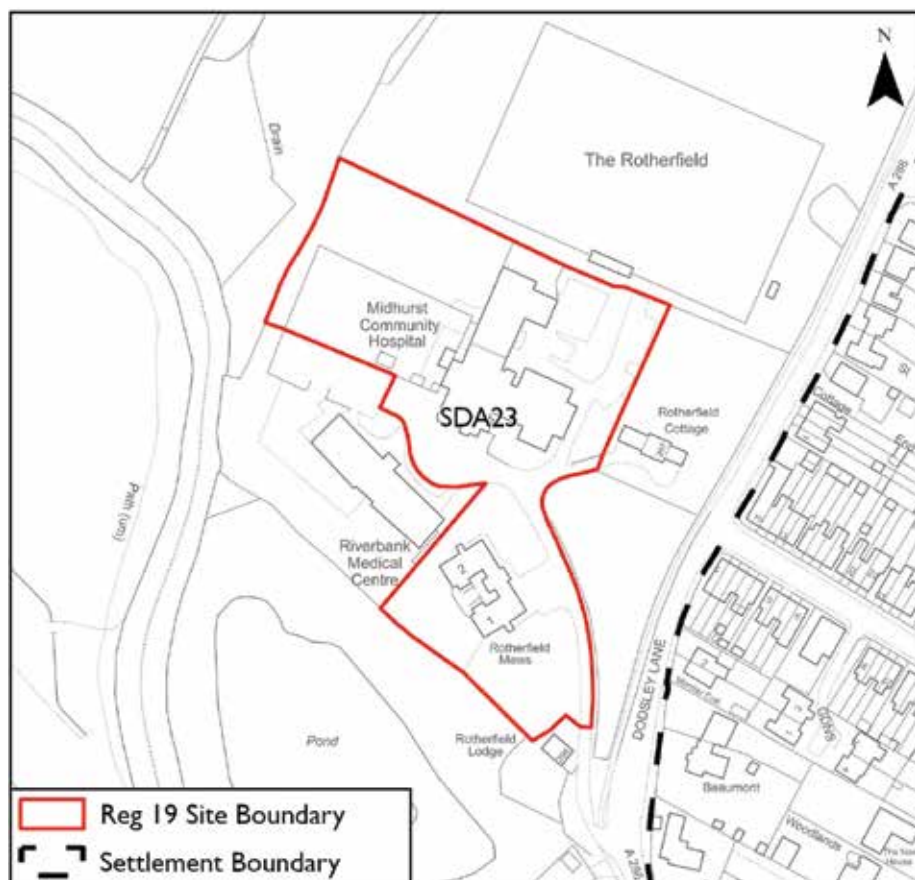
7 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds and minimises hardstanding wherever possible, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm; and

8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDL7 Listed Buildings, SDL8 Conservation Areas, SDN3 Sussex Bats Special Areas of Conservation

SDA23	Midhurst Community Hospital and 1-2 Rotherfield Mews
LAA Ref	CH147
Settlement	Easebourne
Parish	Easebourne
Local Authority	Chichester District Council
Gross Site Area (HA)	1.28
Uses and Indicative Capacity	Residential Institution (Class C2) 66 bed care home



SDA23: Midhurst Community Hospital and 1-2 Rotherfield Mews Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto A286 Dodsley Lane;
- 2 Improves pedestrian access, vehicular circulation, parking and public realm provision for the whole site including those facilities serving Riverbank Medical Centre. A holistic approach which creates a positive central space for users of the development, the Riverbank Medical Centre and the Pharmacy will be supported;
- 3 Ensures appropriate buffering for the River Rother watercourse and its riparian zone. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. The development must have regard to its interrelationship with both the River Rother and the River Rother Site of Importance for Nature Conservation;
- 4 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 5 Follows a sequential approach which directs development away from areas of flood risk including the provision of any required flood mitigation measures;

- 6 No significant harm will be demonstrated to be caused to groundwater resources;
- 7 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 9 Safeguards and enhances, where possible, existing vegetation belts on the site boundaries and within the site, including a number of mature trees; and
- 10 Conserves and enhances the setting of the adjacent conservation area.

SUPPORTING TEXT

5.62 The site has been allocated for use for Residential Institutions (Class C2) which would allow for use as either a care home or as a hospital facility, including the provision of convalescence facilities.

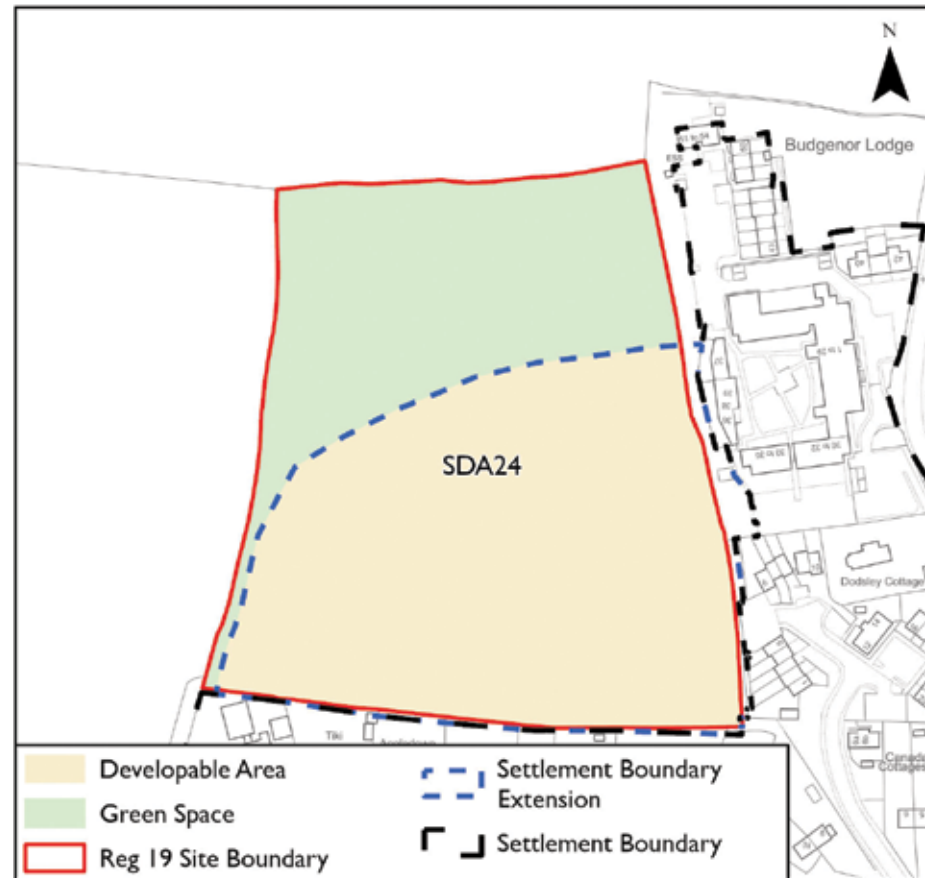
5.63 A holistic approach will be critical to the design of a successful scheme. The design process should review the entire site, and think creatively about access, circulation and parking arrangements which could offer opportunities to improve access for both the site and the Riverbank Medical Centre and the Pharmacy. The design process should include a review of a range of circulation options. Development designed around the assumption of retaining the existing circulation arrangements would need to be justified.

5.64 The development should seek to deliver outdoor spaces which promote the value of activity, natural surveillance and human interaction for users of both the retained health facilities and residents/users of future C2 development. This should include opportunities for shared public access spaces which include areas to dwell and play.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bats Special Areas of Conservation, SDL8 Conservation Areas, SDW2 Flood Risk Management, SDH4 Specialist and Older Persons Accommodation

SDA24	Land west of Budgenor Lodge
LAA Ref	CH206
Settlement	Easebourne
Parish	Easebourne
Local Authority	Chichester District Council
Gross Site Area (HA)	3.67
Uses and Indicative Capacity	Housing (Class C3) 25 homes





SDA24: Land west of Budgenor Lodge Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Hazelwood Close, minimising existing vegetation loss and providing equivalent replacement within the site;
- 2 Provides a pedestrian connection to Public Right of Way 1122 in the southwest corner of the site. This should be integrated into the layout of the scheme and provide a continuous pedestrian connection from the southwest corner of the site (and Public Right of Way 1122) to the access with Hazlewood Close;
- 3 The site layout does not provide vehicular access into the adjacent fields;
- 4 Conserves and enhances the setting of the listed buildings to the north east;
- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 6 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on above ground and connected elements rather than underground engineered solutions;
- 7 No significant harm will be demonstrated to be caused to groundwater resources;
- 8 Safeguards and enhances existing vegetation belts on its site boundaries;

- 9 Bat surveys and comprehensive evaluation of any roosting, commuting or foraging on the site and/or its boundaries will be carried out prior to any planning application being submitted;
- 10 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 11 Provides a green infrastructure approach to the northern and western boundary which is tied to the wider landscape character and creates a positive impact within wider views of the development from the north and west;
- 12 Densities transition from a higher density in the centre of the site to a lower density to the north and west providing a suitable transition in built form and fabric to the open countryside;
- 13 The layout responds positively to the existing contours of the site and particular attention is paid to level changes and the interrelationship between the site and existing residential properties on the southern and eastern boundaries;
- 14 Ground stability testing of banked areas on the eastern boundary is carried out prior to any planning application being submitted and the application should include evidence that the development will not have a negative impact on bank stability or negatively impact adjacent properties;
- 15 Includes an area of public open space within the development which is visually and physically accessible to the wider existing community and incorporates opportunities for the community to play and dwell;
- 16 Provides a layout with a clear route hierarchy which prioritises pedestrian movement and achieves low vehicular design speeds. The layout should minimise hardstanding wherever possible and ensure that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the northern and western boundaries; and
- 17 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

SUPPORTING TEXT

5.65 The site will require an integrated design approach to access arrangements from Hazelwood Close, incorporating appropriate streetscape design both within the site and on Hazelwood Close, including drainage/SuDs provision, and any structural elements which may be required to accommodate the changes in level. The relationship between the site and properties on Hazelwood Close and the southern boundary (accessed from Upperfield) also need to be carefully considered in the development of the layout.

5.66 The scheme should seek to add value through creation of a positive edge to the countryside, with new pedestrian connections and a positive small scale internal public space which is visible and accessible to the whole community including facilities to allow the community to dwell and play.

5.67 A robust construction management plan which pays particular attention to access arrangements will be essential to mitigate the impact of construction on neighbouring residents.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDL7 Listed Buildings, SDN3 Sussex Bats Special Areas of Conservation, SDG3 Public Open Space, Sports and Recreational Facilities, West Sussex Joint Minerals Local Plan Policy M9: Safeguarding Minerals

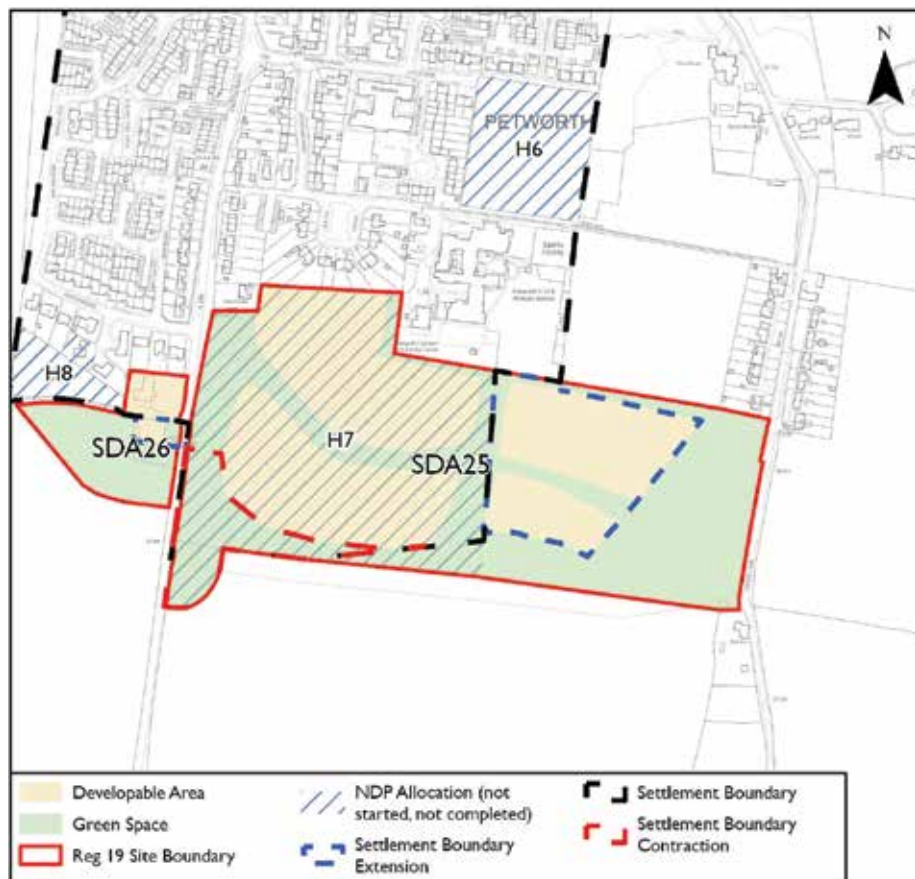
PETWORTH

5.68 Petworth is a market town with a population of 2,592 in 2021. It dates back to the 11th century and has a historic core, narrow streets lined with a wide range of small shops which radiate from the market square. Petworth House, a 17th century stately home with Capability Brown designed grounds, now owned by the National Trust, is a key feature of the town, with its estate wall forming the boundary of its main through route (A272/A283/A285). The Leconfield Estate, which retained the remainder of the estate previously associated with Petworth House, is a major land and property owner in the parish.

5.69 Petworth is located 5.5 miles away from the closest railway station at Pulborough and 10.7 miles away from Haslemere railway station with its more direct access to London. Facilities include a nursery, primary school, local shops, post office, GP surgery, pharmacy, community halls, playgrounds, library and pubs.

5.70 The Petworth Neighbourhood Development Plan was made part of the development in July 2018. It includes policies and allocations for the parish which need to be taken into account when planning new development. This includes an allocation for 100 new homes at 'Petworth South' (policy H7), which is incorporated within a larger allocation in this Local Plan. This supersedes policy H7.

SDA25	Land south of Herbert Shiner School
LAA Ref	CH089
Settlement	Petworth
Parish	Petworth
Local Authority	Chichester District Council
Gross Site Area (HA)	10.92
Uses and Indicative Capacity	Housing (Class C3) 175 homes (including 100 homes previously allocated in NDP site H7)



SDA25: Land south of Herbert Shiner School Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Any proposals will need to include a comprehensive site-wide masterplan, produced in consultation with the community and all stakeholders. The design of the proposed form, layout and fabric will be of a high quality which reflects the character of Petworth and demonstrates compliance with the following design principles;
- 2 A minimum of 50% of new homes created will be provided as affordable homes on-site, with the tenure split and mix in accordance with Policy SDH5 and SDH2;
- 3 Provides for a minimum of 33% Biodiversity Net Gain;
- 4 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation, The Arun Valley Special Protection Area in respect of potential functional-linked habitat, The Mens Special Area of Conservation, and Ebernoe Common Special Area of Conservation;
- 5 The site is of a scale and/or location which requires a Health Impact Assessment (HIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone; and

Access Arrangements

6 The SDNPA's preference is for a vehicular access at the NW corner of the site, off Station Road (A285). Such an access will need to incorporate;

- a) characteristic retaining walls in locally matched sandstone;
- b) carriageway width kept to the minimum needed for highway safety;
- c) incorporate a shared pedestrian and cycle route; and
- d) forms part of an integrated traffic calming solution for Station Road.

However, if schemes come forward for an alternative access arrangement such proposals will need to include how the scheme:

- e) achieves development along the contours of the site;
- f) maintains rural character of Station Road;
- g) protects key views; and
- h) forms part of an integrated traffic calming solution for Station Road and provide safe pedestrian and cycle access to the town centre; and

Movement Strategy

7 The masterplan will need to incorporate;

- a) A publicly accessible pedestrian and cycle route from the site to and through the adjacent school site to connect with Wyndham Road. (Including an agreed improvement scheme to the school parking and service zone);
- b) A school drop off point in close proximity to the school;
- c) A publicly accessible pedestrian and cycle route to connect the site and the school with Grove Street via the school field to the north; and
- d) Provision of a new vehicular access to New House from the site; and

Landscape Character

8 In order for the development to achieve a landscape-led design the following requirements must be addressed:

- a) Development and roads follow the existing contours of the site;
- b) Provides a clear route hierarchy which achieves low vehicular design speeds;
- c) Provides a comprehensive pedestrian and cycle movement network throughout the site;
- d) Facilitates views towards the Downs from within the site;

- e) Retains key view north up Station Road of the Petworth skyline and St Mary the Virgin Church;
- f) Density transitions from a higher density in the northwestern part of the site to a lower density on the countryside edge to the south and east;
- g) Respects the isolated setting of Soane House;
- h) Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- i) Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on above ground and connected elements rather than underground engineered solutions; and
- j) Reflects key Petworth features including:
 - i. Extensive boundary and retaining walls, with gates and openings, in locally matched sandstone with red brick details;
 - ii. Varied roofscapes, building setbacks and eclectic building designs; and
 - iii. Car parking well integrated between buildings and behind walls and not dominating the public realm.

SUPPORTING TEXT

5.71 This allocation incorporates Petworth Neighbourhood Development Plan Allocation H7 (100 homes) and therefore H7 has been identified as a superseded policy in Appendix 3.

5.72 The site slopes north to south creating visibility from the Downs to the south against the backdrop of the wider settlement. It is therefore important that the layout works with the broadly east/west contours to limit the visual impact of vehicular routes and maximise the positive impact of horizontal bands of trees within the streetscapes, to break up the visual bulk of development in wider views from the south.

5.73 The scheme must include a clear route hierarchy based on limited vehicular design speeds (expected to be a maximum of 20mph on primary routes) and which integrates the provision of green infrastructure and Sustainable Drainage Systems including space for a full SuDS management train approach (from interception to leaving the site). This network approach should focus on creating character through streetscape quality with a focus on pedestrian and cycle permeability, with priority given to those walking/wheeling/cycling with an expectation of complete

connectivity for these movements, and corresponding reductions in permeability for vehicles as they move into the site. The provision of continuous pavements, Dutch drop kerbs, minimum carriageway widths, and low gradients is expected, with the requirements of LTN 1/20 a minimum requirement.

5.74 Delivery of improved pedestrian and cycle access and vehicular circulation associated with Petworth Primary School is particularly important providing improved connectivity between the school and the wider community and encouraging local journeys to be made by active travel. The provision of segregated pedestrian and cycle access from both Station and Grove Road will improve opportunities for children to walk/cycle/wheel to school. The pedestrian and cycle route from Grove Road should provide a formal and permanent version of an existing and well used informal east- west pedestrian and cycle route into the school grounds as well as a new north/south route into the site, which should be integrated with biodiversity and access to nature opportunities within the WSCC land holding. The provision of a school drop off point within the site will reduce the impact of those who arrive by car, on Station and Wyndham Roads. The restructuring of the car parking and frontage space in front of the school should include pedestrian and cycle access from the school drop off point and provide minibus parking.

5.75 Recreational pedestrian routes should be provided through connected and continuous public open spaces which allow users to appreciate views out from the site. The ability to access and enjoy views of the Downs to the south of the site is important, and delivery of public open space to open up those views and allow the community to dwell in attractive spaces to enjoy them should be integrated into the layout. This includes noted views to the south, southwest and southeast (towards the listed Soane House). There is the opportunity to integrate this approach with the retention of the key view across the site from the south from Station Road towards St Mary the Virgin Church.

5.76 The density transition across the site reflects the density found in existing development in the south of Petworth, the countryside edge location of the site, and the need to respond to the setting of Soane House. In combination with the need to ensure best use of the land in this important location, the approach to density is critical and with it the choice of property forms. It is expected that the layout should include higher density forms including flats, maisonettes, and terraces, and that single family detached homes will be limited to the southeastern boundary.

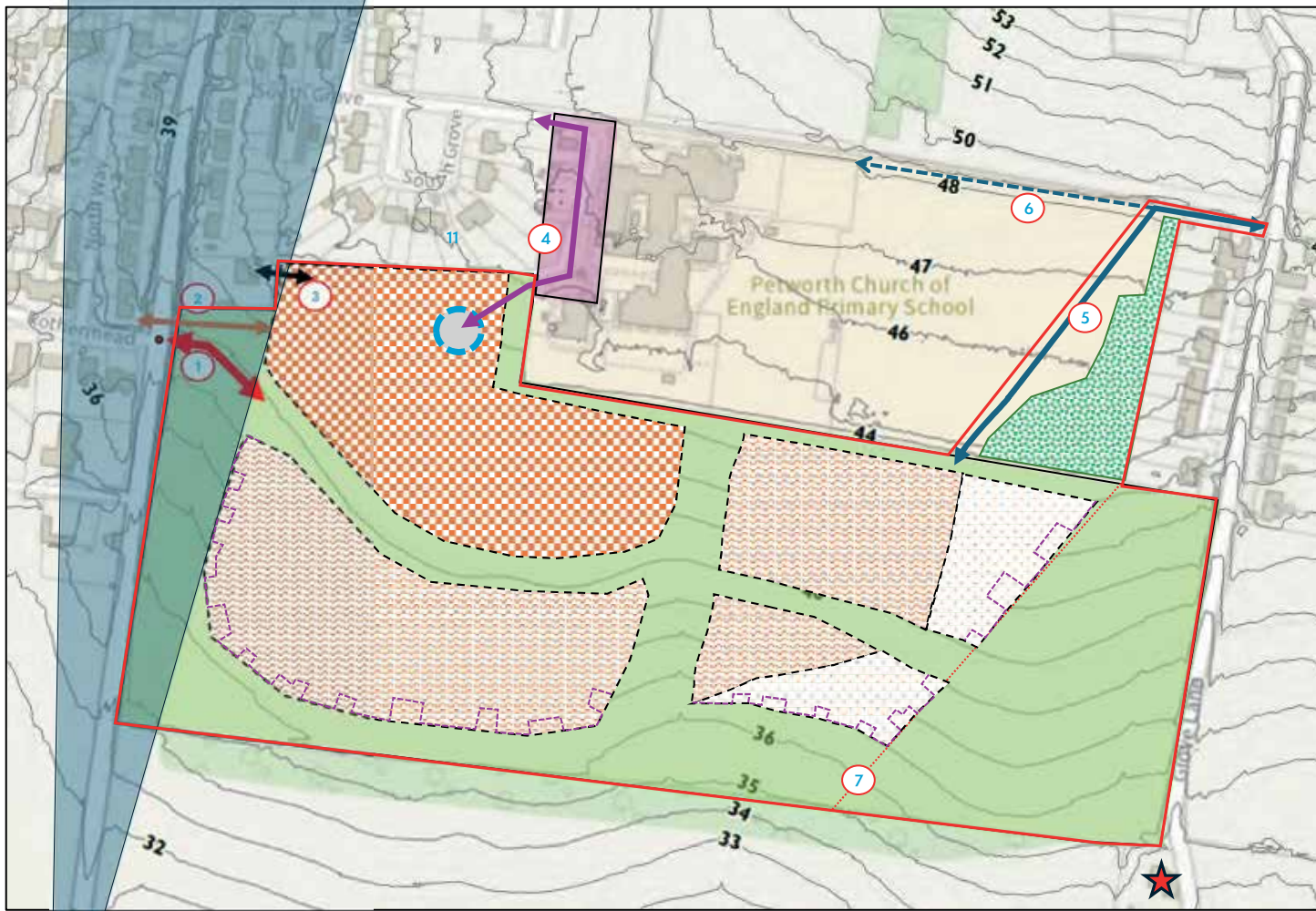
5.77 This policy includes a requirement for the preparation and submission of a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate

how major development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone. The National Park is currently covered by four Public Health Authorities who have published their own advice, guidance, templates and/or toolkits on health and wellbeing considerations in planning, including HIA. Applicants for major development are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

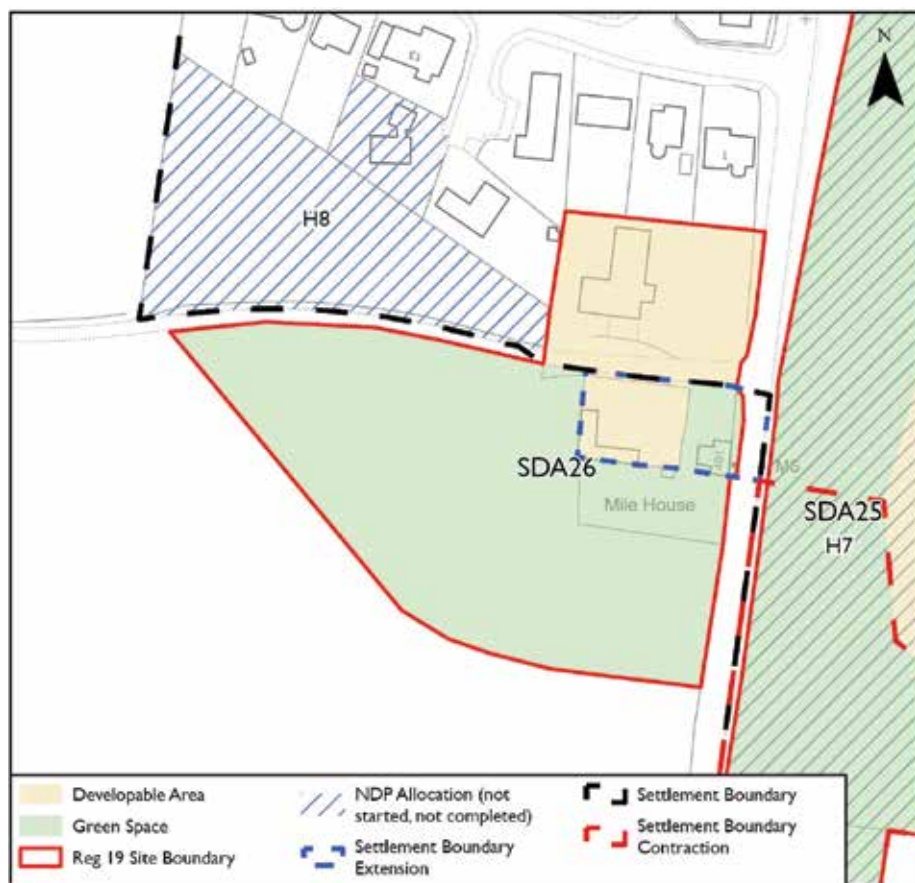
SDC4 Major Development, SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL7 Listed Buildings, SDN3 Sussex Bat Special Areas of Conservation, SDN4 Arun Valley SPA, SDG3 Public Open Space, Sports and Recreational Facilities

SDA25: LAND SOUTH OF HERBERT SHINER SCHOOL, PETWORTH



- ① Vehicular access
- ② New pedestrian/cycle crossing of Station Road and site access
- ③ New vehicular access to New House
- ④ Enhanced & rationalised school frontage with new through route for pedestrians and cycles
- ⑤ Potential pedestrian/cycle link to Grove Lane
- ⑥ Potential pedestrian/cycle access into school grounds
- ⑦ Soane House setting. No buildings or structures east of this line
- Key view cone maintaining view of St Mary's Church on skyline
- School drop off point (exact location to be agreed)
- Highest density. Including flats and terraces. Predominately 3 storeys with some 2 storey elements + POS
- Medium density. Predominately 2 storey houses with some 3 storey elements + POS.
- Low density. 2 and single storey houses in larger plots
- Grade 2 listed Soane House
- Potential school woodland
- Building lines significantly articulated with large setbacks and variable building and roof orientations
- Allocation site boundary

SDA26	Land at Rotherbridge Lane
LAA Ref	CH283
Settlement	Petworth
Parish	Petworth
Local Authority	Chichester District Council
Gross Site Area (HA)	1.12
Uses and Indicative Capacity	Housing (Class C3) 7 Dwellings



SDA26: Land at Rotherbridge Lane Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Complements the Petworth NDP Allocation H8 – Land south of Rothermead, to the north and west of the site and opportunities taken to mitigate the impact of the NDP allocation on the wider landscape;
- 2 Provides suitable vehicular and pedestrian access onto i) the A285 Station Road, including the provision of a northbound footway along the western side of Station Road to Rothermead or ii) vehicular and/or pedestrian access via the adjacent Petworth NDP Allocation H8 (via no. 11 Rothermead);
- 3 Provides a formalised link to connect to PRoW footpath (reference 673) to the west to enable better access to the wider PRoW network, including aligning with aspirations to upgrade the former Petersfield to Pulborough (via Midhurst) Railway Route to an active travel route;
- 4 Retains the historic route of Rotherbridge Lane, explores opportunities to express its farmstead origins and ensures a positive relationship with Mile House, Station Road;
- 5 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation, The Mens Special Area of Conservation, and Ebernoe Common Special Area of Conservation; and

6 The area south of Rotherbridge Lane provides both a landscaped edge to the settlement and BNG provision, including public access.

SUPPORTING TEXT

5.78 This site is located to the east of Allocation SDA25 (which includes Petworth Neighbourhood Development Plan Allocation H7), which will require the formation of a new access onto Station Road. If the access to SD26 is taken directly from Station Road then it should take into account, and preferably be integrated into, work on this larger junction provision so that it can be delivered in coordinated manner to deliver positive traffic calming and gateway features on Station Road as vehicles enter Petworth from the south.

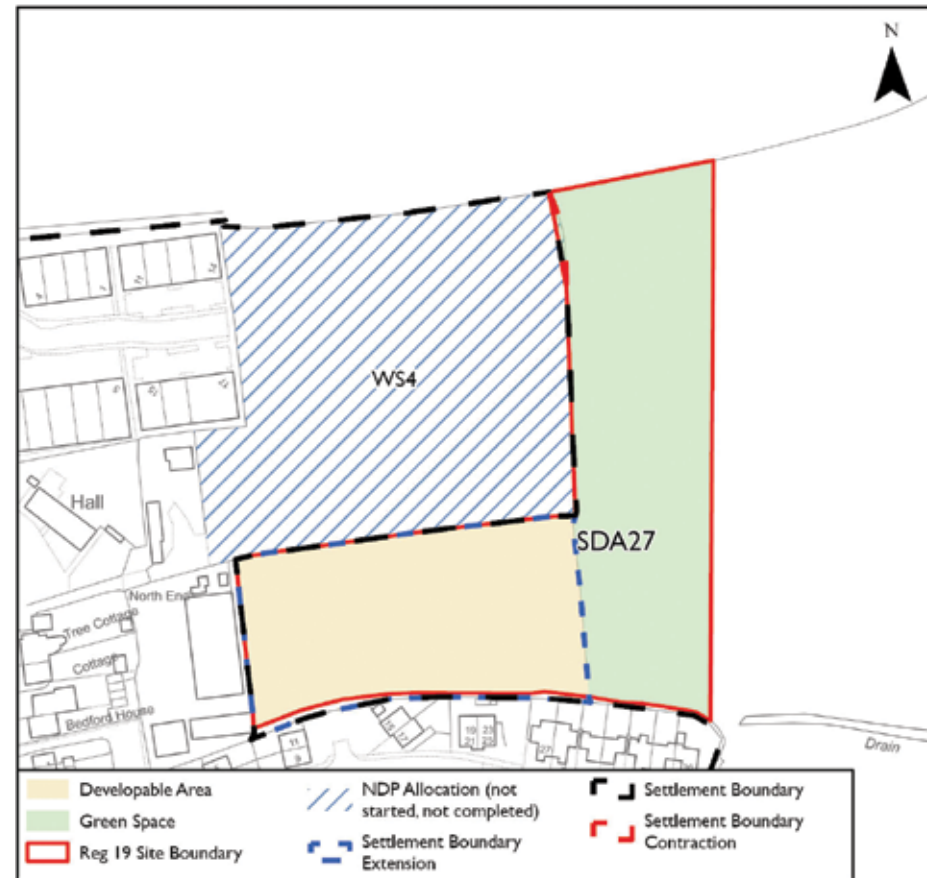
5.79 Mile House has an important role as a visual gateway feature to Petworth and development of this site should retain this relationship and ensure that development is of a suitable and scale and form within the backdrop of the building when viewed from the south. It is recommended that Historic England’s Farmstead Assessment Framework is used to guide the development design process.

5.80 The area within the allocation to the south of Rotherbridge Lane should provide both a suitable landscaped edge to the settlement breaking views of the built form when viewed from the south and ensure opportunities for nature recovery and BNG provision. This area should also include some limited provision for residents to dwell in the space and enjoy views of the Downs to the south and west.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDN3 Sussex Bat Special Areas of Conservation, SDG4 Local Green Space

SDA27	Land north of Northend Close
LAA Ref	CH096
Settlement	Petworth
Parish	Petworth
Local Authority	Chichester District Council
Gross Site Area (HA)	1.38
Uses and Indicative Capacity	Housing (Class C3) 18 Dwellings





SDA27: Land north of Northend Close Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 The scheme complements development on the adjacent Petworth NDP employment site (PWS4 – Land east of Hampers Common Industrial Estate), to the north, and a comprehensive masterplan including both sites is strongly encouraged to support the integrated provision of access, landscape and drainage features to maximise environmental benefits;
- 2 The development shall follow a sequential approach, directing built development away from flood zones 2 and 3, and provide any required flood mitigation and drainage measures with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation, The Mens Special Area of Conservation, and Ebernoe Common Special Area of Conservation;
- 4 Built development provides a suitable transition in built form and fabric to the open countryside to the east, with open space provision in the eastern area and planting on the east boundary to soften the settlement edge and provide for nature recovery;
- 5 Safeguards and enhances where possible existing vegetation belts on all site boundaries;

- 6 Provides suitable vehicular and pedestrian access onto the A283 London Road Station Road. The access design should minimise loss of vegetation and where possible include the provision of additional planting; and
- 7 Provides good acoustic design to address any noise impacts associated with the nearby adjacent business park and with due consideration to the future employment use of the NDP allocated site.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bat Special Areas of Conservation, SDW2 Flood Risk Management

LISS

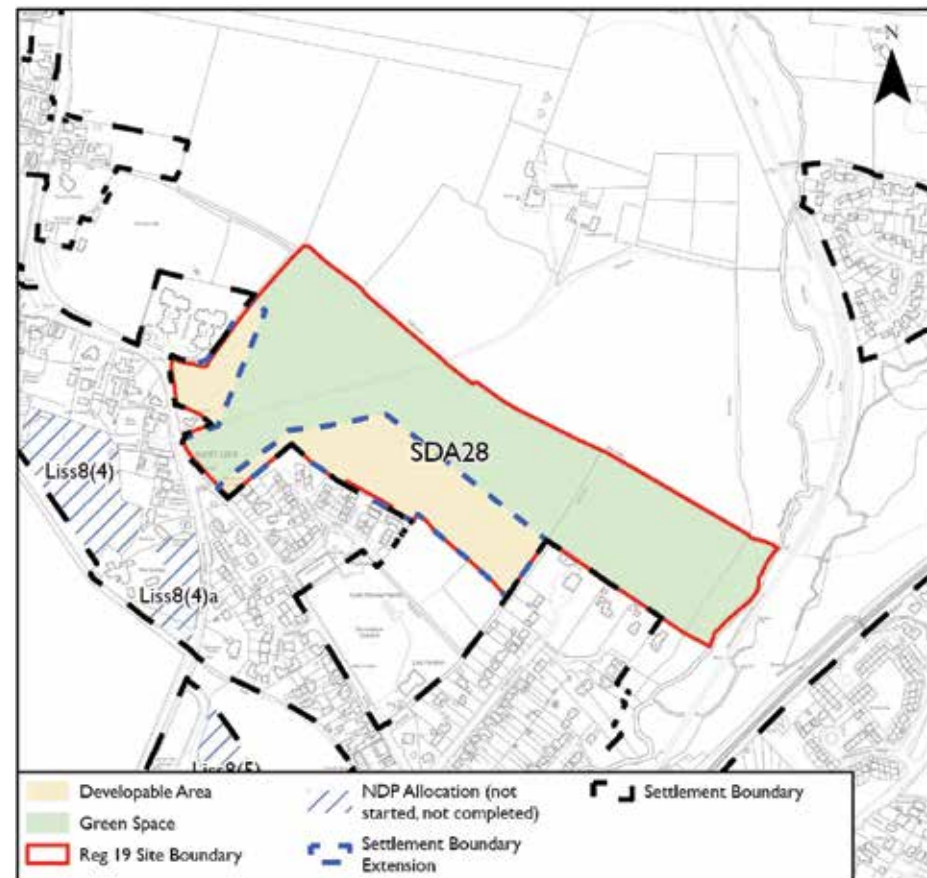
5.81 The village of Liss lies within the valley of the Upper Rother River, mostly separated and hidden from other settlements and with major roads bypassing the village. It is the largest village wholly within the National Park, with a population of 4,850 people, and functions as a single village although different parts retain their own identities. For example, West Liss was the original settlement, Liss Forest formed around the villas of Army officers from the nearby base at Longmoor, but the central and largest part of the village developed around the railway station and contains almost all services and facilities. Facilities within Liss include a nursery, primary school, railway station, local shops, GP surgery, pharmacy, community hall, playgrounds and pubs. Outside the main village is the hamlet of Hill Brow which is located on a heavily wooded ridge to the southeast of the village where there are a number of mainly larger houses, a pub and some employment space.

5.82 The Liss Village Design Statement was adopted as a Supplementary Planning Document in July 2014, and provides guidance so that any new developments are designed and located in a way that reflects the local characteristics and qualities that people value in their parish and surroundings.

5.83 The Liss Neighbourhood Development Plan was made part of the development plan in December 2017. It includes policies and allocations for the parish which need to be taken into account when planning new development.

5.84 Liss Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA28	Land at Farnham and Station Roads
LAA Ref	EA043
Settlement	Liss
Parish	Liss
Local Authority	East Hampshire District Council
Gross Site Area (HA)	11.21
Uses and Indicative Capacity	Housing (Class C3) 60 Homes and Residential Institution (Class C2) 60 bed care home





SDA28: Land at Farnham and Station Roads Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Provides suitable vehicular and pedestrian access onto:
 - a) The B3006 Station Road; and/or
 - b) The B3006 Farnham Road; and
- 2** Prioritises the provision of pedestrian connectivity, through provision of:
 - a) Pedestrian connection to Public Right of Way 141/6/1 from the western development parcel;
 - b) Pedestrian connection to Public Right of Way 141/7/1 from the eastern development parcel;
 - c) Pedestrian connection across the Neighbourhood Development Plan Protected Gap between the development parcels; and
 - d) A Shared Pedestrian and cycle route from the eastern development parcel, connecting with Public Right of Way 141/506/1 (The Shipwrights Way), following the northeastern rear boundary of properties on St Mary's Road; and
- 3** Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 4** Provides for a minimum of 20% Biodiversity Net Gain

- 5** Provides any required flood mitigation and drainage measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 6** No significant harm will be demonstrated to be caused to groundwater resources;
- 7** Safeguards and enhances where possible existing vegetation belts on site boundaries and extending into the site and link these and adjacent opportunities together with green corridors to create networks wherever possible;
- 8** Built development shall not be located within the Neighbourhood Development Plan Protected Gap, and shall ensure that it creates a positive edge which does not detract from the view through the Protected Gap from Farnham and Station Roads;
- 9** Ensures a clear route hierarchy which achieves low vehicular design speeds, and ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm;
- 10** C3 residential development shall be located in the eastern development parcel, while the C2 care home shall be located in the western development parcel;
- 11** Both development parcels shall ensure a suitable transition in built form and fabric to public open space and green infrastructure, avoiding urbanised road layouts and minimising the visibility of vehicles and on boundaries with public open space;
- 12** Densities shall transition from a higher density in the southern areas of the development parcels to a lower density on the countryside edges to the north;
- 13** Any land contamination issues arising from former uses of the site or from uses, or former uses, of land in proximity to the site shall be investigated, assessed and addressed;
- 14** Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 15** Suitable Accessible Natural Greenspace (SANG) is required to mitigate any potential impacts on the Wealden Heaths Phase II Special Protection Area. If

there is no capacity at the existing Kippences SANG (in proximity to north-east) to address the total SANG requirement for this site, then a new bespoke SANG must be delivered onsite to address the total SANG requirements for this site;

16 The site is adjacent to the Liss Meadows Local Wildlife Site and the site's easternmost parcel includes the former Liss Tree Nursery Tracks Local Wildlife Site. Development shall deliver green infrastructure which connects to both local wildlife sites, and facilitates nature recovery measures in the Liss Tree Nursery Tracks Local Wildlife Site; and

17 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

SUPPORTING TEXT

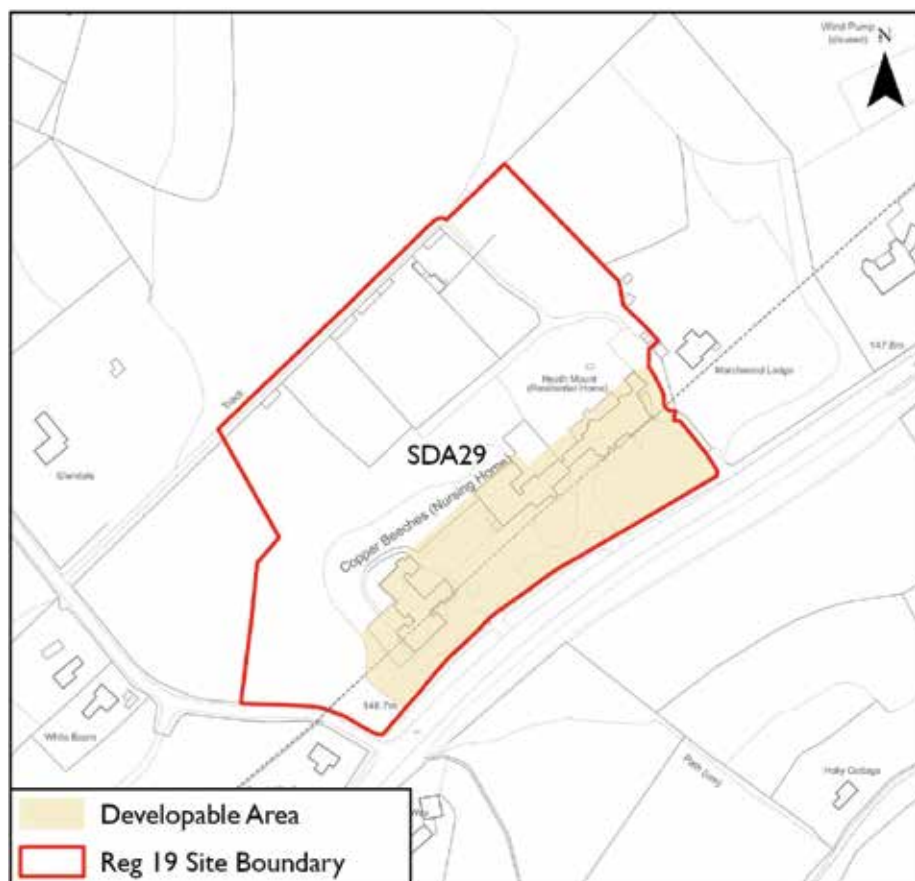
5.85 The development parcels have been identified to ensure that the Neighbourhood Development Plan Protected Gap is retained to avoid coalescence between development along Station Road and West Liss. Development outside the identified development parcels will not be supported as it would not be in keeping with the existing settlement pattern. Development should positively address the Protected Gap, including a landscape approach which focuses on softening any built form visible when viewing the Protected Gap from the B3006. This includes treatment of any access routes within the gap, which must be minimal in width, surfaced to minimise visibility and include locally characteristic landscaping which aids in blending the route into views from the B3006. Access routes within the gap should not include or facilitate any form of kerbside parking including visitor parking bays.

5.86 The opportunity to extend and improve the public rights of way network as part of this development is considered particularly important. The provision of direct utility routes suitable for both pedestrian and cyclist use which can facilitate everyday journeys to Liss railway station, the village centre and routes to school will be viewed particularly positively.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDN5 Wealden Heaths Complex, SDW2 Flood Risk Management, SDH4 Specialist and Older Persons Accommodation, SDG3 Public Open Space, Sports and Recreational Facilities, SDG4 Local Green Space, Hampshire Minerals and Waste Plan Policy 15: Safeguarding Mineral Resources

SDA29	Land at Copper Beeches, Silver Birch and Heathmount
LAA Ref	EA223
Settlement	Hill Brow
Parish	Liss (small area of site in Rogate)
Local Authority	East Hampshire District Council
Gross Site Area (HA)	3.38
Uses and Indicative Capacity	Residential Institution (Class C2) and/or Housing (Class C3) 25 homes or Care provision (approximately 90 beds)



SDA 29: Land at Copper Beeches, Silver Birch and Heathmount Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Retains and sensitively adapts Heathmount including its grounds and historic outbuildings and structures, in a manner appropriate to its status as a non-designated heritage asset. Small scale office and workspaces (Class E(g) (i)) within the walled gardens and historic outbuildings would be considered favourably in principle;
- 2 Provides suitable vehicular and pedestrian access onto London Road (B2070), making use of existing accesses;
- 3 Safeguards and enhances existing vegetation belts on and within the site boundaries, including integrating succession planting. Addresses any impacts associated with both ancient woodland to the south (Rake Hanger SSSI) and north (St Patrick's Copse Local Wildlife Site) and deciduous woodland located to the north and west through appropriate buffering. Development should be designed to protect and enhance the setting and ecological function of both adjacent the ancient woodland and adjacent woodland and extend these into the site wherever possible to create networks;
- 4 Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;

- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 6 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 7 Restricts development to the existing developed plateau and be subordinate to and respect the setting of Heathmount in terms of scale, siting, form and design;
- 8 Retains the planned garden area to the north of the historic property and utilises it as a communal garden for residents/site users;
- 9 Provides a range of different housing forms which may include flatted, courtyard and town house typologies;
- 10 Prioritises pedestrian movement through design for reduced vehicular speeds, ensure that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm; and
- 11 Ensures good acoustic design to address any noise impacts associated with London Road.

SUPPORTING TEXT

5.87 Heathmount is a non-designated heritage asset with significant heritage value, and its retention and sensitive adaption will be key to the success of any proposals for the site. Additionally, the external frontage of the original Copper Beeches building has some positive vernacular value and retention should also be considered.

5.88 Development shall be focused around the built footprint of the three existing buildings, with Heathmount retained. Any new build development must be informed by and better reveal the significance of this non-designated heritage asset. Any new build development beyond the existing built footprint will need to be informed and justified by the local settlement pattern and existing building depths and densities.

5.89 There is a need for a long term and positive approach to the London Road frontage, noting the limited lifespan of the existing non-native species on this boundary, and the need for a succession planting approach as well as consideration of noise impacts from the B2070. There are potential opportunities to make connections from the site to Public Right of Way 1157 to the south of the site via a crossing and associated traffic calming on the B2070/London Road.

5.90 The undergrounding of existing power cables within the site would be positively supported.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL6 Historic Environment and Cultural Heritage, SDN5 Wealden Heaths Complex, SDH4 Specialist and Older Persons Accommodation

SHOREHAM CEMENT WORKS

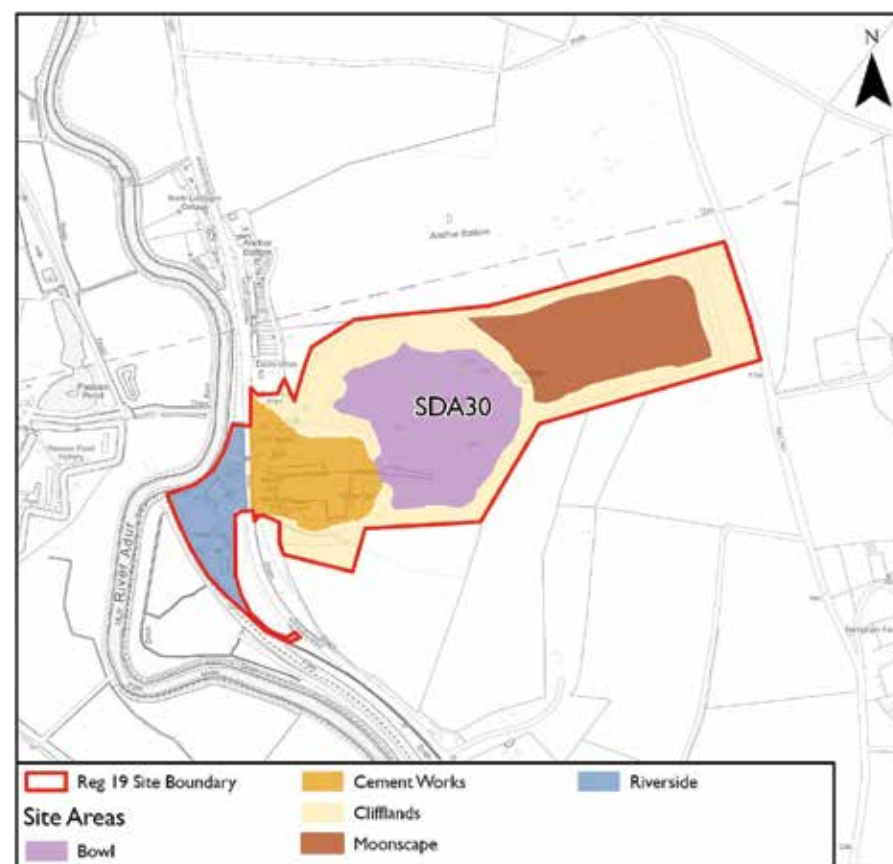
5.91 Shoreham Cement Works covers 44 hectares and includes an inactive chalk quarry and semi-derelict works, currently accommodating around 20 businesses on the western portion of the site and a recycling business on the eastern portion. It is familiar to many people and is very prominently located in the narrowest part of the National Park. Despite being an important part of the social and industrial heritage of the area, the site has a significant negative visual impact on the National Park, particularly from public rights of way and wider viewpoints, including the South Downs Way and the Downs Link.

5.92 The site is located about 5 km to the north of Shoreham-by-Sea and 2 km south of Upper Beeding village and is dissected by the busy Steyning Road (A283). It is bounded to the west by the River Adur and farmland in the floodplain, to the north by chalk grassland, and to the south and east by farmland. Immediately to the north on the A283 are forty Edwardian terraced houses, Dacre Gardens, which were built to house workers at the cement works, together with a flatted infill development.

5.93 The potential of this site for development was identified in the 2019 Local Plan (policy SD56), with the intention of progressing it through an Area Action Plan (AAP). Evidence was gathered for this AAP and a consultation carried out in summer 2022. This evidence, consultation material and responses are available at **Shoreham Cement Works – South Downs National Park Authority**

5.94 The eastern site is within Upper Beeding parish in Horsham district, with the western site in a non-parished part of Adur district. The Upper Beeding Neighbourhood Development Plan was made part of the development plan in February 2020. The vision for the Neighbourhood Development Plan includes “The Parish Council will have supported the SDNPA in bringing forward a successful regeneration development at Shoreham Cement works”. However, the Neighbourhood Development Plan does not have any policies specific to the Cement Works, as the assumption at the time was that this would be progressed through the Area Action Plan. It does include Community Aspiration 1 which has community suggestions for Shoreham Cement Works.

SDA30	Shoreham Cement Works
LAA Ref	HO022
Settlement	Upper Beeding
Parish	Upper Beeding, part non-parished
Local Authority	Horsham and Adur
Gross Site Area (HA)	44.82
Uses and Indicative Capacity	400 homes (C3); 62,000 sqm offices (E(g)), industrial / warehousing (B2/B8) with minimum 10% offices; and 4,000 sqm retail, community space and other neighbourhood facilities (E(a-f) and F)





SDA30: Shoreham Cement Works Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 The development will deliver an exemplar regenerative mixed-use development which secures and delivers the environmentally-led restoration of the site and significant enhancements to the National Park in accordance with its statutory purposes;
- 2 Any proposals will need to include a comprehensive site-wide masterplan, produced in consultation with the community and all stakeholders, demonstrating compliance with the following design principles:
 - a) The development should be landscape-led and prioritise the retention and restoration of the site's natural eco-systems and environmental assets;
 - b) The development shall conserve and enhance biodiversity, geological interest and landscape quality, reinforce the site's distinctiveness and celebrate its cultural and industrial heritage, including in the retention of key features, the design of buildings, public spaces and through a public art strategy;
 - c) The site is of a scale and/or location which requires a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone;

- d) Any scheme will need to take a vision led approach to transport to enhance access by sustainable modes of transport and improve connectivity to the National Park and surrounding public rights of way network. The proposals will need to mitigate the impacts on the surrounding highways network. Improvements to the local highway network, including the A283 and other roads, should conserve the rural character of the area, including tranquillity and dark skies. It should avoid and minimise unnecessary urbanisation of the area. This also applies to new roads within the site;
- e) Where demolition and replacement of existing buildings and hard surfaces is proposed, justification must be provided as to why the loss of embodied carbon is outweighed by other benefits. Any demolition materials should be recycled and re-used on site;
- f) Existing habitats of value should be retained and protected and opportunities to create appropriate new habitats for wildlife should be taken wherever possible within both developed and undeveloped areas of the site, maximising opportunities to connect ecologically sensitive areas across the entire site providing linkages to the wider Green Infrastructure network;
- g) Development on the riverside should address and enhance the setting of the River Adur with due regard to views both in and out; conserve and enhance its biodiversity; and promote the provision of public access and the avoidance or mitigation, of any potential flood risk, which should include consideration of incorporating natural flood management techniques. The riverside site should integrate seamlessly with the wider development;
- h) New buildings and spaces should be located to avoid impacts from cliff erosion, uncomfortable lighting environments in terms of glare and shade (to protect the amenity of future occupiers/users), and away from ecologically sensitive areas;
- i) Development proposals should conserve and enhance key views into the site from viewpoints and landmarks within the wider area including Adur Valley, Beeding Hill, the A283 and Lancing College;
- j) New buildings, roads and other infrastructure must respond to the sensitivities, contours and characteristic of each area, and avoid standard highway and public realm solutions that do not respond to the specific context of the site;
- k) Active travel infrastructure and facilities should be provided within and adjacent to the site, which should be well-connected to, and integrated into,

the wider network. This includes fast, safe, accessible and sustainable active travel routes to the nearby settlements of Shoreham-by-Sea, Upper Beeding and Steyning, including Shoreham-by-Sea railway station, in support of intermodal journeys. Opportunities to enhance or supplement existing public transport routes should be maximised;

- l) The site should seek to maximise permeability and access for future users in a safe and comfortable way, improving permeability within the development where non-motorised users have priority, across the A283 and the landscape around. A new/improved underpass under the A283 and/or new at grade road level crossings would be supported, and non-motorised connections with the nearby public right of way network should be maximised, including the Downs Link and the South Downs Way;
 - m) The development should be designed to reduce energy need and minimise carbon, responding to the microclimate conditions of the site including temperature fluctuations, light reflection, shade, damp and wind;
 - n) The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment to demonstrate compliance with the relevant minerals local plan policy;
 - p) Materials should be of high quality and respond to and celebrate the colours and hues of the landscape and geology, as well as being sustainable, durable and efficient; and
 - q) A contaminated land and buildings survey shall be submitted with the application and any recommended mitigation measures will be integrated into the proposal.
- 3** The National Park Authority wants to see a comprehensive redevelopment of the whole site. However, if any planning applications come forward separately, then they would have to clearly demonstrate how the proposals would accord with the key considerations set out above.

SUPPORTING TEXT

5.95 Shoreham Cement Works provides an exceptional opportunity to create an inspiring and regenerative development that showcases how to further the statutory purposes of this National Park. The decades of quarrying activities have produced a dramatic landscape of chalk plateaus, terraces and cliffs, with pioneer wildlife

restoring nature where it can. The site remains a landmark, with its chimney visible for miles around, whilst the quarry's impressive topography displays views of the geology layers that underlie the Downs.

5.96 The site needs a new role that makes best use of its unique characteristics and relates to the National Park's purposes – to be regenerated as a place that is truly special and embodies values that will be both relevant and sustainable for a new era. The site's location, topography and scale could enable a variety of uses and activities incorporating innovative landscape, architecture and engineering design and enhanced public access.

5.97 Any development also has to be financially viable and must address practical constraints, as well as contribute to meeting development needs for housing and employment, but these should be achieved through design solutions that are imaginative, inspirational and deliverable.

5.98 A Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) will need to be prepared and submitted to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone. Applicants are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application.

5.99 Criterion 2(d),(k) and (l) relate to transport measures in and around the site which facilitate a reduction in the need to travel by private car and ensure that any alterations to transport infrastructure are adequate and appropriate to their National Park context. Further details of potential measures are included in the Shoreham Cement Works Transport Assessment December 2025 (RGP).

5.100 Southern Water advises that the site is not currently connected to a clean water mains or wastewater sewerage network, and encourages early pre-application engagement to establish appropriate solutions to water supply and foul and surface water drainage.

GUIDANCE

East Sussex Health Impact Assessment Toolkit. Equality Impact Assessment (EqIA) Toolkit | ARC EM

Evidence: See southdowns.gov.uk/planning-policy/the-south-downs-local-plan-review/evidence-base/area-action-plan-shoreham-cement-works/evidence-base/ and Shoreham Cement Works Transport Assessment December 2025 (RGP).

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDC4 Major Development, SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL6 Historic Environment and Cultural Heritage, SDW2 Flood Risk Management, SDW6 Contaminated Land, SDE1 Economic Development

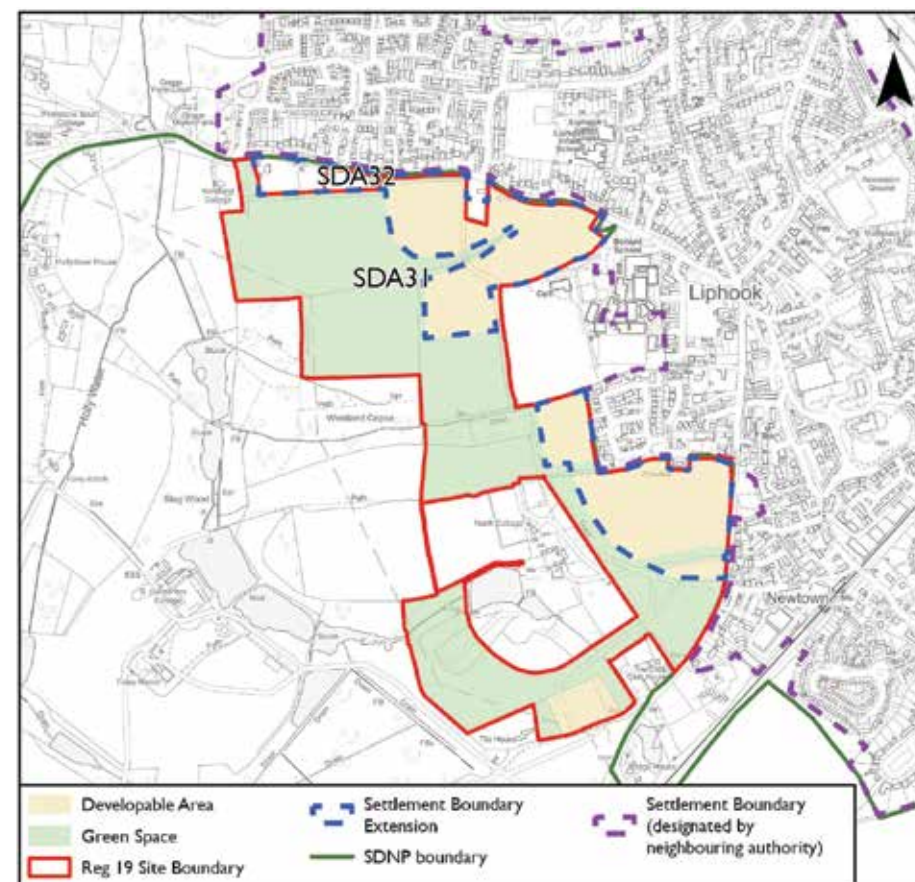
LIPHOOK

5.101 Bramshott and Liphook is a very large parish with a population of over 7,000 people in 2021, most of whom live within the East Hampshire Local Planning Authority Area. However, the south-western part of the parish is within the National Park and borders the main settlement of Liphook, close to its village centre, schools and railway station. The character of the area is a mixture of heathland, woodland and farmland, and includes the valleys of the River Wey and its tributaries. Facilities include nursery, primary and secondary school provision, local shops and supermarkets, post office, banks, railway station, GP surgery, pharmacy, library, community hall, playgrounds and pubs.

5.102 The Bramshott and Liphook Neighbourhood Development Plan was made part of the development plan in December 2024. It does not allocate sites but does set out a spatial policy to provide guidance on how development proposals – within and beyond the settlement policy boundary and including potential future strategic sites – should be considered (policy BL1). The Neighbourhood Development Plan includes other policies that future strategic growth should have regard to, including protecting locally significant views (policy BL8).

5.103 Also relevant is the Liphook Conservation Area Appraisal and Management Plan, approved in 2020, which covers a large part of the village centre close to the strategic site.

SDA31	Land west of Liphook
LAA Ref	EA215
Settlement	Liphook
Parish	Bramshott & Liphook
Local Authority	East Hampshire District Council
Gross Site Area (HA)	52.5
Uses and Indicative Capacity	Housing (Class C3) 380 Homes Residential Institution (Class C2) 65-bed care home Traveller Pitches – 14 pitches Class E, community and health uses Suitable Alternative Natural Greenspace (SANG) public open space, sports pitches, and ancillary public car parking for the above uses





SDA31: Land west of Liphook Requirements

1 Any proposals will need to include a comprehensive site-wide masterplan, produced in consultation with the community and all stakeholders. The masterplan will be landscape-led and based on robust evidence about the hydrology, geology, landscape character and settlement pattern of the site and its context. It will be accompanied by:

- a) An Access and Movement Strategy which includes the vehicular and active travel routes and linkages and off-site improvements as marked on the allocation plan;
- b) A Sustainable Drainage, Green Infrastructure and Recreational Strategy that maximises the use of linked and contiguous above ground and connected elements in a SuDS management train, rather than underground engineered solutions for drainage, and takes opportunities for multi-functional use of these areas for green infrastructure, recreation/access and nature recovery;
- c) A Design Code that supports the creation of a high-quality and locally distinctive place through the delivery of positive streetscapes and public spaces;
- d) Provision of a Health Impact Assessment (HIA) to demonstrate how development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone; and
- e) A Phasing Strategy, which includes proposed triggers/ thresholds for the delivery of uses and associated infrastructure; and

2 A minimum of 50% of new homes created will be provided as affordable homes on-site, with the tenure split and mix in accordance with Policy SDH5 and SDH2; and

Master Planning Strategy

3 When preparing the comprehensive master plan for the site, in general conformity with the allocation plan the following strategic features and requirements shall be included:

- a) A design approach which focuses residential development at higher densities to the east, creating a suitable transition in built form and fabric to the Suitable Alternative Natural Greenspace and wider countryside to the west and south;
- b) Development (buildings and roofscapes) which are orientated and arranged to maximise opportunities for solar gain, energy efficiency, and renewable energy generation, as part of an operational net zero strategy;
- c) Integrated co-location of residential care, community and health facilities, Class E uses, and public open spaces (including play spaces) and access to the Suitable Alternative Natural Greenspace to support community living;
- d) An appropriate location for gypsy and traveller accommodation; and
- e) An Active Travel Spine between Longmoor Road (Junction A) and Portsmouth Road (Junction B) which delivers segregated pedestrian and cycle provision, and integrated within the development for year round use including passive surveillance and appropriate lighting; and

4 The proposals must consider and address the provision of infrastructure needed to make the development acceptable in planning terms together with education and health provision to meet the needs of the development; and

Access and Movement Strategy

5 This will include:

- a) Multi-modal access junctions into the site (segregated pedestrian, cycle and vehicular movements) between Longmoor Road (Junction A) and Portsmouth Road (Junction B);
- b) Offsite improvements to Station Road between Junction B and Liphook Railway Station for the benefit of pedestrians and cyclists, including improvements to the entrance of Liphook Railway Station;
- c) Offsite improvement to the pedestrian access route between No. 54 and 52 Longmoor Road and Liphook Primary School

- d) Shared pedestrian and cycle accesses and routes from Lowsley Farm Roundabout (Junction C), Allocation site EA216 (Junction D), Portsmouth Road (Junction E) and The Firs (Junction F) into the movement network including any necessary improvements to connect to, and expand, existing Public Rights of Way;
 - e) Shared pedestrian and cycle accesses and associated connecting routes into the secure boundary of Bohunt Academy on the southern (New Access 1 and Existing Access 3) and the north western (New Access 2) boundaries;
 - f) A segregated pedestrian and cycle route which runs parallel to Portsmouth Road and connects to Junctions B and E; and
 - g) Leisure routes to support the Suitable Alternative Natural Greenspace; and
- 6** Provides a mobility hub adjacent to Junction B, to include provision of facilities for cycles, car club, EV charging and limited public car parking to support adjacent Class E and community facilities; and

Sustainable Drainage, Green Infrastructure and Recreational Network Strategy

- 7** Provides for a minimum of 33% Biodiversity Net Gain;
- 8** Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground, engineered solutions. Clear evidence shall be provided that the hydrology evidence base and associated drainage strategy has led the development of the layout of both built development and the treatment of the Suitable Alternative Natural Greenspace. The approach shall demonstrate how water will be managed across the development at each stage – at source interception, attenuation, conveyance and infiltration – demonstrating a connected Sustainable Drainage Systems management train approach;
- 9** Infiltration testing and comprehensive evaluation of the hydrological features on the site will be carried out prior to any planning application being submitted;
- 10** Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 11** Maximises opportunities to integrate locally characteristic green infrastructure and recreation into the functional landscape including play, sports, community,

education, and accessible spaces to dwell in nature. This should include provision of the following education and community provisions:

- a) Suitable Alternative Natural Greenspace;
- b) Grass sports pitches (Sufficient area for 2x 11v11 football pitches) to be included within a Community Use Agreement;
- c) An outdoor classroom to be included within a Community Use Agreement;
- d) Play areas across all age groups;
- e) Allotments, Community Gardens and Community Orchards;
- f) A Skate Park and/or Pump Track;
- g) Seating / Dwell Spaces; and
- h) Small scale accessible visitor parking for community, sports and Suitable Alternative Natural Greenspace facilities; and

Design Code

12 The design code should be focused on the route hierarchy and establishing the cross sections, layout and design requirements for each streetscape character and operational net zero strategy;

13 The design code shall include the following location specific overlays:

- a) Detailed features for routes and development fronting onto the Suitable Alternative Natural Greenspace;
- b) Detailed features for routes which form part of identified Routes to School; and
- c) Detail features for routes which are fronted by Class E and community, health and sports uses; and

14 The design code should support the integration of locally characteristic landscape and streetscapes; and

Phasing Strategy

15 Phase 1 must include delivery of the following elements:

- a) The Active Travel Spine connection between Longmoor Road and Portsmouth Road including Junctions A & B, pedestrian and cycle Access 1 and any play areas directly connected to this route;
- b) The gypsy and traveller accommodation;
- c) The Suitable Alternative Natural Greenspace; and
- d) The Sports pitches, outdoor classroom and Community Use Agreement.

SUPPORTING TEXT

5.104 In order to deliver a successful landscape-led development which delivers both exceptional benefits as a gateway to the National Park, and which positively supports and enhances the wider settlement of Liphook, this allocation must be carefully considered at both the strategic and detailed design stages, with connected largescale networks supporting the location of specific elements of the masterplan.

5.105 Green Infrastructure Network – The development must maximise the opportunities for holistic provision of locally characteristic Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain. The Green Infrastructure Network Plan should include the location and connections between:

- Public open spaces within the development including the SuDS Network;
- Streetscapes within the development including the SuDS Network and segregated pedestrian and cycle routes; and
- Routes within the Suitable Alternative Natural Greenspace.

5.106 Suitable Alternative Natural Greenspace – This provision should support recreational users including dog walkers. This should include the provision of all-season surfacing for walking routes (including a circular route of a minimum of 2.3km), and provision of appropriately located seating and bins (including acceptable arrangements for management and maintenance).

5.107 Drainage / SuDS – The SuDS management train must influence layout, and applications should be supported by pre application infiltration testing and a pro-active approach to masterplanning for the existing hydrology, not engineering a drainage solution to meet a pre-conceived layout requirement.

5.108 Active Travel Spine – The Active Travel Spine connects Junctions and Accesses A, B, C, D, E & F plus accesses 1, 2 & 3 into Bohunt Academy and should include:

- A route which is within the developable area and includes active frontages and passive surveillance;
- Physical separation from any adjacent vehicular carriageway in the form of a kerb, inflexible bollards or planting/SuDS;
- Pedestrian and cycle priority with level surfacing at side junctions;
- Appropriate lighting provision; and
- Comprehensive wayfinding and cycle parking at key locations on the route.

5.109 Extension of the National Cycle Network – The masterplan should include design features suitable to allow designation of the Active Travel Spine, Station Road improvements, the shared ped/cycle connection from Longmoor Road Roundabout to the Active Travel Spine, and alternative southern route connecting with the Shipwrights Way as part of the National Cycle Network.

5.110 Routes to School – The masterplan and design code should demonstrate a clear and distinct approach to delivering the Routes to School, featuring segregated and shared pedestrian and cycle facilities including sections of the active travel spine. The two routes should be:

- From Liphook Railway Station to Bohunt Academy and Nursery Facilities (Access 1 & 3) via the site. This route should include access into the following facilities – a Neighbourhood Equipped Area of Play (NEAP), Access into the Outdoor Classroom facility, and limited area of visitor parking, and several incidental public spaces; and
- From Liphook Primary School to the new sports pitches via Junction A and including a connection to Access 2 at Bohunt Academy. This route should include access into the following facilities – Local Equipped Area of Play (LEAP) and/or Local Area of Play (LAP).

5.111 Bohunt Manor Access – The masterplan should include provision for the retention of the existing Bohunt Manor Access route, either as a continued vehicular access provision, or if an alternative vehicular access is to be provided, the route and its extensive mature planting should be retained and protected as a pedestrian and cycle route.

5.112 Community Facilities – The community facilities within the masterplan should be woven into the fabric of the community in order to positively support it. Play area provision should include all age groups (NEAPs/LEAPs/LAPs), with a focus on the Routes to Schools, and co-location with other community facilities suitable for young children and those facilities where parents/guardians may need to spend significant amounts of time (e.g. adjacent to sports pitches), and where positive passive surveillance can be provided. Similarly, the Skate Park and/or Pump Track should be co-located with other community and recreation facilities suitable for young people. Community growing facilities should be varied in type, including allotments, community gardens and community orchards, and located accessibly and at a scale suitable for their location and surrounding community. The provision of seating and dwell spaces throughout the site, on routes and within public open spaces, which

focus on key and locally significant views and spaces where the community will congregate will be positively supported. These should include locations suitable for those with limited mobility and other specific needs. Small scale visitor parking to support the Suitable Alternative Natural Greenspace, the sports pitches and outdoor classroom, and to aid access to larger scale play facilities (NEAP), with a particular focus on providing space for those with accessibility needs should be provided. However, this should be visually low key, positively landscaped, and very limited in scale. Provision of details such as removable bollards to allow emergency vehicle access to the sports pitches via the active travel spine may also be supported.

5.113 Health Impact Assessment – This policy includes a requirement for the preparation and submission of a Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA) to demonstrate how major development will result in an inclusive, healthy and sustainable place that improves health and wellbeing outcomes for everyone. The National Park is currently covered by four Public Health Authorities who have published their own advice, guidance, templates and/or toolkits on health and wellbeing considerations in planning, including HIA. Applicants for major development are strongly encouraged to engage in pre-application discussions with the National Park Authority and relevant Public Health Authority so that HIA – including type, scoping opinion, and identification of vulnerable groups – is considered at the start of the planning process, before the submission of a formal planning application’

5.114 Design Code – The details to be provided should include but are not limited to:

- Vehicular carriageway widths and surface treatments;
- Shared and segregated pedestrian cycle route widths and surface treatments;
- Integrated co-location of uses and spaces including accessible public and play spaces, dementia friendly design, wayfinding, incidental outdoor seating and public art;
- Provision of street trees including sufficient space for the establishment of feature trees;
- SuDS provision within streetscapes;
- Building heights;
- Residential boundary treatments and set back distances;
- Approach to provision of publicly visible private outdoor spaces such as front gardens, balconies and terraces;

- Car parking provision including on-street visitor parking;
- Lighting including both public routes and lighting attached to buildings; and
- Energy modelled examples of how operational net zero can be achieved for representative building typologies.

5.115 Infrastructure Needs – Further consideration of infrastructure needs will need to be completed, with a particular focus on education and health provision and assessment of delivery mechanisms.

5.116 Public Right of Way 032/5/1 – Reinstatement of east-west movement along the northern boundary of the site as an alternative to Longmoor Road for pedestrians and cyclists is positively supported. This should broadly follow the alignment of Public Right of Way 032/5/1.

5.117 Protected Views – Neighbourhood Development Plan Policy BL8 (Protection of Locally Significant Views) identifies views from the Portsmouth/Station Road junction towards Weavers Down as a significant view.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

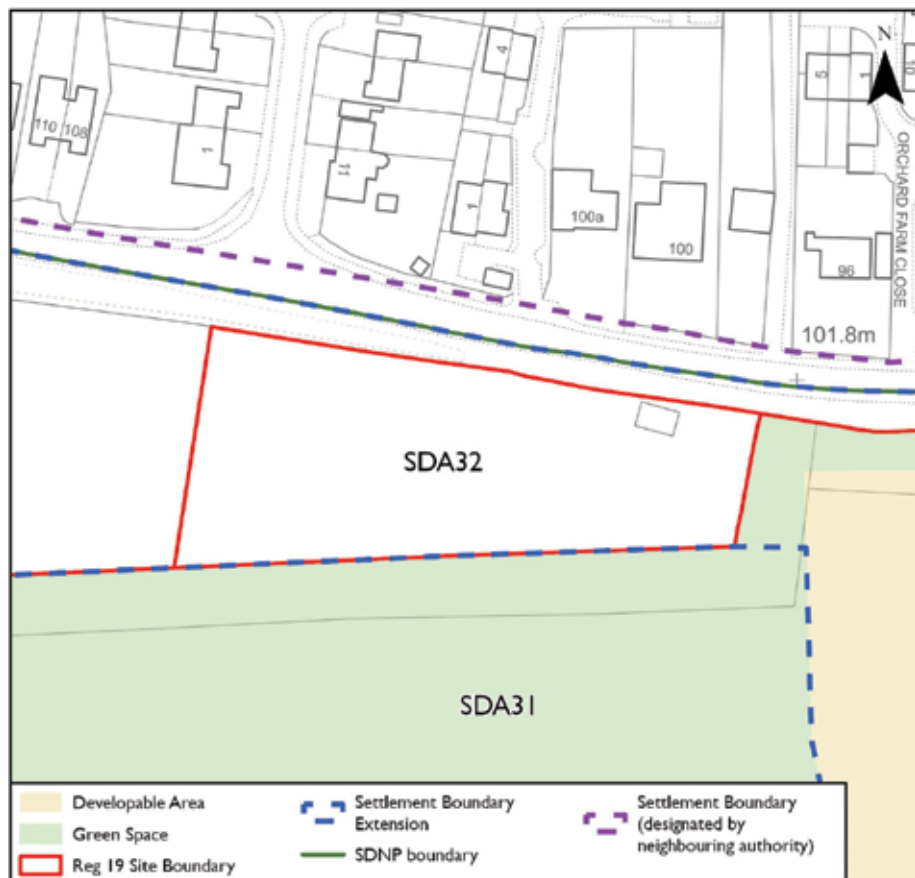
SDC4 Major Development, SDH10 Gypsies, Travellers and Travelling Showpeople, SDN2 Designated Sites Hierarchy, SDN5 Wealden Heaths Complex, SDN9 Sustainable Construction, SDG1 Community Facilities, SDH4 Specialist and Older Persons Accommodation, SDG3 Public Open Space, Sports and Recreational Facilities, SDE6 Shops Outside Centres

SDA 31: LAND WEST OF LIPHOOK, LIPHOOK



- Allocation Site Boundary
- Active Travel Spine with Access to Schools & augmenting National Cycle Network
- Off-site Pedestrian and Cycle Improvements
- Leisure Route
- Existing National Cycle Network
- Existing Public Rights of Way
- Legal Public Right of Way no longer existing
- Existing Bohunt Manor access and hedgerows retained
- Developable Areas
- Sports Pitches
- Outdoor Classroom
- Liphook Railway Station
- Multi-Modal Junctions
- Pedestrian/Cycle Accesses
- New & Existing School Pedestrian/Cycle Accesses
- G&T Gypsy & Traveller Provision
- Mobility Hub

SDA32	Land at Westlands House off Longmore Road
LAA Ref	EA216
Settlement	Liphook
Parish	Liphook
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.45
Uses and Indicative Capacity	Housing (Class C3) 8 Homes



SDA32: Land at Westlands House off Longmore Road Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Longmore Road which utilises the existing field access point and minimises loss of boundary vegetation. The access must also include provision of a suitable pedestrian crossing to the north side of Longmore Road and associated traffic calming;
- 2 Ensures that development does not hinder the route of Public Right of Way footpath 032/5/1 within the site. The site must also deliver a shared pedestrian and cycle connection from the new site access onto Longmore Road to the eastern boundary of the site where it connects with Allocation SD31 (Land west of Liphook) and facilitate connection. This should follow approximately the same alignment as the legal route of footpath 032/5/1 but may be located to limit the impact on the existing boundary vegetation as far as possible;
- 3 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes and ensure that multi-functional Sustainable Drainage Systems have an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;

- 4 Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 5 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks including additional both planting and the replacement of non-native species. The layout must deliver a clear and consistent approach to the treatment of the boundary with Longmoor Road;
- 6 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm; and
- 7 Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL9 Archaeology, SDN5 Wealden Heaths Complex

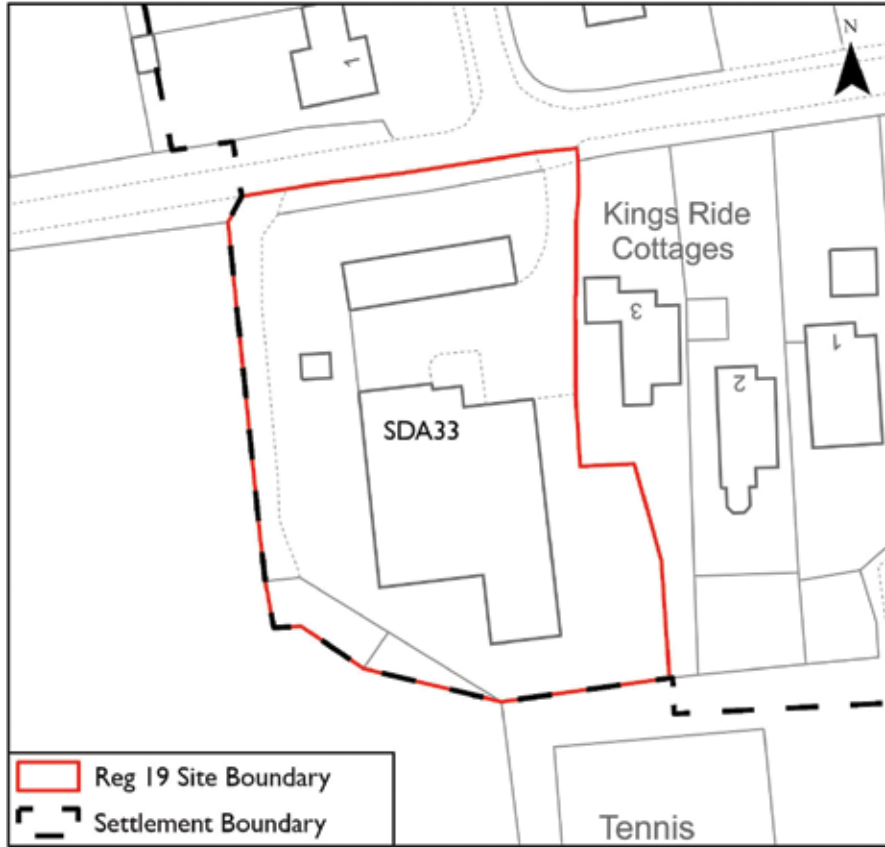
An aerial photograph of a village, likely Alfriston, showing a church with a prominent spire, a cemetery, and surrounding green fields and rolling hills under a blue sky. A large red banner is overlaid across the middle of the image.

OTHER SETTLEMENTS

ALFRISTON

5.118 Alfriston is a historic village located in the valley of the River Cuckmere, about 4 miles northeast of Seaford and south of the A27 trunk road in the east of the National Park. The Cuckmere valley is narrow and flat bottomed with Alfriston sited above the river on the western bank. Routes within Alfriston are generally on a north-south orientation. Modern development has spread north and west of the historic core. The village contains St Andrew’s church (known as the ‘Cathedral of the South Downs’), the clergy house (the National Trust’s first property) and a wide range of galleries, cafés, pubs and shops. Other facilities include a nursery, primary school, GP surgery, playground, and village hall.

SDA33	Kings Ride, Alfriston
LAA Ref	WE013
Settlement	Alfriston
Parish	Alfriston
Local Authority	Wealden District Council
Gross Site Area (HA)	0.37
Uses and Indicative Capacity	Housing (Class C3) – 7 homes



SDA33: Kings Ride, Alfriston Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 A suitable transition is provided in built form and fabric from the low density residential development to the east and north and the open countryside to the south and west;
- 2 Private amenity space and vehicular parking is suitably sited and landscaped;
- 3 Boundary treatments are provided appropriate for a site adjacent to open countryside;
- 4 The existing vehicular access is retained;
- 5 The site layout must not include opportunities to provide future vehicular access into adjacent fields;
- 6 Sufficient easement is provided to the adjacent gas pipeline;
- 7 There is no significant harm to the amenity of the South Downs Way; and
- 8 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site;
 - b) Minimise hard surfaced areas on site; and
 - c) New planting that should be suitable for pollinating species.

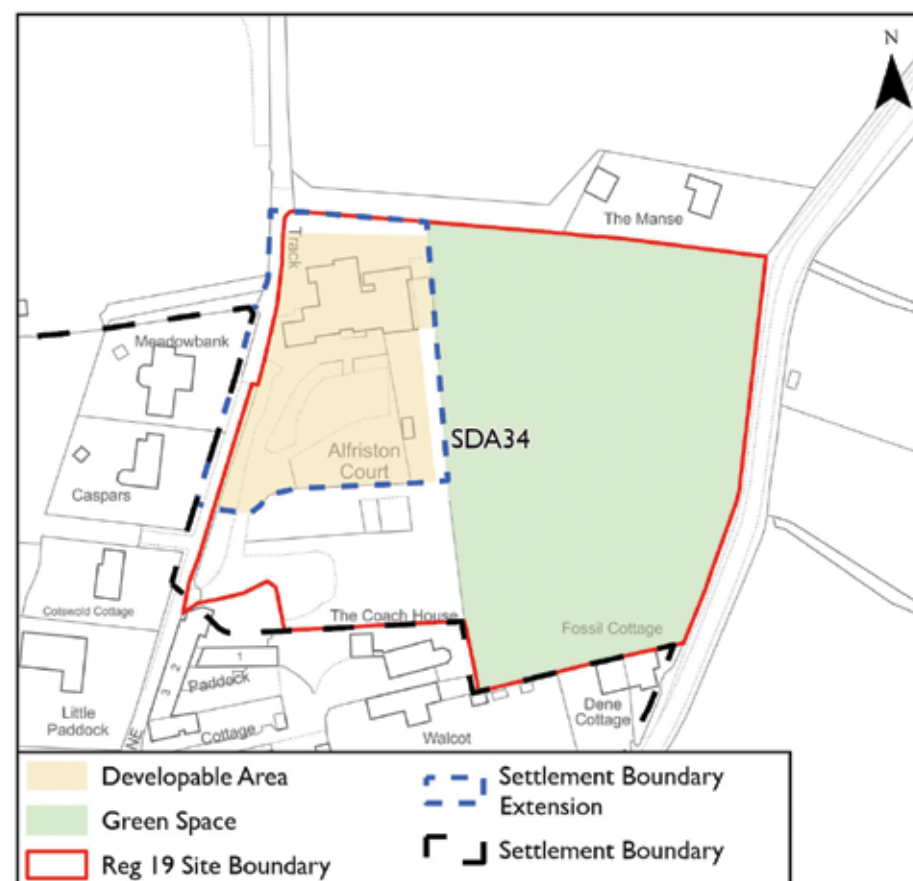
SUPPORTING TEXT

5.119 SDNP/23/03986/FUL for 7 dwellings was approved in February 2026.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies

SDA34	Alfriston Court, Alfriston
LAA Ref	WE014
Settlement	Alfriston
Parish	Alfriston
Local Authority	Wealden District Council
Gross Site Area (HA)	1.56
Uses and Indicative Capacity	Residential Institution (Class C2) - 20 bed care home extension





SDA34: Alfriston Court, Alfriston Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Sloe Lane. Sloe Lane is within the Alfriston Conservation Area and any changes to the access arrangements onto Sloe Lane should seek to retain its character, where possible improve its functionality, and minimise conflict with its use to the north of the site as a Public Right of Way bridleway (ALF/15/1);
- 2 Delivers a sympathetic extension to the existing care home, providing a sensitive design to the buildings and grounds with full regard to its visibility from the Cuckmere River Corridor. The development should utilise the existing contours of the site to limit visual impact and must locate built form on the western area of the site, avoiding the sensitive undeveloped area to the east;
- 3 Conserves and enhances the setting of the adjacent Alfriston Conservation Area and associated listed buildings to the south of the site;
- 4 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 5 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;

- 6 Safeguards and enhances existing vegetation belts on site boundaries and within the site extending these wherever possible to create networks; and
- 7 Prioritises pedestrian movement through design for reduced vehicular speeds, and limits the visual impact of car parking from Sloe Lane. Vehicles shall not be visible from the eastern boundary of the development.

SUPPORTING TEXT

5.120 The site forms part of wider views from the Cuckmere River and is visible within panoramic views of Alfriston including views towards the listed church. This prominent position must drive design decision making to ensure the scheme contributes positively to views of Alfriston and reduces the visual impact of domestic features such as car parking.

5.121 The development should focus on the provision of nursing and/or dementia care facilities, and supporting the existing care home use. The scheme should improve wider traffic impact on Sloe Lane, potentially including an in/out access arrangement, and enhancing the safety of walkers, cyclists and horse riders using the bridleway.

5.122 A robust construction management plan which pays particular attention to access arrangements and limiting impacts on adjacent residential properties should be prepared during the planning application process.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

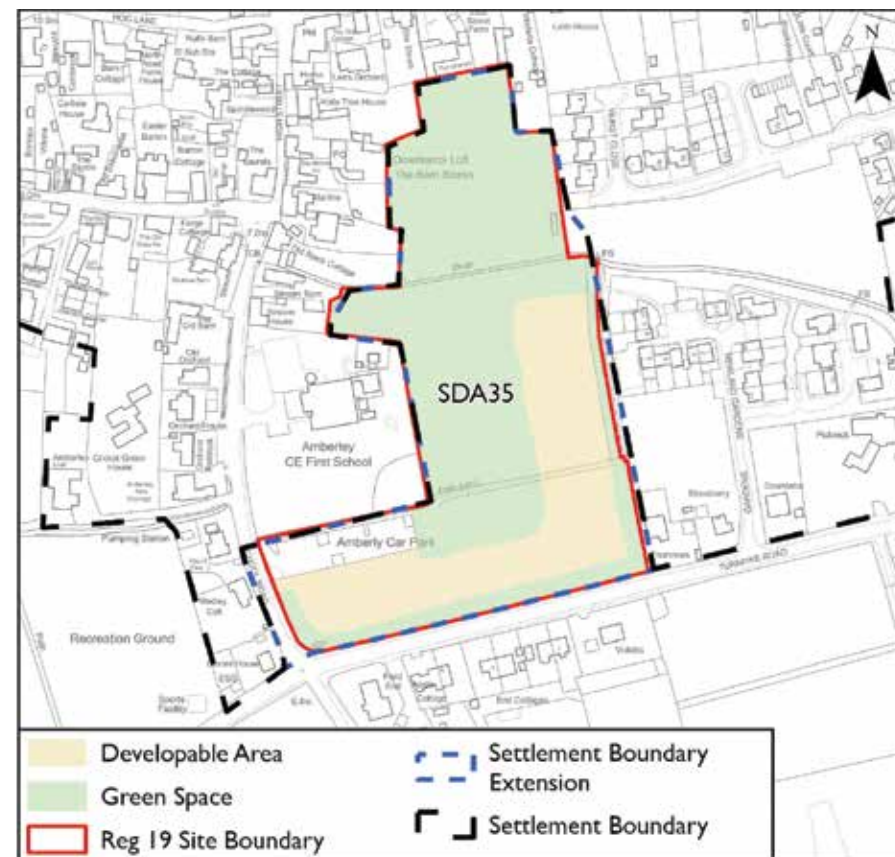
SDL3 Safeguarding Views, SDN2 Designated Sites Hierarchy, SDH4 Specialist and Older Persons Accommodation

AMBERLEY

5.123 Amberley is a picturesque village with a Norman church, shop, post office, primary school, pub, tearoom, and a castle now used as a hotel. The adjacent settlement of Houghton Bridge has a railway station (Amberley Station) and an industrial museum and heritage centre (Amberley Chalk Museum).

5.124 The Amberley Neighbourhood Development Plan was made part of the development plan in June 2017. It includes policies and site allocations that need to be taken into account when planning new development. It includes policy FI 2 which allocated a site within Amberley School grounds for a new school/community hall. It is understood that this site is no longer available so an alternative location for this community hall is included within the new allocation policy below.

SDA35	East Street Farm, Amberley
LAA Ref	HO057
Settlement	Amberley
Parish	Amberley
Local Authority	Horsham District Council
Gross Site Area (HA)	3.15
Uses and Indicative Capacity	Housing (Class C3) – 20 homes Community Hall with village shop Public Open Space / Flood Mitigation



SDA35: East Street Farm, Amberley Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Provides suitable vehicular and pedestrian access onto School Road. The access arrangement should include provision of an access into the existing car park from within the site, and the closure of the existing car park access. Improvements to visibility at the junction between School Road and B2139 Turnpike Road may be required subject to the advice of the highways authority;
- 2** Provides a suitable pedestrian and cycle access from Hurst Close, and a suitable pedestrian and cycle route through the site connecting to the School Road Access. This route should be accessible and suitable for year-round use, including provision of suitable features to cross associated watercourses. This route should include connections to Public Right of Way 3708;
- 3** Conserves and enhances Amberley Conservation Area and associated listed buildings;
- 4** Follows a sequential approach, directing built development away from flood zones 2 and 3, and provides any required flood mitigation and drainage measures with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions.
- 5** Ensures appropriate buffering for the watercourses on the site. The buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of watercourses. The layout of the scheme should include measures to improve current water management systems, including natural attenuation features within public open spaces;
- 6** Infiltration testing and comprehensive evaluation of the hydrological features on the site will be carried out prior to any planning application being submitted;
- 7** Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of the Arun Valley Special Protection Area and Ramsar site and The Mens Special Area of Conservation;
- 8** Accommodates delivery of a Community Hall and village shop, located in the southwest corner of the site, in order to allow shared use of the existing public car park and provision of an accessible pedestrian route connecting the Hall, Car Park and Amberley School;

- 9** Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks;
- 10** Ensures that development follows the existing contours of the site and focuses development on the south and east areas of the site;
- 11** Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm;
- 12** Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered; and
- 13** The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

SUPPORTING TEXT

- 5.125** The development should reflect the site's prominent location at the centre and southern edge of the settlement and local and distant intervisibility. Careful consideration should be given to design, including the interrelationship with the Conservation Area and designated heritage assets, a public right of way and the site's green infrastructure function, including with adjacent areas.
- 5.126** The provision of an alternative pedestrian route between Hurst Close and School Road is intended to mitigate the seasonal flooding issues on Public Right of Way 3708. However, improvements to this existing route to increase the opportunities for year-round use through appropriate surfacing are strongly encouraged.
- 5.127** The Amberley Neighbourhood Development Plan allocates a site for a 'Joint-use school/community hall' in policy FI 2. However, the Diocese which owns the school has made it clear that this site is no longer available. The inclusion of a site within this allocation is intended to replace the Neighbourhood Plan allocation, so FI 2 has been identified as a superseded policy in Appendix 3.
- 5.128** The site is accessible by pedestrians from the village centre and from Hurst Close and Hurst Cottages via the existing Public Rights of Way. A visible frontage onto School Road is key to its success, especially if it accommodates a shop, but the design

should be in character with other frontage development along School Road and not present a significant visual presence on the junction of School Road with and B2139 Turnpike Road.

5.129 Public open space in the northern field should be visually, physically and ecologically connected to Amberley Millenium Green, to improve green infrastructure connections between these spaces and create a green corridor from the Millenium Green to School Road.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

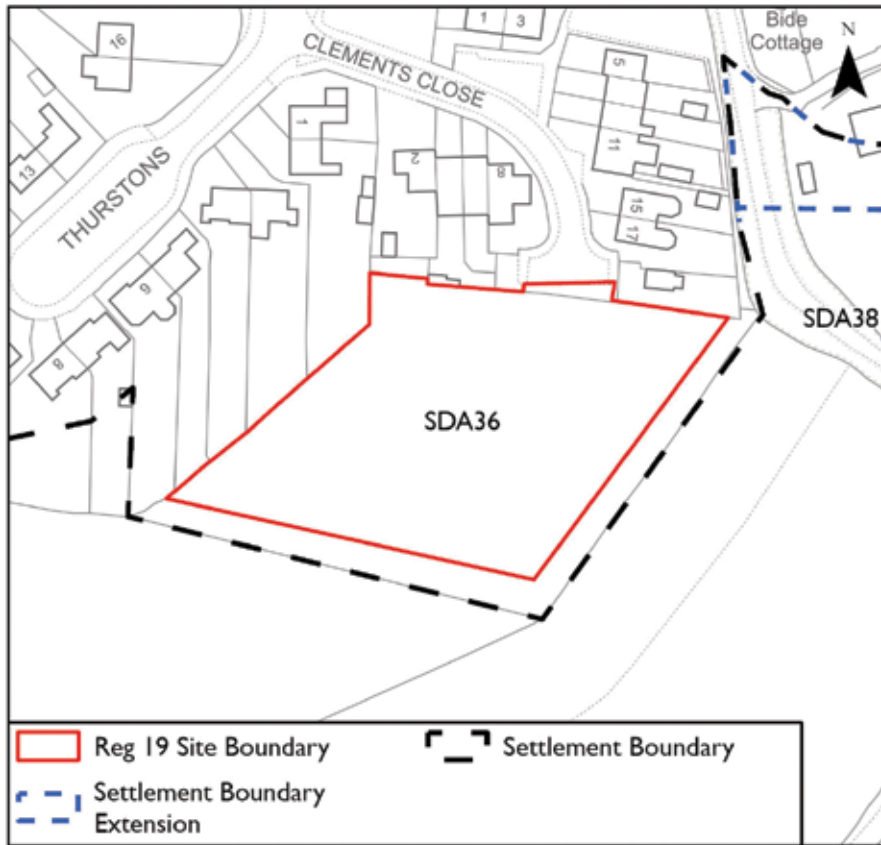
SDL6 Historic and Cultural Heritage, SDL7 Listed Buildings, SDL9 Archaeology, SDN2 Designated Sites Hierarchy, SDN3 Sussex Bats Special Areas of Conservation, SDN4 Arun Valley Special Protection Area, SDW2 Flood Risk Management, SDG1 Community Facilities, SDG3 Public Open Space, Sports and Recreational Facilities, West Sussex Joint Minerals Local Plan Policy M9: Safeguarding Minerals

BINSTED

5.130 Binsted is a village in the Western Weald, approximately 3.5 miles east of Alton. The village has developed in an L-shape along the old road from Alton eastwards towards Alice Holt. Binsted has a conservation area centred on the Grade I listed church. Traditional building materials used in Binsted reflect the location on the edge of the Weald with brick, hung tiles, some Malmstone, and numerous half-timbered buildings. Facilities include a nursery, primary school, local shop, village hall and playground and pubs.

5.131 Binsted Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA36	Land at Clements Close, Binsted
LAA Ref	EA002
Settlement	Binsted
Parish	Binsted
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.42
Uses and Indicative Capacity	Housing (Class C3) – 10 homes



SDA36: Land at Clements Close, Binsted Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 2 The existing vehicular access should be retained and the existing on-site cables under-grounded or appropriately re-routed;
- 3 Improvements will be made to biodiversity in line with local strategies;
- 4 All necessary vehicular parking will be provided on-site to avoid additional on street parking in local roads;
- 5 A pedestrian link will be provided to adjoining Public Right of Way Footpath 28; and
- 6 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site;
 - b) Minimise hard surfaced areas on site; and
 - c) New planting should be suitable for pollinating species.

SUPPORTING TEXT

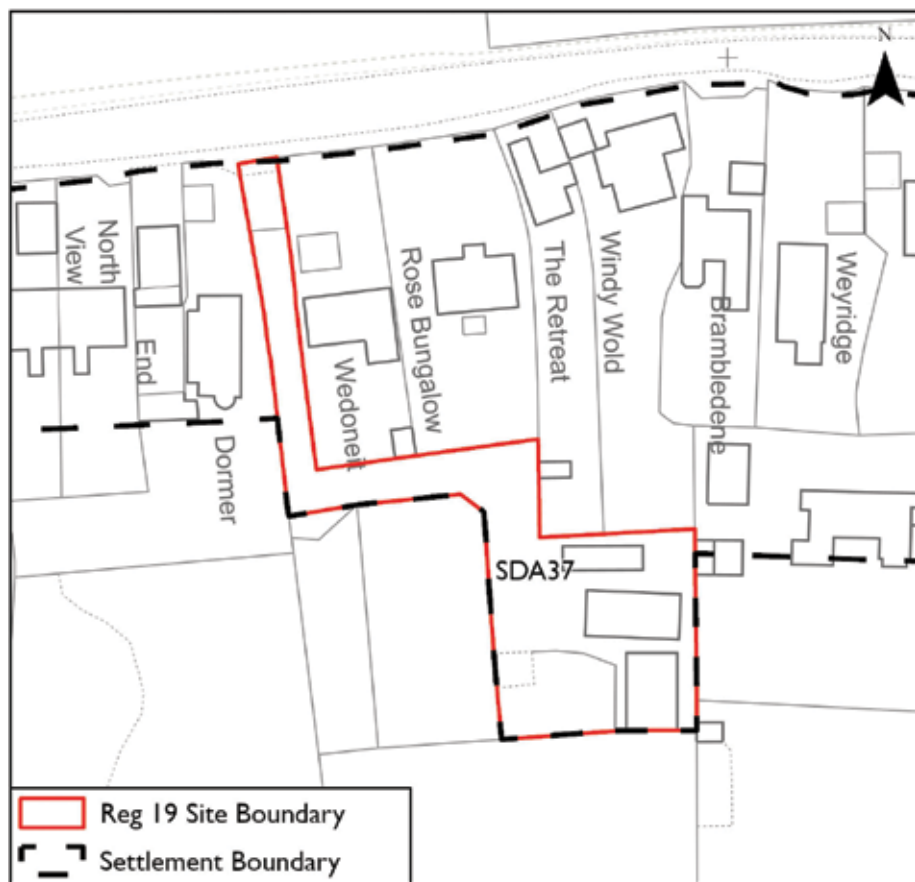
5.132 SDNP/24/03248/FUL for 10 dwellings has a resolution to grant subject to a s106 agreement (Planning Committee 10 July 2025).

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN5 Wealden Heaths Complex



SDA37	New Barn Stables, The Street, Binsted
LAA Ref	n/a
Settlement	Binsted
Parish	Binsted
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.17
Uses and Indicative Capacity	1 gypsy and traveller pitch



SDA37: New Barn Stables, The Street, Binsted Requirements

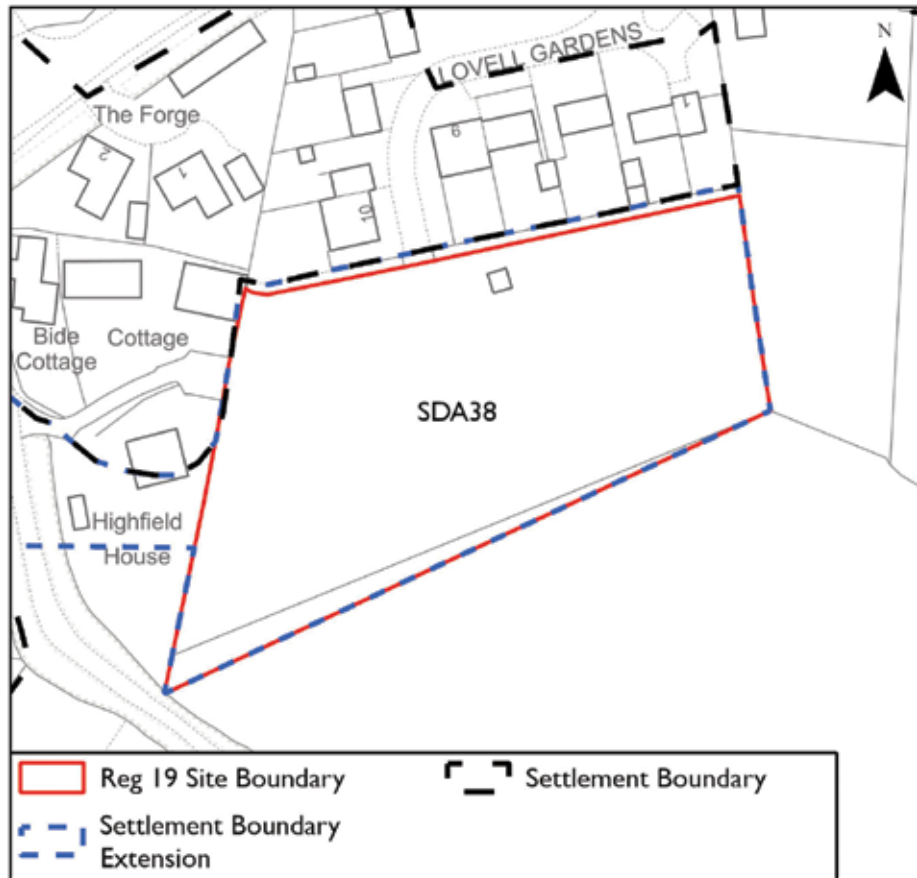
Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Development must be laid out to ensure sufficient room is available to allow vehicles to turn around within the site;
- 2 The development must demonstrate no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 3 Existing mature trees and hedgerows bordering the site must be retained and reinforced;
- 4 The development should be occupied only by those who fulfil the Planning Policy for Traveller Sites definition of a Gypsy or Traveller;
- 5 Hard surfaced areas on site will be minimised; and
- 6 New planting will be provided suitable for pollinating species.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN5 Wealden Heaths Complex, SDH10 Gypsies, Travellers and Travelling Showpeople

SDA38	Land south of Lovell Gardens, Binsted
LAA Ref	EA161
Settlement	Binsted
Parish	Binsted
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.54
Uses and Indicative Capacity	Housing (Class C3) - 12 homes



SDA38: Land south of Lovell Gardens, Binsted Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Lovell Gardens;
- 2 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks and ensuring that characteristic planting is developed on the southern boundary utilising native species and varying planting depths and intervals to create a more natural appearance;
- 3 Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 4 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 5 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 6 Demonstrates no significant harm will be caused to groundwater resources;

- 7 Ensures that development follows the existing contours of the site and the built development creates a suitable transition in built form and fabric to the open countryside to the south;
- 8 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm; and
- 9 Development shall be designed to ensure that it would have no impact on the operation or asset capability of RAF Odiham, specifically related to development height and its location within a birdstrike safeguarding zone.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

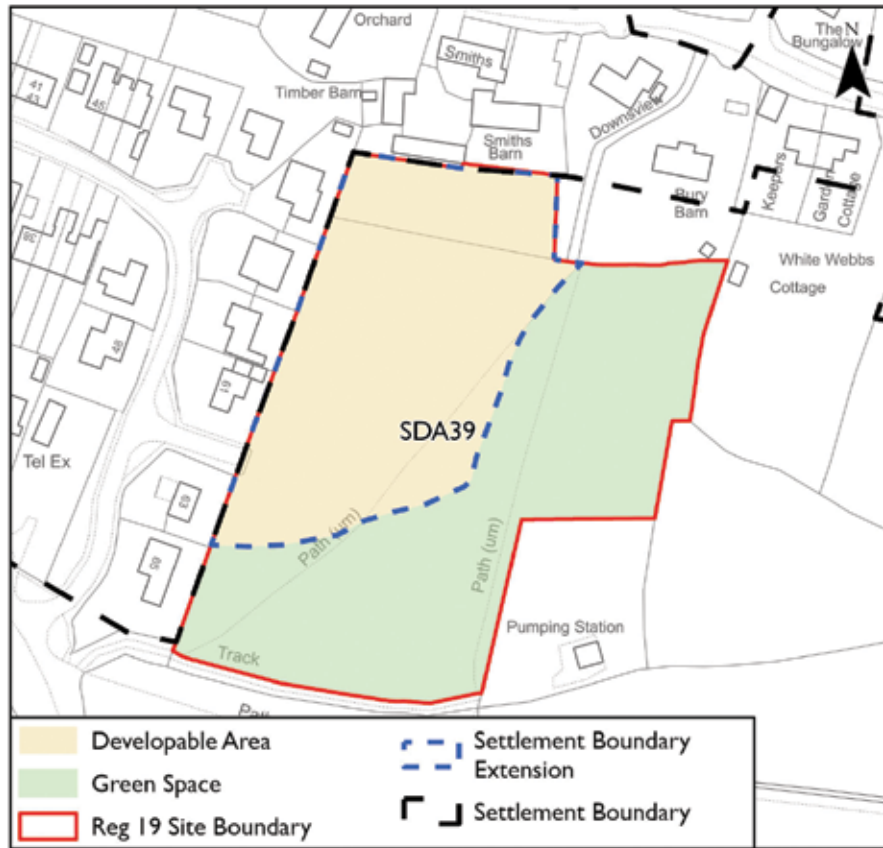
SDN5 Wealden Heaths Complex, SDW2 Flood Risk Management, SDW6 Contaminated Land

BURY

5.133 Bury village is located 5 miles southwest of Pulborough and its eastern boundary runs along the River Arun. The A29 runs through the village, with most of the existing settlement lying to the east of this busy main road. Bury has two schools, a 12th century Grade I listed church and Grade II listed Bury Manor. The Street and Church Lane in Bury form the original part of Bury village much of which lies within the conservation area. Facilities include a nursery, primary school, local shop, village hall, playground and pub.

5.134 The Bury Neighbourhood Development Plan was made part of the development plan in April 2018. It includes thematic policies and allocations for new homes that would need to be taken into account when planning any future development. Bury Parish Council has also prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocation below, and are material considerations for any other development that comes forward in the parish.

SDA39	Land east of Coombe Crescent, Bury
LAA Ref	CH003
Settlement	Bury
Parish	Bury
Local Authority	Chichester District Council
Gross Site Area (HA)	1.37
Uses and Indicative Capacity	Housing (Class C3) - 15 homes



SDA39: Land east of Coombe Crescent, Bury Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Coombe Crescent;
- 2 Incorporates Public Rights of Way 753 and 754 into the scheme design, noting the existing desire lines across the site do not match legal routes and a diversion may be required. Footpath routing within the site must include a pedestrian link to Coombe Crescent, and should have as little interaction as possible with vehicular traffic;
- 3 Follows a sequential approach by directing development away from areas of flood risk including the provision of any required flood mitigation measures;
- 4 Demonstrates no significant harm will be caused to groundwater resources;
- 5 Ensures appropriate buffering for the River Arun watercourse and its riparian zone to the east. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of the River Arun;
- 6 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 7 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of the Arun Valley Special Protection Area and Ramsar site and The Mens Special Area of Conservation;
- 8 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 9 Development should account for the site's visually prominent position on the eastern edge of Bury and the site's green infrastructure function by providing a suitable transition in built form and fabric to open countryside to the south and east, including opportunities for public open space with planting to soften the settlement edge, provide for nature recovery, and enable the community to play and dwell;

- 10** Conserves and enhances the setting of Bury Conservation Area and associated listed buildings to the north;
- 11** Ensures that development follows the existing contours of the site and focuses development on the north and west areas of the site;
- 12** Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the southern and eastern boundaries and opportunities to keep these boundaries free from vehicular access should be considered;
- 13** Safeguards and enhances where possible vegetation belts on site boundaries and ensure a positive relationship with residential properties which have rear gardens backing onto the site; and
- 14** Seeks opportunities to support the restoration and/or management of the adjacent Arun Valley Site of Importance for Nature Conservation and Local Wildlife Site to the southeast of the site.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

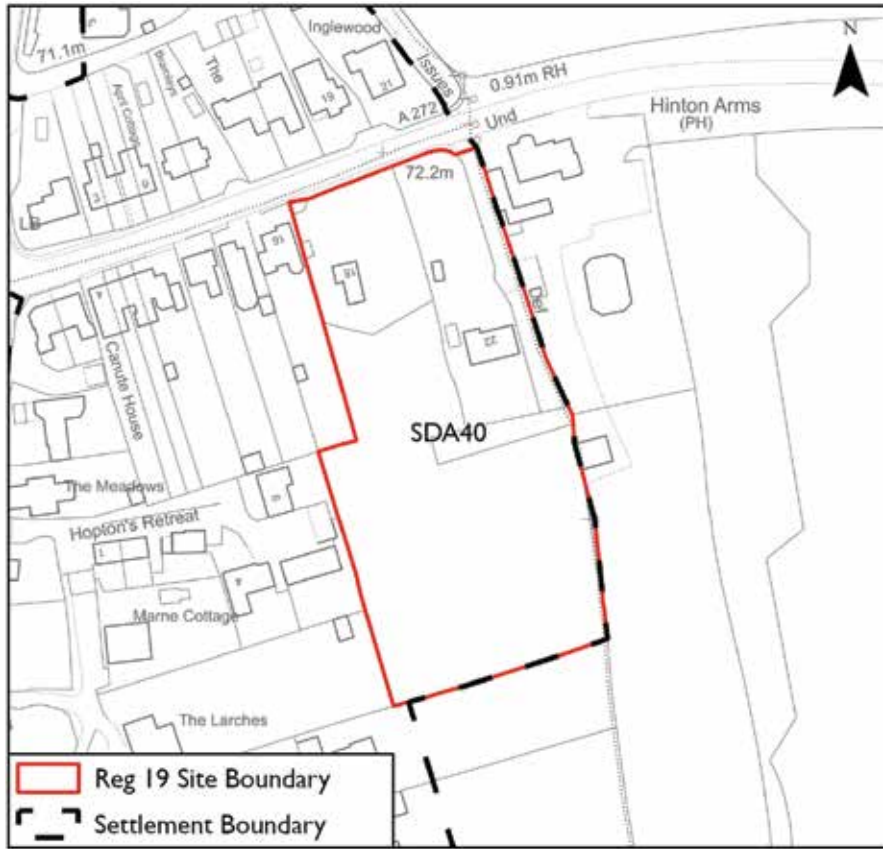
SDL3 Safeguarding Views, SDL6 Historic Environment and Cultural Heritage, SDL7 Listed Buildings, SDN2 Designated Sites Hierarchy, SDN3 Sussex Bats Special Areas of Conservation, SDN4 Arun Valley Special Protection Area, SDW2 Flood Risk Management.

CHERITON

5.135 Cheriton is a historic village located in the Western Downs broad area near the source of the River Itchen – a Special Area of Conservation and a Site of Special Scientific Interest – and close to the site of a civil war battle in 1644. Cheriton is essentially a linear village along the path of the River Itchen albeit with open areas between parts of the village. The historic core of Cheriton is the northernmost part of the village with a large area of 20th century housing to the south-east. The smaller settlements of Hinton Marsh (in Bramdean and Hinton Ampner parish) and New Cheriton (in Kilmeston parish) are located south of the A272. The former includes the designed landscape and associated heritage assets of Hinton Ampner, while facilities in the wider area include a nursery, primary school, local shop, village hall, post office and pub.

5.136 Cheriton Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocation below, and are material considerations for any other development that comes forward in the parish. The Parish Priorities Statement prepared by neighbouring Bramdean and Hinton Ampner Parish Council may also be relevant to proposals near the parish boundary.

SDA40	Land south of the A272 at Hinton Marsh, Cheriton
LAA Ref	W1084
Settlement	Hinton Marsh and New Cheriton
Parish	Kilmeston
Local Authority	Winchester City Council
Gross Site Area (HA)	0.86
Uses and Indicative Capacity	Housing (Class C3) – 14 homes



SDA40: Land south of the A272 at Hinton Marsh, Cheriton Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Development demonstrates no adverse effect on the integrity of the Solent Habitats Sites and River Itchen Special Area of Conservation through nutrient neutrality informed by a project-level Habitats Regulations Assessment;
- 2 Development should provide a suitable transition in built form and fabric from the existing residential areas to the north and west and the open countryside to the south and east;
- 3 Development should include a suitable area of public open space within the site;
- 4 A suitable vehicular and pedestrian access will be provided;
- 5 All necessary vehicular parking will be provided on-site to avoid additional on street parking;
- 6 Off-site pedestrian access improvements will be provided;
- 7 Existing mature trees and hedgerows will be retained;
- 8 Suitable on-site foul water and surface water drainage will be provided;
- 9 The location of new housing and access roads will have regard to low lying areas prone to groundwater emergence; and
- 10 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken;
 - b) Retain suitable existing habitat for pollinating species where possible. New planting should be suitable for pollinating species; and
 - c) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.

SUPPORTING TEXT

5.137 This allocation falls within the Solent and River Itchen Nutrient Neutrality Catchment Areas and there is a requirement for development to demonstrate nutrient neutrality (see policy SDN7). Opportunities exist for suitable mitigation at the nearby Hinton Ampner Estate.

5.138 Southern Water has indicated that there is no public sewer network in close proximity to the site, the nearest public sewer catchment is 3.8 kilometres away. This may need to be considered when designing the layout of the development and assessing what new wastewater infrastructure is required to serve the development. The Environment Agency advise that, under the Environmental Permitting (England and Wales) Regulations 2016, any discharge of sewage made to either surface water or groundwater will need to be registered as an exempt discharge activity, or hold a permit issued by the Environment Agency. An environmental permit is separate to the need for planning permission.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

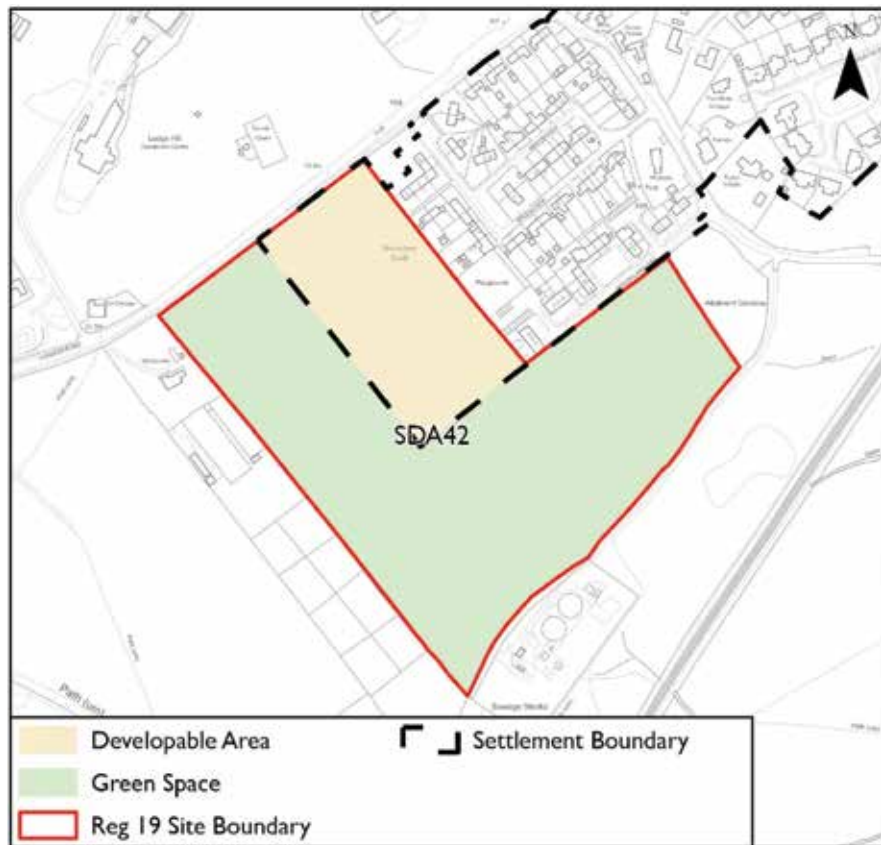
SDL5 Dark Night Skies, SDN7 Nutrient Neutrality

COLDWALTHAM

5.139 Coldwaltham is a small historic village located 2.5 miles south of Pulborough in the Arun Valley. The London Road (A29) runs through the village. To the east of the village is the Waltham Brooks Nature Reserve. Facilities include a nursery, primary school, village hall, playground and pub.

5.140 Coldwaltham Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA42	Land south of London Road, Coldwaltham
LAA Ref	HO015
Settlement	Coldwaltham
Parish	Coldwaltham
Local Authority	Horsham District Council
Gross Site Area (HA)	8.25
Uses and Indicative Capacity	Housing (Class C3) – 30 homes Retail (Class E(a)) – 280sqm shop



SDA42: Land south of London Road, Coldwaltham Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Regard shall be had to the Development Brief for this site prepared by the National Park Authority in 2018;
- 2 It will be demonstrated that there would be no likely significant effect on the Waltham Brooks Site of Special Scientific Interest (SSSI), the Amberley Wild Brooks SSSI, and no adverse effects on the integrity of The Mens SAC and the Arun Valley SAC, SPA and Ramsar site and that suitable mitigation, where deemed necessary, will be secured through planning obligations and/or planning conditions;
- 3 Development must be informed by a comprehensive landscape and design strategy and, through reinforcing local distinctiveness, provide a suitable transition in form and fabric from the existing residential areas to the east and the open countryside to the north, west and south;
- 4 Development must be demonstrably biodiversity-led and guided by the biodiversity value of the site. It will be necessary to design the development to maximise existing habitats and species and retain a large proportion of undeveloped land for the purpose of retaining and enhancing biodiversity;
- 5 The residual area of the allocation will be provided as open space with the primary purpose of retaining and enhancing the existing biodiversity value of the site and to provide alternative recreation to designated sites in the Arun Valley;
- 6 A new vehicular and pedestrian access will be provided from the A29 London Road and suitable pedestrian and cycle links will be provided to the rest of the settlement and adjacent open countryside;
- 7 All necessary vehicular parking will be provided on-site to avoid additional on street parking in adjacent residential areas;
- 8 Appropriate biodiversity improvements will be provided reflecting relevant national and local strategies including a meadow management plan;
- 9 Existing mature trees and hedgerows will be retained and enhanced;
- 10 Suitable flood risk mitigation will be provided;
- 11 There will be no significant harm caused to groundwater resources;

- 12 Improvements will be made to the public realm of the adjacent housing area including removal of existing boundary treatments and replacement with suitable alternatives where appropriate;
- 13 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy;
- 14 Foul drainage will be connected to the mains system at the nearest point of capacity;
- 15 Suitable Sustainable Drainage Systems will be provided to protect adjacent sites with nature conservation designations from adverse hydrological impacts and be designed to incorporate existing biodiversity;
- 16 Adequate separation will be provided between Coldwaltham Wastewater Treatment Works and the development to allow odour dispersion on the basis of an odour assessment to be undertaken in consultation with Southern Water; and
- 17 Future access to the existing sewerage infrastructure will be provided for maintenance and upsizing purposes.

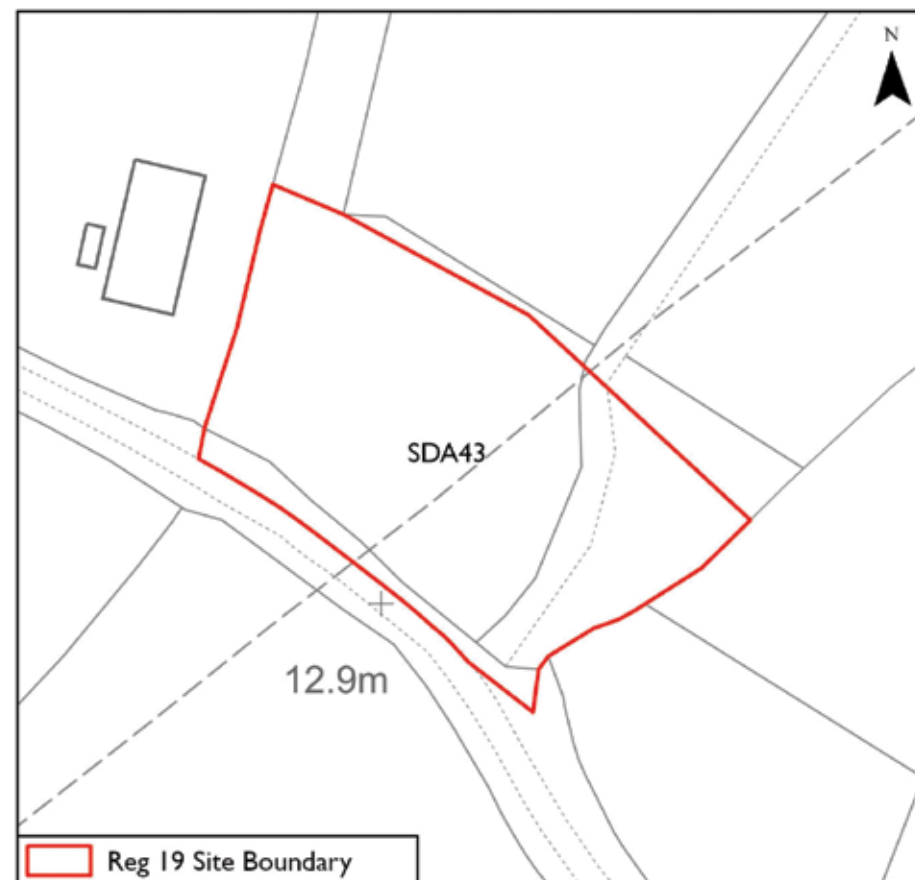
SUPPORTING TEXT

- 5.141 This site is in Source Protection Zone 3 so criterion 11 requires that groundwater resources be protected.
- 5.142 This site falls within 6.5km of Sussex Bats Special Areas of Conservation, and appropriate avoidance and mitigation measures are required, see policy SDN3.
- 5.143 The National Park Authority has prepared a Development Brief to assist the delivery of the site. Development proposals in broad conformity with the Development Brief will be permitted.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDN2 Designated Sites Hierarchy, SDN3 Sussex Bats Special Areas of Conservation, SDN4 Arun Valley Special Protection Area, SDG3 Public Open Space, Sports and Recreational Facilities, West Sussex Joint Minerals Local Plan Policy M9 Safeguarding Minerals

SDA43	Land north of Kings Lane, Coldwaltham
LAA Ref	n/a
Settlement	Coldwaltham
Parish	Coldwaltham
Local Authority	Horsham District Council
Gross Site Area (HA)	0.22
Uses and Indicative Capacity	2 gypsy and traveller pitches





SDA43: Land north of Kings Lane, Coldwaltham Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Laid out to ensure sufficient room is available to allow vehicles to turn around within the site;
- 2 Demonstrate through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of the Arun Valley Special Protection Area and Ramar, The Mens Special Area of Conservation, and Ebernoe Common Special Area of Conservation;
- 3 Safeguard and enhance existing hedgerows and trees bordering the site;
- 4 Designed to minimise the feeling of urbanisation in this location, with appropriate planting to break up the hard standing and keeping any associated buildings to a minimum in scale;
- 5 Designed to provide appropriate clearance from the water main which passes through the site;
- 6 Surface water drainage must be controlled on site and foul drainage must be effectively treated before discharge;
- 7 External lighting is minimised to protect dark night skies; and
- 8 The development should be occupied only by those who fulfil the Planning Policy for Traveller Sites' definition of a Gypsy or Traveller.

SUPPORTING TEXT

5.144 This site falls within 6.5km of Sussex Bats SAC and within 6.5km of the Arun SPA and so appropriate avoidance and mitigation measures are required, see policies SDN3 and SDN4 respectively.

5.145 The site contains the route of a Roman road.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN2 Designated Sites Hierarchy, SDN3 Sussex Bats Special Areas of Conservation, SDN4 Arun Valley Special Protection Area, SDH10 Gypsies, travellers and Travelling Showpeople

SDA44: Land at Beechwood Lane, Cooksbridge Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides a suitable vehicular and shared active travel access onto Beechwood Lane, seeking to minimise any loss of hedgerow;
- 2 Design and layout has regard to the site's location on the southwestern edge and approach to Cooksbridge, including its green infrastructure function, and provide a suitable transition in built form and fabric to the open land and countryside to the northwest and west;
- 3 Provides public open space with planting to soften the settlement edge, provides for nature recovery, and links to the designated Local Green Space at The Platt woodland to the south of the site;
- 4 Provides an active travel route through the site from Beechwood Lane to link with Cooksbridge Station, including upgrading part of footpath HAM9/1 to accommodate cyclists. This route should be surfaced throughout to a standard that enables year-round use;
- 5 Includes a community shop in accordance with community aspirations expressed in the Neighbourhood Development Plan;
- 6 Safeguards and where possible enhances existing vegetation belts on all site boundaries including seeking to screen commercial uses to the north of the site from local and wider views. Existing mature trees should be retained and protected, including those covered by a tree preservation order on the eastern boundary. Development should be planned in a way not to introduce future risk or pressure to fell or lop such trees;
- 7 Provides good acoustic design to address any noise impacts associated with the adjacent railway line;
- 8 Undertakes pre-determination evaluation of potential archaeological features on the site prior to any planning application being submitted and includes any appropriate mitigation depending on the outcome of that evaluation;
- 9 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 10 Provides any required flood mitigation and drainage measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an

emphasis on nature-based, above ground and connected elements rather than underground engineered solutions; and

- 11 Car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas and does not dominate or negatively impact the public realm within the site or on the site boundaries.

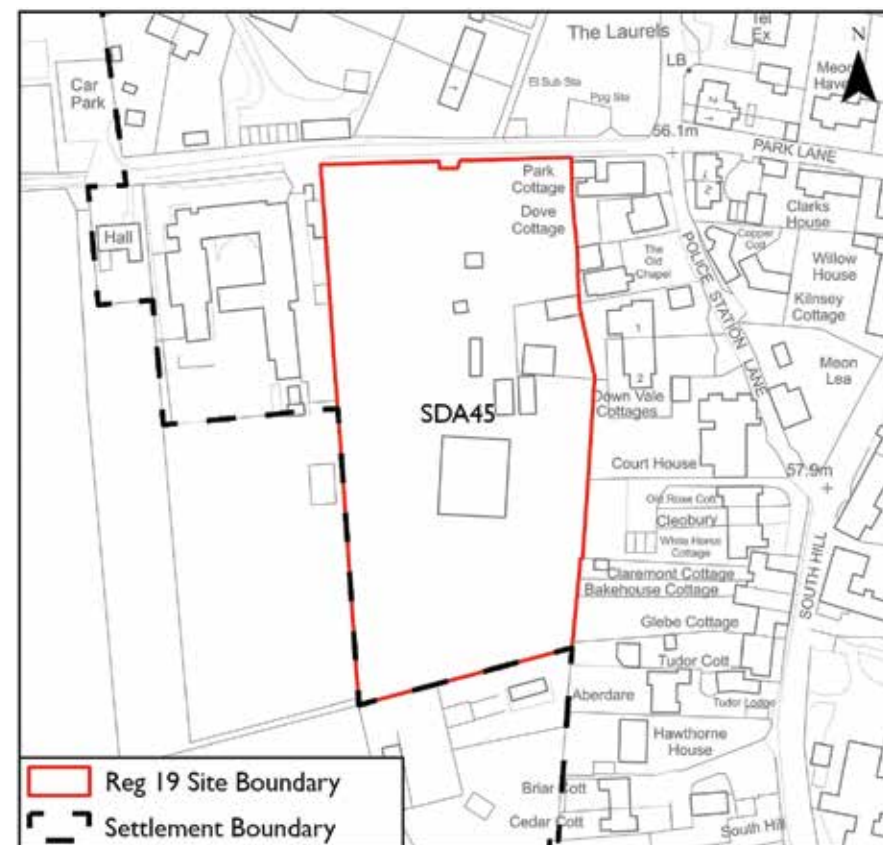
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL9 Archaeology, SDW2 Flood Risk Management, SDG3 Public Open Space, Sports and Recreational Facilities

DROXFORD

5.148 Droxford is an historic village located in the Dip Slope broad area on the upper reaches of the River Meon. The village is essentially linear in form, originally built on a raised terrace slightly elevated from the river. Droxford is particularly noteworthy for its collection of well-preserved eighteenth and early 19th century domestic architecture. Facilities include a nursery, junior school, local shop, post office, village hall, playground, and pub.

SDA45	Land at Park Lane, Droxford
LAA Ref	WI060
Settlement	Droxford
Parish	Droxford
Local Authority	Winchester City Council
Gross Site Area (HA)	1.04
Uses and Indicative Capacity	Housing (Class C3) – 9 homes



SDA45: Land at Park Lane, Droxford Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 The setting of local heritage assets will be conserved and enhanced, including the Droxford Conservation Area;
- 2 Demonstrate no adverse effect on the integrity of the Solent Habitats Sites and the River Meon compensatory habitat for the River Itchen Special Area of Conservation (SAC), informed by a project-level Habitats Regulations Assessment.
- 3 A suitable transition will be provided in built form and fabric from the residential areas to the north and east and the open countryside to the south and west;
- 4 Safe pedestrian and vehicular access and egress will be secured through suitable planning obligations where this is dependent on off-site highways improvements;
- 5 All necessary vehicular parking will be provided on-site to avoid additional on street parking in local roads;
- 6 The location of new housing and access roads will have regard to areas prone to surface water flooding and potential groundwater emergence;
- 7 Demonstrates no significant harm will be caused to groundwater resources;
- 8 Demonstrates no significant harm will be caused to the amenity of the adjacent Wayfarer's Walk;
- 9 Demonstrates no significant harm will be caused to the amenity of users of the adjacent school; and
- 10 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Protect and enhance hedgerows and trees within the site where possible, and where they are lost, provide at least the equivalent in new planting on site;
 - b) Minimise hard surfaced areas on site; and
 - c) New planting should be suitable for pollinating species.

SUPPORTING TEXT

5.149 Droxford is not serviced by any foul main drainage, so there are no sewers into which the site could discharge. A private wastewater solution will therefore be required. The capacity of this site has been amended since the 2019 Local Plan to reflect the constrained sewerage infrastructure capacity, but the site may be able to accommodate more dwellings if appropriately evidenced through a planning application.

5.150 The site is within Source Protection Zones 2 and 3 so criterion 7 is necessary to protect these resources.

5.151 The site falls within the Solent Neutrality Catchment Area and the River Meon compensatory habitat for the River Itchen Special area of Conservation (SAC), so there is a requirement for development to demonstrate nutrient neutrality (see policy SDN7).

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

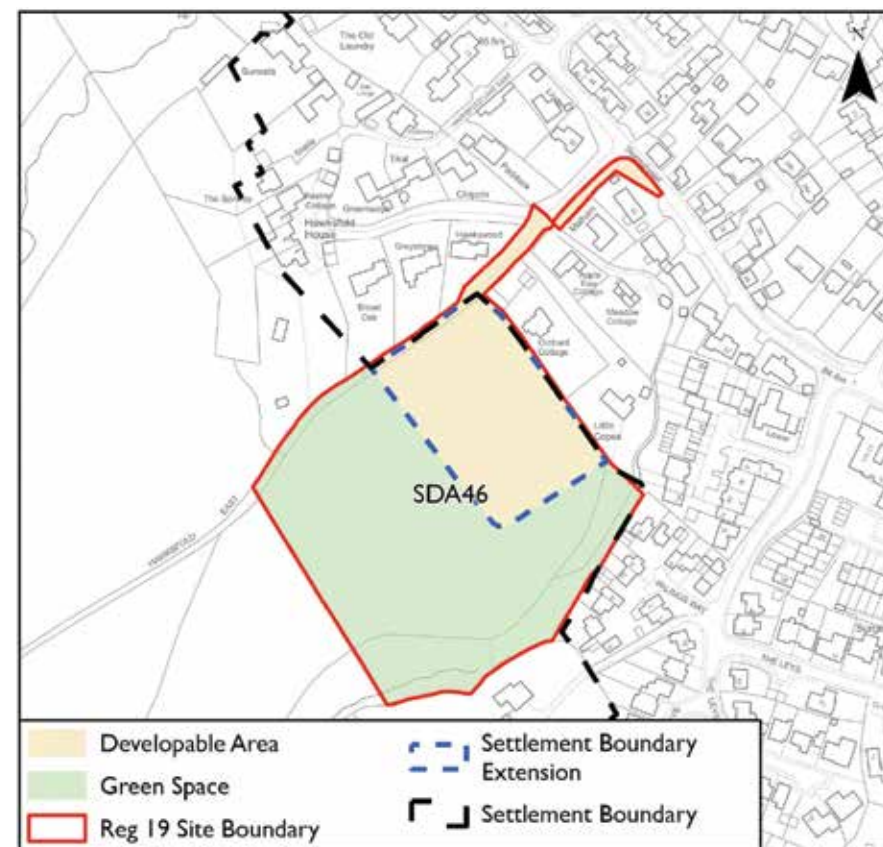
SDL5 Dark Night Skies, SDL6 Historic Environment and Cultural Heritage, SDL8 Conservation Areas, SDN7 Nutrient Neutrality, SDW2 Flood Risk Management

FERNHURST

5.152 The village lies in the Milland/Fernhurst Vale, drained by the River Lod which is a tributary of the River Rother. It has a long history of ironworking and the requirements of the iron works for ore, charcoal and water has helped shape the landscape. There is a Medieval ruined castle, Verdley Castle, and many other listed buildings, with the majority being clustered around the village green within the conservation area. The parish had a population of 1,830 people in 2021 and includes two large brownfield sites – the King Edward VII Hospital site which is currently being developed for 382 homes, and the Syngenta site which is allocated for development in the Fernhurst Neighbourhood Development Plan and has an extant planning permission for 210 homes and 233 square metres for café, retail, and community uses. Facilities in the main village include a nursery, primary school, local shops, post office, GP surgery, pharmacy, community hall, playground, and pubs.

5.153 The Fernhurst Neighbourhood Development Plan was made part of the development plan in April 2016 and includes allocations and thematic policies that would need to be taken into account when planning any future development. The Fernhurst Conservation Area Appraisal and Management Plan was approved in December 2016 and includes important evidence about the historic features which need to be considered when planning development within or adjacent to the conservation area. Fernhurst Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocation below, and are material considerations for any other development that comes forward in the parish.

SDA46	Land at Hawksfold, Fernhurst
LAA Ref	CH026
Settlement	Fernhurst
Parish	Fernhurst
Local Authority	Chichester District Council
Gross Site Area (HA)	2.46 (without access)
Uses and Indicative Capacity	Housing (Class C3) - 7 homes



SDA46: Land at Hawksfold, Fernhurst Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Hawksfold Lane East. The access arrangement should retain the existing character of Hawksfold Lane East, minimise the loss of existing trees and vegetation and include additional mitigation planting where necessary, and ensure appropriate provision for Public Right of Way 1263. Shared space design principles shall be used to ensure that the access arrangements prioritise pedestrian movements through design and achieves significantly reduced vehicular speeds;
- 2 Ensures appropriate buffering for the adjacent ancient woodland habitat to the northwest and south, and the watercourse to the south and east and its riparian zone. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of both the ancient woodland and the watercourse;
- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 4 Safeguards and enhances existing vegetation belts on the site boundaries extending these into the site wherever possible to create networks;
- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces;
- 6 Provides any required flood mitigation measures and maximises opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 7 Ensures that development follows the existing contours of the site and focuses development on the north and east areas of the site;
- 8 Ensures that the development layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated

between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimising the visibility of vehicles on the south western and south eastern boundaries; and

- 9 Provides a suitable transition in built form and fabric to public open space and green infrastructure to the south and west.

SUPPORTING TEXT

5.154 The scheme needs to ensure that the design principles are derived from a landscape-led approach based on a clear understanding of the site's character. The scheme should include an evidence-based approach showing how it provides a positive response to both the layout of new development and the formation of a new settlement boundary. The scheme should include and integrate landscape improvements, drainage requirements and bio-diversity enhancements.

5.155 As part of understanding the landscape character of the site, the significant use of Hawksfold Lane East by the wider community as a pedestrian route (Public Right of Way 1263) needs to be quantified within the design process so that appropriate access arrangements can be provided. The SDNPA do not consider the existing arrangement of Hawksfold Lane East to be 'shared space'. Pedestrians currently use the carriageway due to a lack of alternative provision. The space does not currently have the engineered features which break the implication of vehicle priority to make it safe for non-motorised users. The detailed design of the access arrangement should be integrated into the landscape approach to ensure that it does not create an unacceptable urbanising impact on Hawksfold Lane East. A shared space approach could be supported on the basis of the requirements set out in Manual for Streets 2.

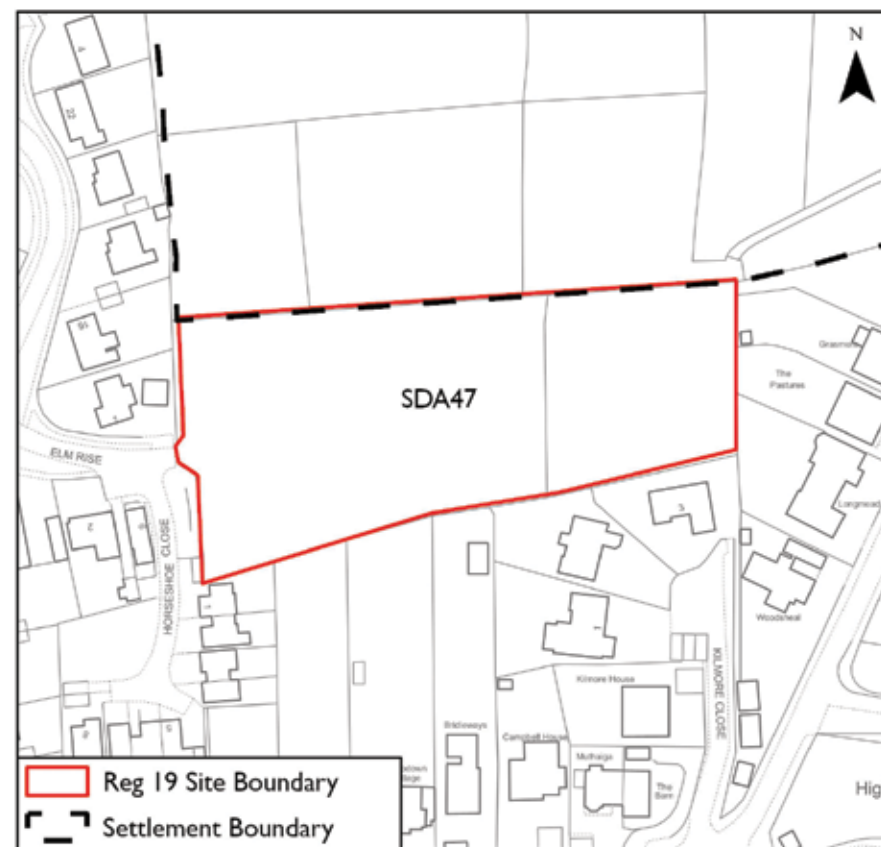
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN3 Sussex Bats Special Areas of Conservation, SDW2 Flood Risk Management

FINDON

5.156 Findon is a medium sized village with a population of 1,579 people located in the Dip Slope broad area of the National Park. The present village developed in the late middle ages on a junction of historic roads, and is focused around a compact, historic village core (The Square). Facilities include a primary school and nursery, a local shop, a community hall and playground and pub. The historic hamlet of Nepcote also falls within the settlement boundary to the north. From the 19th century, the village has become renowned for its annual Sheep Fair on Nepcote Green and as a centre for racehorse training and equestrian activities. The settlement underwent significant residential expansion during the 20th century, such that much of the village is now characterised by more modern estates and architectural styles.

5.157 The Findon Neighbourhood Development Plan was made part of the development plan in December 2016 and was reviewed and amended in March 2020. It includes thematic policies that would need to be taken into account when planning any future development. The Nepcote Conservation Area Appraisal and Management Plan was approved in March 2023 and includes important evidence about the historic features which need to be considered when planning development within or adjacent to the conservation area. Findon Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.



SDA47	Land at Elm Rise, Findon
LAA Ref	AR011
Settlement	Findon
Parish	Findon
Local Authority	Arun District Council
Gross Site Area (HA)	0.73
Uses and Indicative Capacity	Housing (Class C3) – 16 homes



SDA47: Land at Elm Rise, Findon Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Biodiversity will be enhanced, and provide for local notable and protected species;
- 2 Development should be focused on the western and southern parts of the site, and provide a suitably landscaped transition to more elevated areas;
- 3 There will be no significant harm to be caused to groundwater resources;
- 4 Vehicular access should be provided via existing access from Elm Rise;
- 5 The development should provide public green space integrated with an attractive, publicly accessible through-footpath and cycle link between Elm Rise and the northern end of Stable Lane; and
- 6 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken;
 - b) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off; and
 - c) New planting should be suitable for pollinating species.

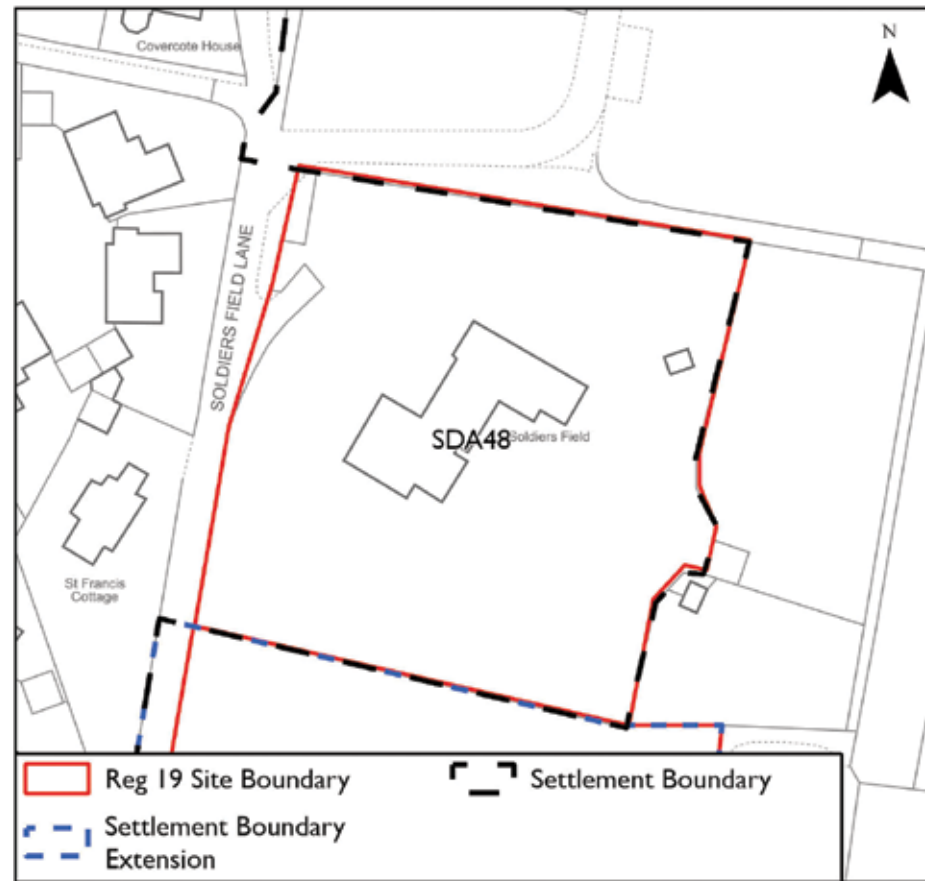
SUPPORTING TEXT

5.158 This site is within Source Protection Zones 2 and 3 so criterion 3 protects groundwater resources. SDNP/23/04993/FUL for 16 dwellings was approved in December 2025.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDW2 Flood Risk Management

SDA48	Soldiers Field House, Findon
LAA Ref	AR018
Settlement	Findon
Parish	Findon
Local Authority	Arun District Council
Gross Site Area (HA)	0.59
Uses and Indicative Capacity	Housing (Class C3) – 12 homes





SDA48: Soldiers Field House, Findon Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Development will positively enhance the contribution of the site to the downland landscape and the setting of the Wattle House, particularly as viewed from Public Rights of Way to the east and south and from Nephcote Green;
- 2 Demonstrate no significant harm will be caused to groundwater resources;
- 3 Biodiversity will be enhanced, and in particular provide for local notable and protected species;
- 4 The existing beech hedge that follows the site boundary should be retained, until improved and mature native species planting provides an enhanced boundary treatment;
- 5 The location of new housing and access roads will have regard to areas of surface water flooding and potential groundwater emergence; and
- 6 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken;
 - b) New planting should be suitable for pollinating species; and

- c) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.

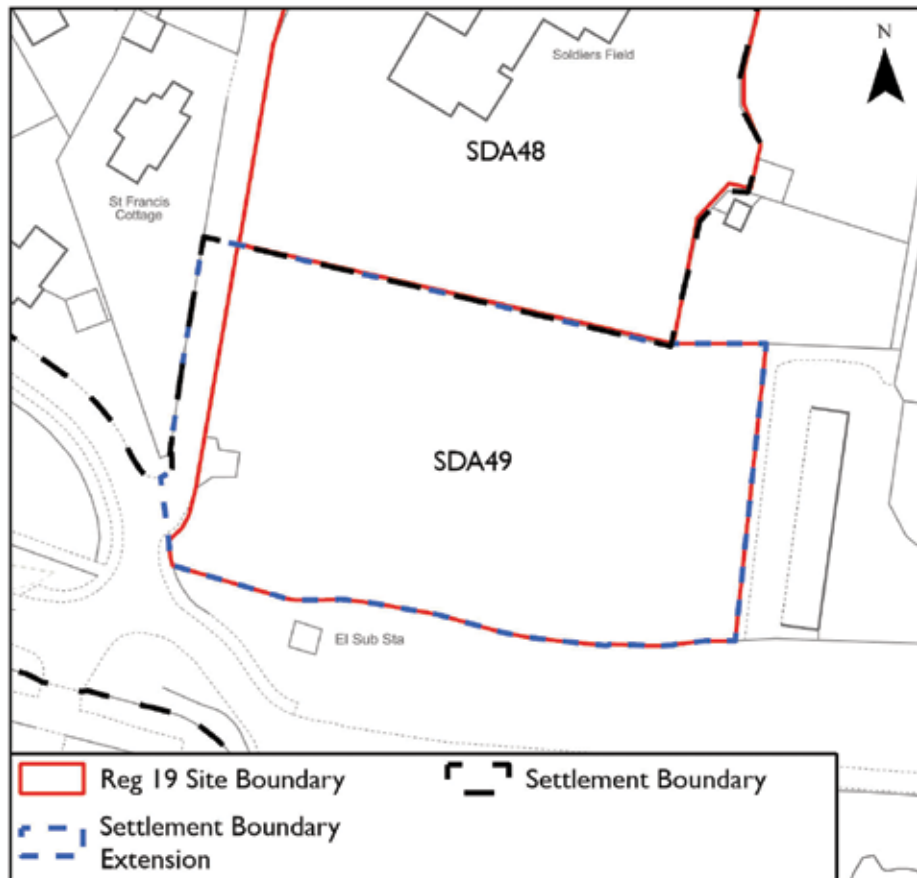
SUPPORTING TEXT

5.159 SDNP/19/01876/FUL for the demolition of the existing dwelling and the construction of 12 dwellings, public open space, access, parking, landscaping and associated works was allowed at appeal in February 2021.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL6 Historic Environment and Cultural Heritage, SDL7 Listed Buildings, SDL8 Conservation Areas

SDA49	Land south of Soldiers Field House, Findon
LAA Ref	AR068
Settlement	Findon
Parish	Findon
Local Authority	Arun District Council
Gross Site Area (HA)	0.46
Uses and Indicative Capacity	Housing (Class C3) - 8 homes



SDA49: Land south of Soldiers Field House, Findon Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Soldiers Field Lane;
- 2 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces;
- 3 Safeguards and enhances the existing vegetation on the southern boundary, and enhances the landscape character and biodiversity of the site by naturalising and enhancing the formal hedging boundaries to the north and west. These vegetated boundaries should be extended into the site wherever possible to create networks;
- 4 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 5 Conserves and enhances the setting of the adjacent Nepcote Conservation Area and associated listed buildings, including through increasing the width and density of the tree belt to the south of the site;
- 6 The layout of development should reflect the looser development forms found to the west of the site, respect and enhance the character of Soldiers Field Lane,

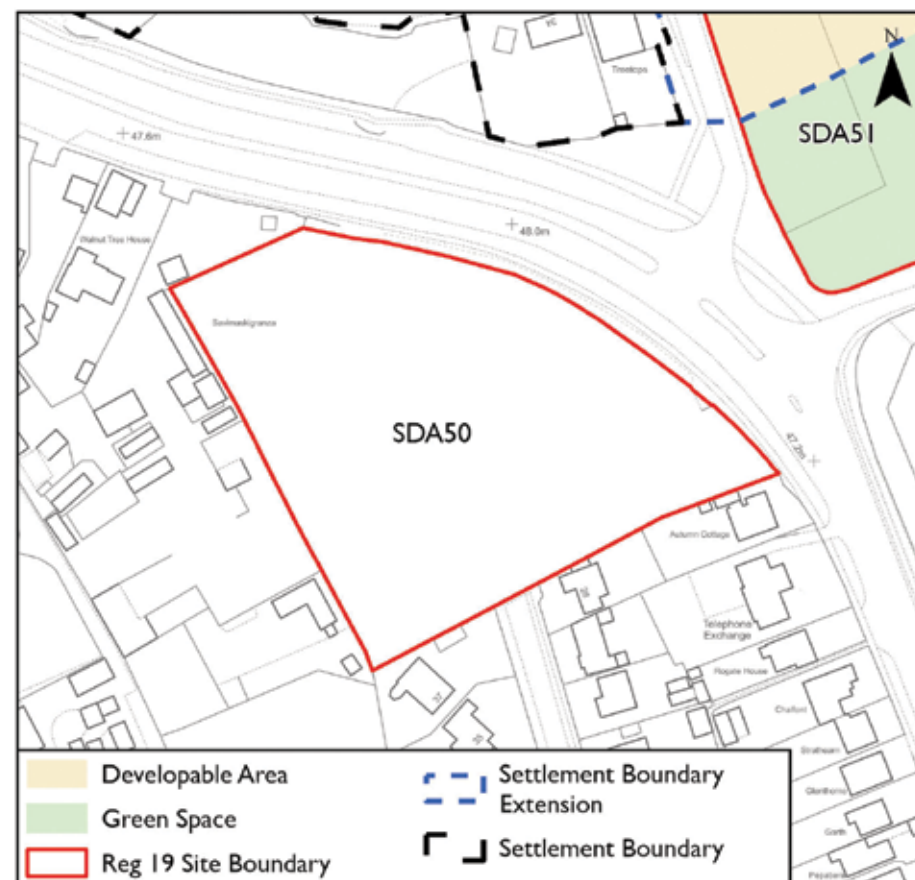
and ensure positive relationships with existing residential properties adjacent to its boundaries; and

- 7 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL5 Dark Night Skies, SDL6 Historic Environment and Cultural Heritage, SDL8 Conservation Areas

SDA50	Land north of The Quadrangle, Findon
LAA Ref	AR009
Settlement	Findon
Parish	Findon
Local Authority	Arun District Council
Gross Site Area (HA)	1.0
Uses and Indicative Capacity	Housing (Class C3) - 20 homes





SDA50: Land north of The Quadrangle, Findon Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto The Quadrangle;
- 2 Provides a suitable pedestrian route between the A24 and The Quadrangle through the site and provides an appropriate contribution towards a safe crossing of the A24 to connect with the main village services;
- 3 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 4 Development must meet the requirements for biodiversity net gain, however in order to make best use of the land and ensure high quality BNG provision, off-site provision would be considered;
- 5 Provides any required flood mitigation measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 6 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm;

- 7 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks;
- 8 Ensures good acoustic design to address any noise impacts associated with the adjacent employment uses and the A24; and
- 9 Ensures that the new development has a positive relationship with adjacent residential properties.

SUPPORTING TEXT

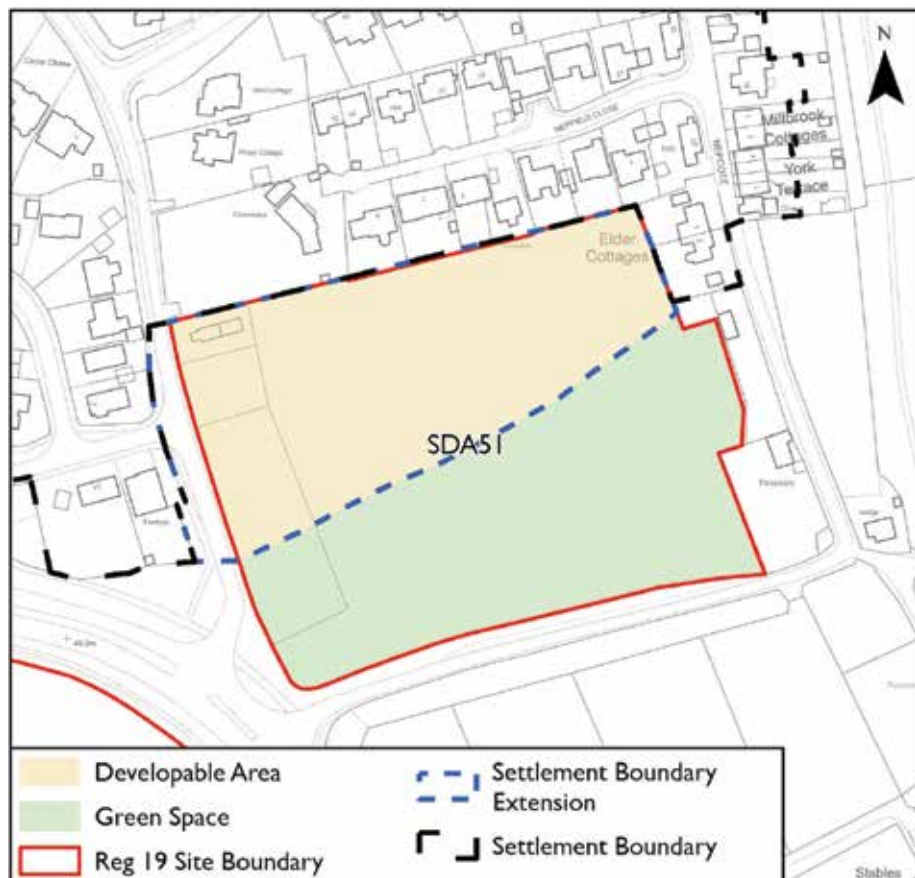
5.160 The site is located to the south of the centre of Findon Village and separated from it by the A24 Findon Bypass. Subject to technical highways work, provision of an appropriate at grade pedestrian crossing and traffic calming measures on the A24 in near vicinity to the site should be implemented to better link the site with Findon Village. This site should contribute to the provision of such a crossing.

5.161 The site is identified in the Findon Neighbourhood Plan as being relevant to Policy CFW4, which says "If land formally designated as, but not being used for allotments becomes available and there is a Parish Council waiting list for allotments, its use for allotments will be supported (See Map 1)". Given that the site is being promoted for residential development, it is assumed that it is not available for allotments, therefore this policy does not apply.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDW2 Flood Risk Management, SDG3 Public Open Space, Sports and Recreational Facilities

SDA51	Land south of Findon (Wyatts Field), Findon
LAA Ref	AR022
Settlement	Findon
Parish	Findon
Local Authority	Arun District Council
Gross Site Area (HA)	2.35
Uses and Indicative Capacity	Housing (Class C3) - 20 homes



SDA51: Land south of Findon (Wyatts Field), Findon Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Cross Lane, and provide an appropriate contribution towards a safe crossing of the A24 to connect with the Garden Centre, church and wider countryside;
- 2 The allocation must be master planned comprehensively, and if brought forward in a phased manner, initial phases must not prejudice the delivery of later phases;
- 3 Conserves and enhances the setting of the Nepcote Conservation Area and listed structures and buildings on the eastern boundary of the site;
- 4 Ensures that the development follows the existing contours of the site and focuses development on the north and west areas of the site, providing a suitable transition in built form and fabric to public open space and green infrastructure to the south and east;
- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces and streetscapes. Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;

- 6 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks and form characteristic edge treatments to the development;
- 7 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of, and ideally remove entirely, parked vehicles on the southern and eastern boundaries;
- 8 Ensures that the new development has a positive relationship with residential properties which share boundaries with the site to the north and east; and
- 9 Evaluation of potential archaeological features on the site will be carried out prior to any planning application being submitted so that the design and layout can take into account the preference to retain and protect any such features discovered.

SUPPORTING TEXT

5.162 The site is within the West Sussex County Council Archaeology Notification Alert for Findon Bronze Age, Iron Age & Roman occupation zone. The early identification of any archaeological features within the site is therefore considered very important.

5.163 In order to integrate the site’s role within the setting of the Nephote Conservation Area and the opportunity to provide positive public open space, the scheme for the public open space should focus on the provision of small scale, incidental natural play equipment (such as stepping stones, logs and planting) which should be provided alongside spaces to sit and dwell. No formal play equipment (bright and incongruous) should be provided, and furniture such as benches should be chosen to complement and/or blend with the public open space and its setting.

5.164 Subject to technical highways work, the site should contribute to provision of an appropriate at grade pedestrian crossing and traffic calming measures on the A24 in near vicinity to the site to better link the site with facilities and public rights of way south of the A24.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

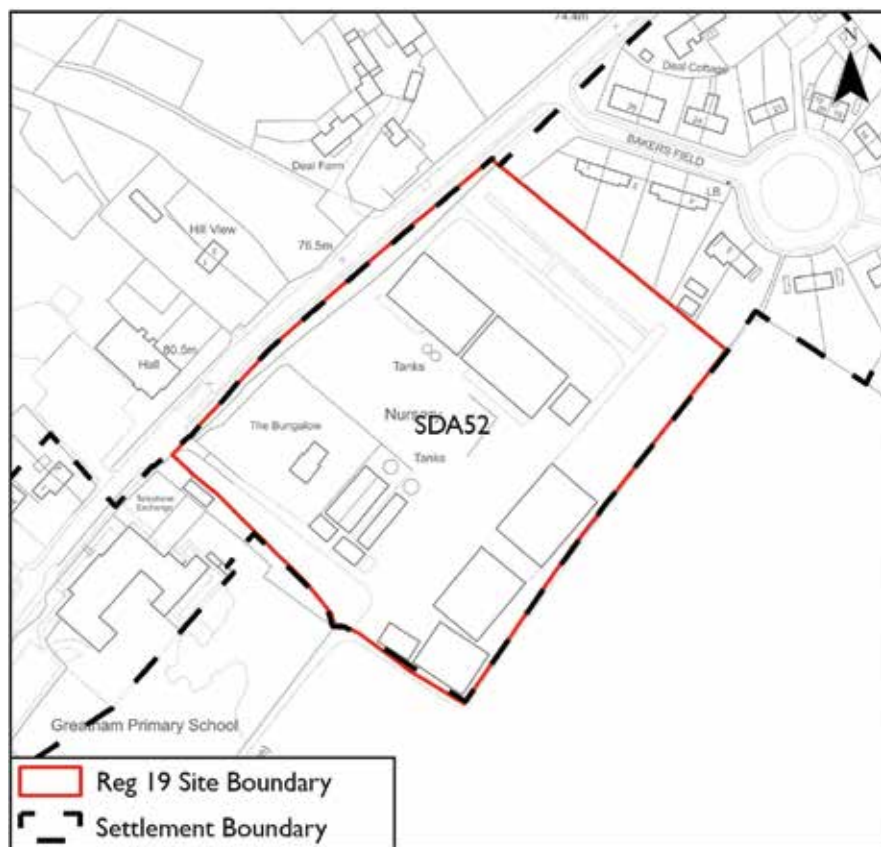
SDL3 Safeguarding Views, SDL6 Historic Environment and Cultural Heritage, SDL7 Listed Buildings, SDL8 Conservation Areas, SDL9 Archaeology, SDG3 Public Open Space, Sports and Recreational Facilities

GREATHAM

5.165 Greatham is about 6 miles north of Petersfield and has a pub, playground, nursery, primary school and village hall. It is a linear village of the Western Weald which runs along the old main Petersfield to Farnham road, straddling two distinct landscape areas. The older part of the village to the west, much of which is covered by a conservation area, lies among the gently rolling fields of the Mixed Farmland and Woodland Vale landscape area, with many mature trees and distant views of the Hangers. Traditional building materials here include much use of sandstone.

5.166 Further northeast, beyond the valley of a tributary of the River Rother, the housing along the road becomes newer and denser as the land rises to sandy oak, birch and pine woods in the Wealden Farmland and Heath Mosaic landscape area, part of which are designated local wildlife sites. The eastern end of the village is in close proximity to land used by military. On the northern and eastern edge of the settlement is the Woolmer Forest. The forest is a Special Area of Conservation and a Site of Special Scientific Interest which forms part of the Wealden Heaths Phase II Special Protection Area.

SDA52	Land at Petersfield Road, Greatham
LAA Ref	EA022
Settlement	Greatham
Parish	Greatham
Local Authority	East Hampshire District Council
Gross Site Area (HA)	2.37
Uses and Indicative Capacity	Housing (Class C3) – 37 homes Retail (Class E(a)) – 280sqm shop



SDA52: Land at Petersfield Road, Greatham Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Development proposals should provide clear transition in form and layout with a reduced build intensity from Petersfield Road east towards the open countryside;
- 2 Development proposals demonstrate no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 3 Development proposals should conserve and enhance the setting of local heritage assets including the Greatham Conservation Area and listed buildings, and use local building materials to reinforce local distinctiveness (which may include sandstones);
- 4 Suitable mitigation measures will be provided to avoid increases in localised surface water flooding;
- 5 Demonstrate no significant harm will be caused to groundwater resources;
- 6 The existing vehicular access will be retained and improvements to both the vehicular access and to off-site highways provided where identified as necessary to provide safe access and egress;
- 7 A publicly accessible off-road pedestrian route will be provided from Petersfield Road to the existing Public Right of Way to the east of the allocation site;
- 8 A significant area of public open space will be provided within the site which provides for a transition between the development and the countryside;
- 9 Existing mature trees and site boundaries will be retained and enhanced and new site boundaries provided appropriate to the local landscape; and
- 10 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken; and
 - b) New planting should be suitable for pollinating species.

SUPPORTING TEXT

5.167 There is wastewater and waste infrastructure located near the site boundary. It is important that the exact location of this infrastructure in relation to the site is established prior to the commencement of any construction, in liaison with Southern Water, and that suitable access for maintenance and upsizing is retained.

5.168 The site is located within Source Protection Zone 3, so a criterion 5 is included to protect groundwater resources. The site is within 5km of the Wealden Heath Phase II Special Protection Area where mitigation may be required, see policy SDN5.

5.169 SDNP/21/04848/FUL for 37 dwellings was allowed at appeal in June 2023.

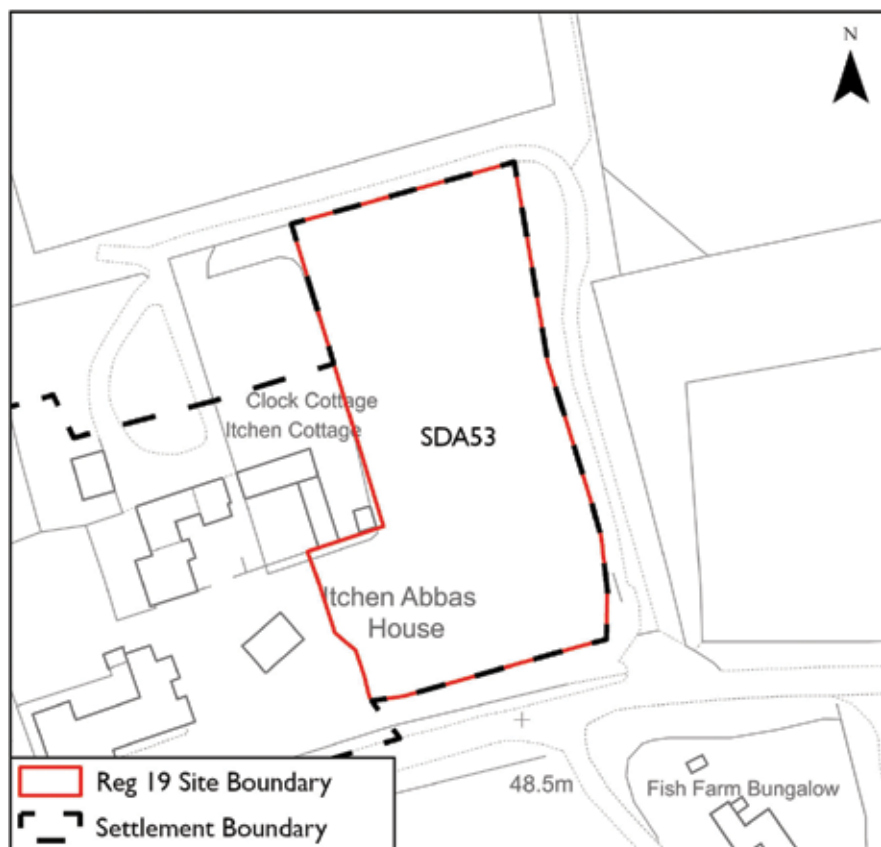
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL6 Historic Environment and Cultural Heritage, SDL7 Listed Buildings, SDL8 Conservation Areas, SDN5 Wealden Heaths Complex, SDW2 Flood Risk Management, SDG3 Public Open Space, Sports and Recreational Facilities

ITCHEN ABBAS

5.170 Itchen Abbas is a linear village with a population of 244 people, located in the Western Downs approximately four miles north-east of Winchester. Itchen Abbas developed along the northern edge of the River Itchen, a Special Area of Conservation and a Site of Special Scientific Interest. The older houses in Itchen Abbas are mainly scattered in a linear fashion along the main road. Characteristic building materials in the older houses are brick, sometimes mixed with flints, reflecting the chalky surroundings. Most of the community buildings are located around the junction between the main road (B3047) and a north-south lane which crosses the River Itchen. Facilities include a nursery, primary school, local shop, post office, village hall and pub.

SDA53	Land at Itchen Abbas House, Itchen Abbas
LAA Ref	WI096
Settlement	Itchen Abbas
Parish	Itchen Valley
Local Authority	Winchester City Council
Gross Site Area (HA)	0.49
Uses and Indicative Capacity	Housing (Class C3) – 9 homes



SDA53: Land at Itchen Abbas House, Itchen Abbas Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Development demonstrates no adverse effect on the integrity of the Solent Habitats Sites and River Itchen Special Area of Conservation through nutrient neutrality informed by a project-level Habitats Regulations Assessment.
- 2 Development must provide a suitable transition in form and fabric towards the open countryside to the east, north and south;
- 3 The site boundaries should be suitably landscaped;
- 4 The development should provide a suitable new vehicular access if the current vehicular access is not suitable or available;
- 5 Opportunities will be taken to enhance the amenity, character and functionality of the adjacent Public Right of Way;
- 6 Biodiversity will be enhanced to contribute towards the aims of the Itchen Valley Biodiversity Opportunity Area;
- 7 All necessary vehicular parking will be provided on-site to avoid additional on street parking in adjacent roads; and
- 8 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken;
 - b) Minimise hard surfaced areas on site; and
 - c) New planting should be suitable for pollinating species.

SUPPORTING TEXT

5.171 Southern Water advises that there is no public sewer network in close proximity to the site, the nearest public sewer catchment is 1.2 kilometres away. This may need to be considered when designing the layout of the development and assessing what new wastewater infrastructure is required to serve the development.

5.172 The Environment Agency highlights guidance contained within the Planning Practice Guidance which sets out a hierarchy of drainage options that must be considered and discounted, and that, under the Environmental Permitting (England and Wales) Regulations 2016, any discharge of sewage made to either surface water or groundwater will need to be registered as an exempt discharge activity, or hold a permit issued by the Environment Agency. An environmental permit is separate to the need for planning permission.

5.173 Hampshire County Council notes that there are no watercourses identified on site so there will need to be further investigation into a suitable outfall for surface water drainage. This area has potential for groundwater issues which will need to be considered.

5.174 This site is within the Solent and River Itchen Nutrient Neutrality Catchment Areas so development will need to demonstrate nutrient neutrality, see policy SDN7.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN7 Nutrient Neutrality

KEYMER

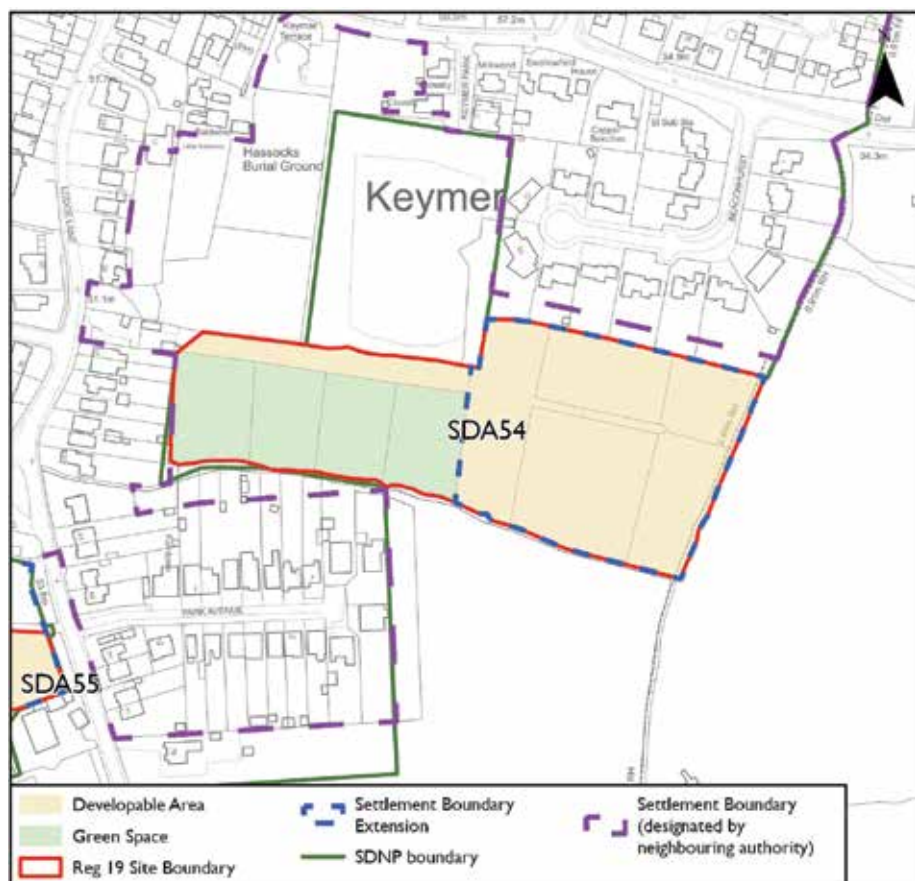
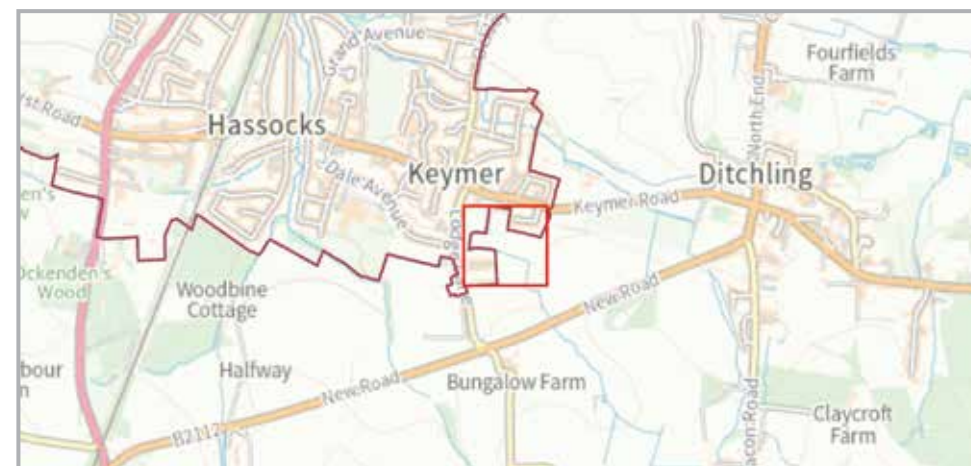
5.175 Keymer is a small village on the eastern edge of the larger village of Hassocks and about 0.5 miles west of Ditchling. Its centre and part of Lodge Lane is designated as a conservation area, which includes seven listed buildings, with the Old Manor House being the oldest and dating from the 15th century. Characteristic features of the conservation area include the church sited on higher land which can be seen from all approaches; the variety of properties in Lodge Lane; the stone walls, hedges and trees which provide variety to Lodge Lane; the bend in Keymer Road at the Lodge Lane junction which adds interest to the street scene; views into and out of the conservation area; and the use of traditional building materials.

5.176 Keymer has a small parade of shops and a pub, but adjacent Hassocks is a much larger settlement (around 8,000 people) with three schools, shops, medical centre and railway station. Most of the settlements are outside the National Park, which covers all the land to the south including the scarp slope of the eastern downs with Ditchling Beacon and Clayton Windmills (Jack and Jill), both prominent in views from the villages.

5.177 The Hassocks Neighbourhood Development Plan was made part of the development plan in July 2020 and includes thematic policies that would need to be taken into account when planning any future development. This includes Policy 1 which identifies Local Gaps, including between Keymer/Hassocks and Ditchling. However, it supports development within the Local Gap where it is a scheme for housing that is in accordance with the relevant Local Plan, and it would not compromise individually or cumulatively the objectives and fundamental integrity of the Local Gap.

5.178 Hassocks Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA54	Land east of Lodge Lane, Keymer
LAA Ref	MI014
Settlement	Keymer
Parish	Hassocks
Local Authority	Mid Sussex District Council
Gross Site Area (HA)	2.21
Uses and Indicative Capacity	Housing (Class C3) – 30 homes Flood mitigation



SDA54: Land east of Lodge Lane, Keymer Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Lodge Lane and makes an appropriate contribution to traffic management measures on Lodge Lane to slow traffic speeds, give more priority to pedestrians and cyclists, and reduce conflicts with parked vehicles;
- 2 Provides required flood mitigation measures to address existing and any future issues, including providing flood water storage on-site to slow the flow of the stream on the southern boundary and mitigate against existing flooding of Lodge Lane and adjacent properties during storm events. Flood mitigation and Sustainable Drainage Systems should be multi-functional with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 3 Preserves views of and from Keymer Church through the centre of the site by utilising this area for multi-functional green space, flood mitigation, biodiversity net gain and sustainable drainage systems;
- 4 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm;

- 5 Safeguards and enhances existing vegetation on site extending these into the site wherever possible to create networks and screen built development from views from the south and east to protect the gap between Keymer and Ditchling and views from the Downs; and
- 6 Avoids damage to mature trees from access arrangements or built development and avoids creating future pressure to fell or lop these trees.

SUPPORTING TEXT

5.179 The National Park boundary runs just to the east of Lodge Lane at this point, and the access to this site is within the Mid Sussex District Council planning authority area. A separate planning application will be required for this part of the development.

5.180 Lodge Lane experiences congestion at peak times near the site access and to the north due to uncontrolled on-street parking. This allocation and SDA55 Southdowns Farm together should contribute to traffic management measures that address these issues through buildouts and controlled parking zones. The affected area is outside of the National Park boundary and any measures would need to be with the agreement of the highway authority.

5.181 Hassocks and Keymer have long-standing issues with flooding due to the number of streams running from the foot of the Downs into the centre of the village. These become overwhelmed in storm events, causing flooding of roads, gardens and properties. The Lodge Lane area is particularly affected by the stream which runs along the southern boundary of the allocation site, exacerbated by the flow being obstructed by the culvert under Lodge Lane. This allocation provides an opportunity to address these existing issues by providing space within the site to store water from the stream during flood events so that it can be released more slowly into the network.

5.182 Keymer Conservation Area (wholly within the Mid Sussex planning authority area) borders the allocation site, including properties to the south of the access. It also includes the area around Keymer Road to the north of the site and the Grade II listed Church of St Cosmos and St Damian. This area is on a ridge and overlooks the allocation site, and views of and from the site are key landscape features to retain. This together with the flood mitigation measures, are key determinates of the layout of the site, requiring most built development to be at the eastern end of the site.

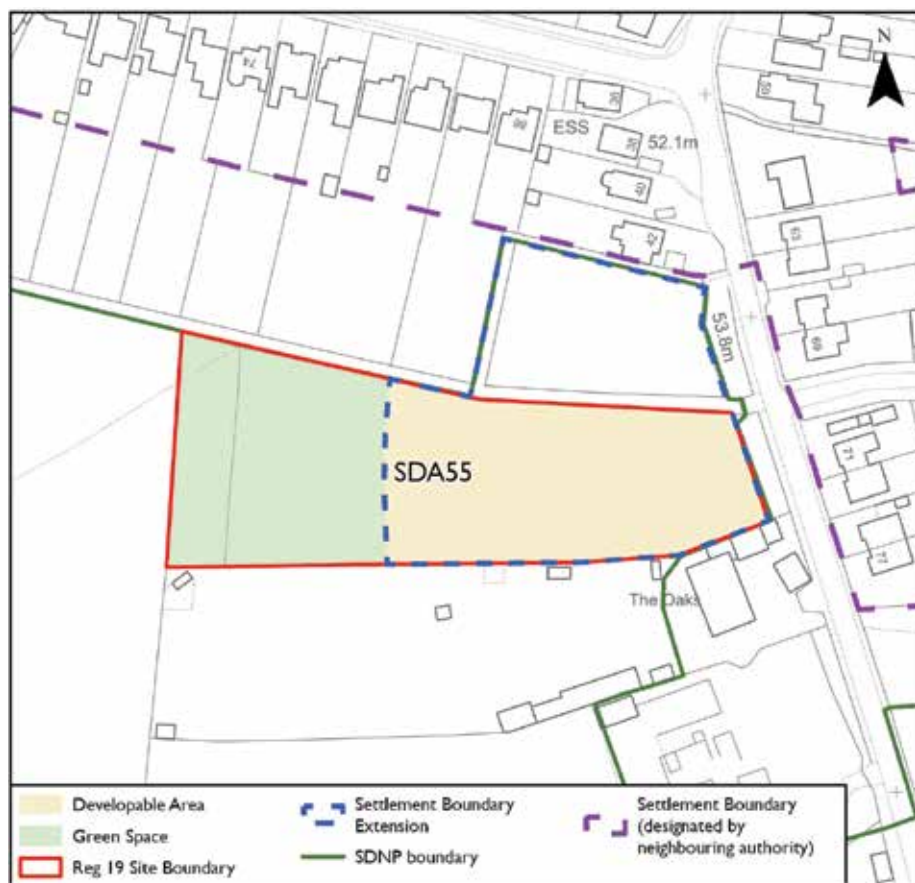
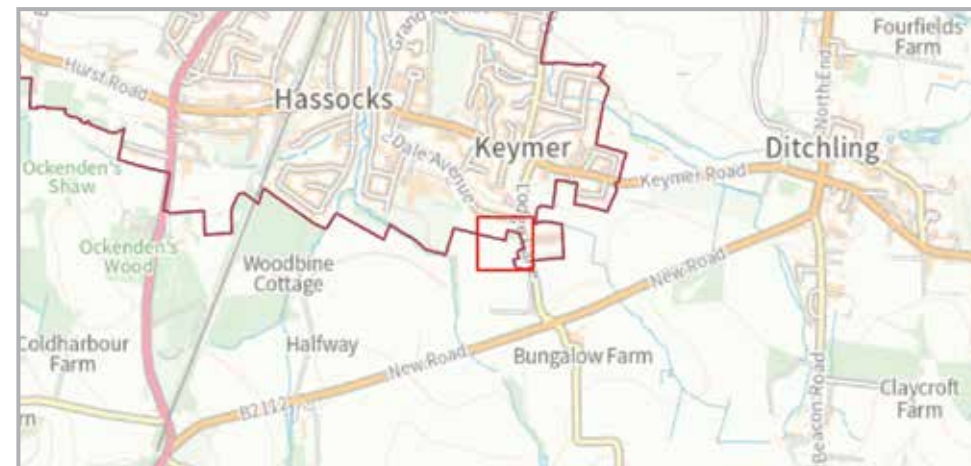
5.183 Policy 1 of the Hassocks Neighbourhood Plan defines a Local Gap between Keymer/Hassocks and Ditchling, and this allocation site falls within this gap. The policy says that its objectives are preventing coalescence and retaining the separate

identity and amenity of settlements, and that development will be supported if it is a scheme for housing that is in accordance with Local Plan policies and would not compromise individually or cumulatively the objectives and fundamental integrity of the gaps. The impact on the gap has been assessed as part of the allocation of this site, and the site is considered capable of accommodating the indicated capacity of development without conflicting with Policy 1. However, this will be a key factor in assessing the detailed layout and built form of the development.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL6 Historic Environment and Cultural Heritage, SDL7 Listed Buildings, SDL8 Conservation Areas, SDW2 Flood Risk Management, SDG3 Public Open Space, Sports and Recreational Facilities

SDA55	Land at Southdowns Farm, Keymer
LAA Ref	MI003
Settlement	Keymer
Parish	Hassocks
Local Authority	Mid Sussex District Council
Gross Site Area (HA)	0.71
Uses and Indicative Capacity	Housing (Class C3) – 10 homes Sui Generis / Agriculture – allotments



SDA55: Land at Southdowns Farm, Keymer Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Lodge Lane and makes an appropriate contribution to traffic management measures on Lodge Lane to slow traffic speeds, give more priority to pedestrians and cyclists, and reduce conflicts with parked vehicles;
- 2 A layout which confines housing and associated built development to the eastern half of the site and includes approximately 0.33 HA at the western end for allotments;
- 3 Prioritises pedestrian movement through design for reduced vehicular speeds, provides an internal link to the Public Right of Way footpath HAS-12K, and provides a vehicular access and an unloading bay for the allotments;
- 4 Ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas and does not dominate the public realm;
- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces and streetscapes. Sustainable Drainage Systems and any required flood mitigation measures should be nature-based, above ground and connected elements rather than underground engineered solutions; and

6 Safeguards and enhances existing vegetation on site boundaries extending these into the site wherever possible to create networks and screen built development from views from the south and east to protect the character of Lodge Lane and views from the Downs. Access arrangements and built development should avoid damage to mature trees, including those covered by Tree Preservation Orders, and avoid creating future pressure to fell or lop these trees.

SUPPORTING TEXT

5.184 The National Park boundary runs along the western edge of Lodge Lane and part of the access and/or sightlines may be within the Mid Sussex District Council planning authority area. Liaison with the District Council is advised to ascertain whether a separate planning application will be required for this part of the development.

5.185 The Hassocks Priorities Statement identifies the need for more allotments as the existing ones located at the end of Parklands Road are over-subscribed. Public Right of Way HAS-12K links those allotments with the allocation site via an area designated as Local Green Space in the Hassocks Neighbourhood Development Plan. This site provides an opportunity to provide additional allotments space in an area of the site not suitable for built development due to its visibility in long views from the Downs. The required link onto HAS-12K will connect this new provision to related community green infrastructure and surrounding homes and encourage access to the allotments to be by pedestrians only with the exception of necessary unloading trips using a bay within the development. The link to HAS-12K will also facilitate access to the countryside and community green infrastructure by the residents of the new homes on the allocation site.

5.186 Lodge Lane experiences congestion at peak times north of the site access due to uncontrolled on-street parking. This allocation and SDA54 Land east of Lodge Lane, Keymer together should contribute to traffic management measures that address these issues through build-outs and controlled parking zones. The affected area is outside of the National Park boundary and any measures would need to be with the agreement of the highway authority.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDG3 Public Open Space, Sports and Recreational Facilities

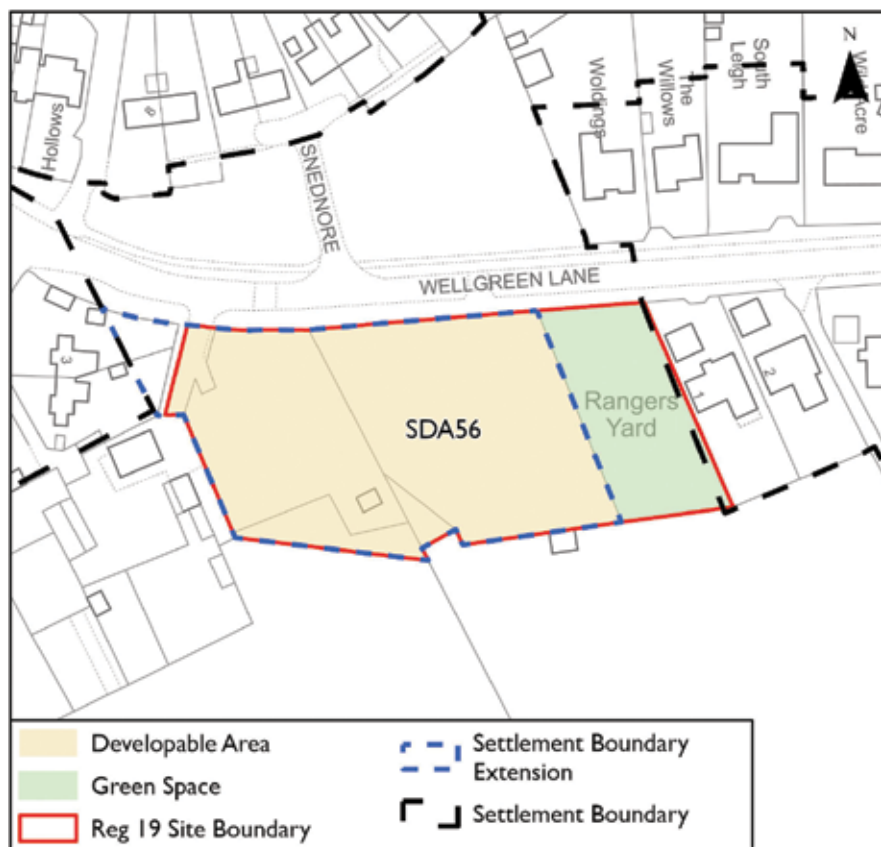
KINGSTON NEAR LEWES

5.187 Kingston near Lewes is two miles south-west of Lewes and is an attractive downland village on the lower slopes of the eastern Downs, with the River Ouse valley to the east. The historic village, which is designated as a conservation area, is spread along a single street linking the valley to the top of the downlands and was presumably a drove road in origin. Its historic buildings include St Pancras Church, Manor Houses, farm workers’ cottages and agricultural buildings. More modern development has spread to the north and along Ashcombe and Wellgreen Lanes. The village has a nursery, primary school, village hall, pub and garden centre.

5.188 The Kingston Conservation Area Appraisal and Management Plan was approved in October 2021 and includes important evidence about the historic features which need to be considered when planning development within or adjacent to the conservation area.

5.189 Kingston Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA56	Land at Beaumont, Wellgreen Lane, Kingston
LAA Ref	LE118
Settlement	Kingston near Lewes
Parish	Kingston
Local Authority	Lewes District Council
Gross Site Area (HA)	0.53
Uses and Indicative Capacity	Housing (Class C3) - 6 homes



SDA56: Land at Beaumont, Wellgreen Lane, Kingston Requirements

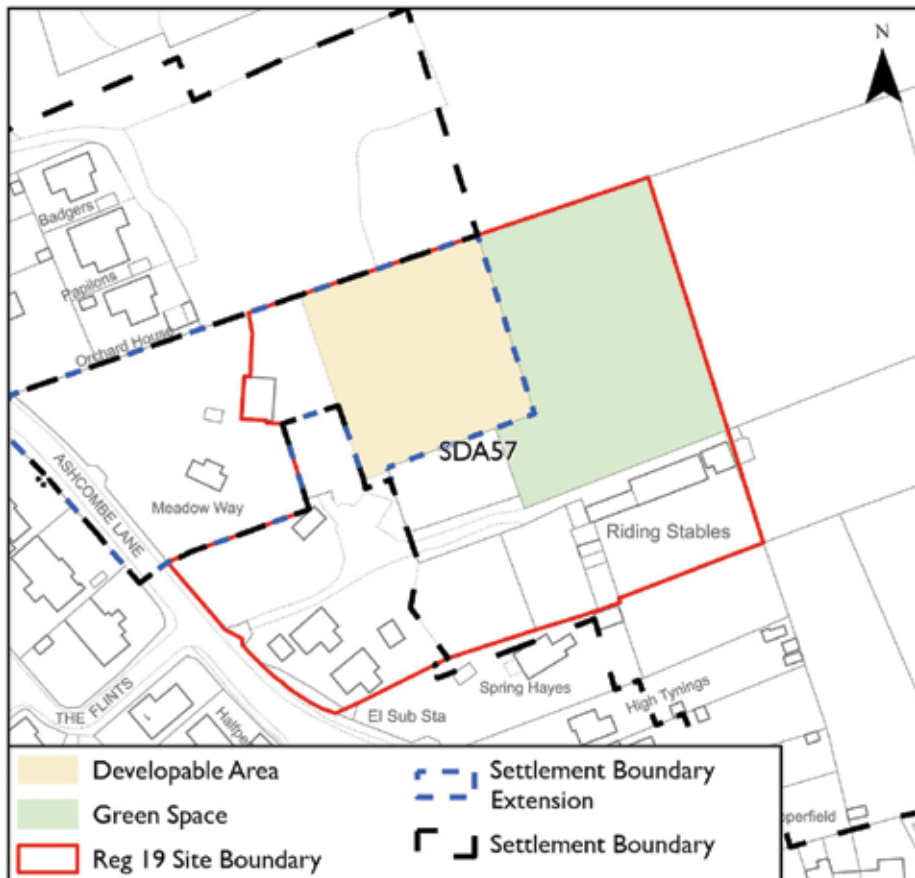
Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Wellgreen Lane, utilising the existing access point in the northwest area of the site;
- 2 Development is focused on the western portion of the site, and an area of public open space is provided to the east, which is natural in its design, and includes seating to enable residents to dwell, and enjoy views to the south;
- 3 Demonstrates no significant harm will be caused to groundwater resources;
- 4 Provides a public pedestrian access from Wellgreen Lane, connecting with the existing public open space to the north. Pedestrian access should be integrated into traffic calming measures on Wellgreen Lane;
- 5 The internal layout of the site prioritises pedestrian movement through design for reduced vehicular speeds, and minimising hardstanding wherever possible; and
- 6 The layout integrates and enhances existing trees and vegetation belts on both the site boundaries and within the site.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDG3 Public Open Space, Sports and Recreational Facilities

SDA57	Audiburn Farm, Ashcombe Lane, Kingston near Lewes
LAA Ref	LE124
Settlement	Kingston near Lewes
Parish	Kingston
Local Authority	Lewes District Council
Gross Site Area (HA)	1.57
Uses and Indicative Capacity	Housing (Class C3) - 5 homes



SDA57: Audiburn Farm, Ashcombe Lane, Kingston near Lewes Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides a suitable transition in built form to the open countryside to the east, including planting to soften the settlement edge and provide for nature recovery, alongside any required flood mitigation measures;
- 2 Provides suitable vehicular and pedestrian access onto Ashcombe Lane;
- 3 Prioritises pedestrian movement through limited vehicular design speeds, minimising hardstanding provision and incorporating a Public Right of Way footpath that crosses the site; and
- 4 Takes opportunities to support the restoration and/ or management of the Cockshut stream.

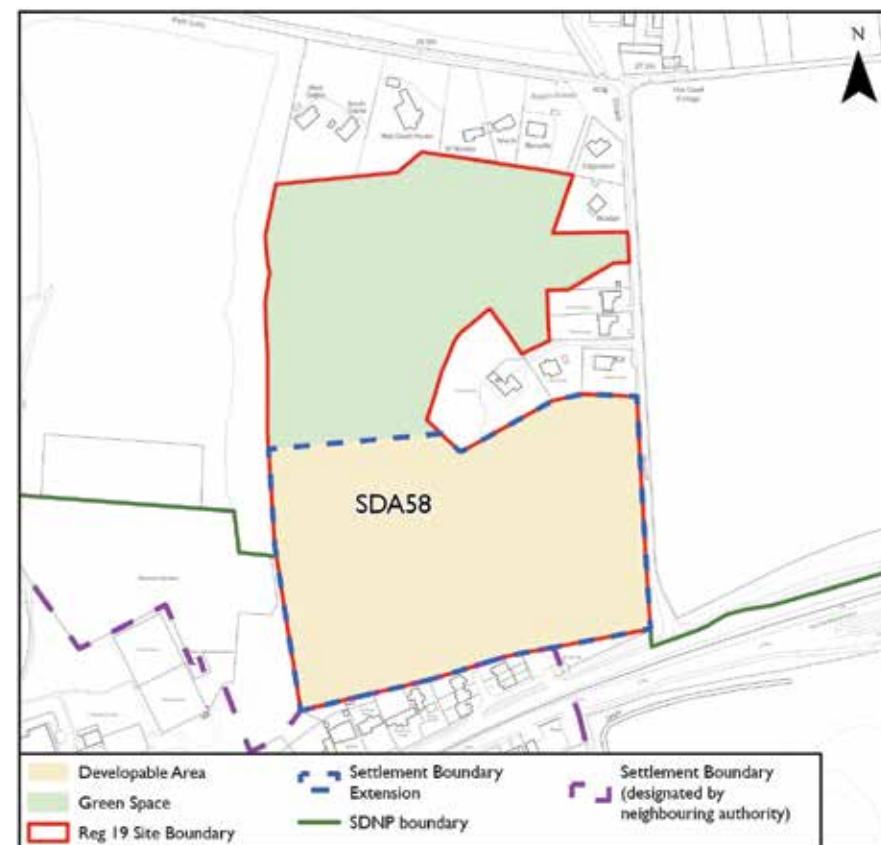
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDW2 Flood Risk Management

LANCING

5.190 Lancing is a large coastal settlement of nearly 28,000 people between Shoreham to the east and Sompting to the west. The A27 runs through the settlement, with the National Park boundary running tightly to its northern boundary. To the north is Lancing Ring, a local nature reserve with a network of public rights of way up onto the Downs. To the east of the main settlement is Lancing College, with its prominent Grade 1 listed chapel dominating views across the Adur Valley. A large area of new development (Monks Farm) is under construction to the south of the A27, adjacent to Brighton City / Shoreham Airport, with associated reconfigurations of the A27.

SDA58	Hoe Court, Lancing
LAA Ref	AD007
Settlement	Lancing
Parish	Lancing
Local Authority	Adur District Council
Gross Site Area (HA)	6.76
Uses and Indicative Capacity	Housing (Class C3) – 50 homes, or Residential Institution (Class C2) – 60-bed care home and Housing (Class C3) – 18 homes



SDA58: Hoe Court, Lancing Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** The allocation must be master planned comprehensively, and if brought forward in a phased manner, initial phases must not prejudice the delivery of later phases;
- 2** Provides suitable vehicular and pedestrian access onto the A27 via Hoe Court. This access should conserve and enhance the pedestrian access to Public Right of Way LAN/2060/1 through the junction with the A27 and past the entrance to the site and its connection to Public Right of Way LAN/2065/1;
- 3** Ensures the provision of footpath connections into the pedestrian network to the west of the site, including the provision of off-site improvements where required, to ensure the connectivity to the wider community, and provide meaningful alternative access options for visitors;
- 4** Ensures that development follows the existing contours of the site. Development may only take place in the southern half of the site, with the northern part of the site forming an extension to Lancing Ring Local Nature Reserve;
- 5** Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 6** Provides for a minimum of 20% Biodiversity Net Gain;
- 7** Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 8** Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks;
- 9** Conserves and enhances the setting of the adjacent Grade II listed Hoe Court Farmhouse (Ref: 1286550);
- 10** Ensures good acoustic design to address any noise impacts associated with the A27;
- 11** The development density should move from a higher density in the south of the developable area to a lower density to the north. This should provide a suitable transition in built form and fabric from existing residential development to the south to green infrastructure to the north; and

12 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Development should minimise the visibility of vehicles on the northern boundary of the developable area.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

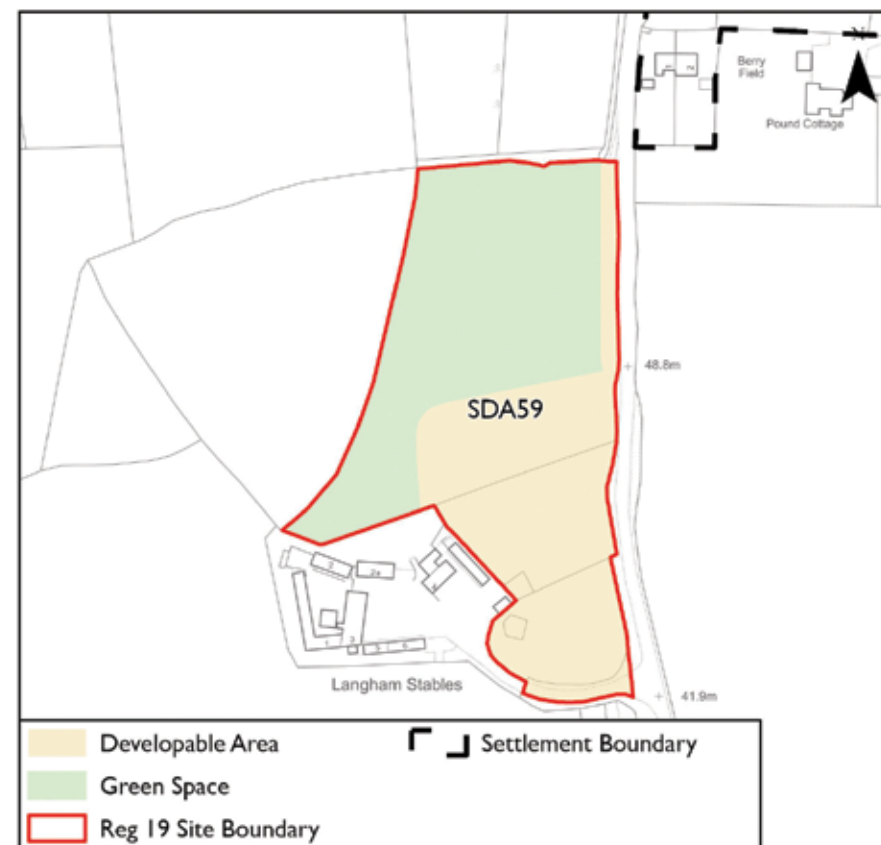
SDL7 Listed Buildings, SDH4 Specialist and Older Persons Accommodation, SDG3 Public Open Space, Sports and Recreational Facilities

LODSWORTH

5.191 Lodsworth is nestled between the two parkland estates of Cowdray and Leconfield, and has spectacular views to the South Downs and northwards to Blackdown. The ‘old village’ is 13th century in origin, is bounded by Church Lane and Vicarage Lane, and includes the Church, the Manor House and St Peter’s Well. The ‘new village’ is largely 16th century and comprises The Street – extending from the top of Church Lane to just beyond the Hollist Arms. To the west of the Hollist, off Gills Lane, lies the 19th century Lodsworth House, with the area north-west of the Hollist being mostly 20th century development. The village has a village hall, playing fields, brewery, local shop and two pubs.

5.192 The Lodsworth Parish Design Statement was adopted as a Supplementary Planning Document in October 2016 and provides guidance so that any new developments are designed and located in a way that reflects the local characteristics and qualities that people value.

SDA59	Land west of The Street, Lodsworth
LAA Ref	CH215
Settlement	Lodsworth
Parish	Lodsworth
Local Authority	Chichester District Council
Gross Site Area (HA)	1.58
Uses and Indicative Capacity	Housing (Class C3) - 9 homes



SDA59: Land west of The Street, Lodsworth Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides a suitable vehicular access from Old Langham Farm;
- 2 Provides a pedestrian connection in the form of an adopted Public Right of Way from the northeastern corner of the site where it connects with The Street (and Public Right of Way 1085), following the eastern field boundary, and connecting into the eastern corner of Old Langham Farm via the site;
- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation, The Mens Special Area of Conservation, and Ebernoe Common Special Area of Conservation;
- 4 Ensures that the proposed development does not prejudice the continued functionality of the New Langham Borehole;
- 5 Delivers built form which reflects and retains the isolated farmstead character of Old Langham Farm, following the guidance in Historic England's Farmstead Assessment Framework;
- 6 Safeguards and enhances the existing tree and hedgerow vegetation belts on the southern and eastern boundaries of the site. Trees on the eastern boundary must not be included in rear gardens or communal storage areas;
- 7 The new Public Right of Way has surfacing suitable for year-round use, and includes suitable planting in the field margin along its length, to reduce the visual impact of the new surfacing when viewed from Public Right of Way 1085. Properties will front onto the new Public Right of Way where it enters the development on the eastern boundary and as it crosses the site to provide natural surveillance. Appropriate pedestrian wayfinding for the new Public Right of Way shall be provided in Old Langham Farm, the development site and at the connection with Public Right of Way 1085;
- 8 Areas of green infrastructure, including Biodiversity Net Gain shall be located on the northern boundary of the development area and connect to new planting along the eastern field margin associated with the new footpath. This includes planting varying depths, focused on hedgerow and woodland planting to reflect the local landscape character;

9 All boundary treatments to properties, on the edge of the development and within it, which are visible from the public realm, including Public Right of Way 1085, shall be formed of characteristic walls and/or hedging. The existing hedging to the north of the existing vehicular entrance to Old Langham Farm shall be retained; and

10 Provides any required flood mitigation measures and maximises opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions.

SUPPORTING TEXT

5.193 The scheme should support Lodsworth as a 'dark village' and particular importance will be placed on positively delivering the requirements of policies relating to dark night skies and tranquillity.

5.194 The provision of a public footpath connecting both the residential development and Old Langham Farm's existing commercial properties to the centre of the village is essential to the acceptability of any development proposal. This route will reduce vehicle movements by providing residents with a walking route into the village centre, and the opportunity for visitors to move between Old Langham Farm and the village centre without moving their vehicles once parked.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

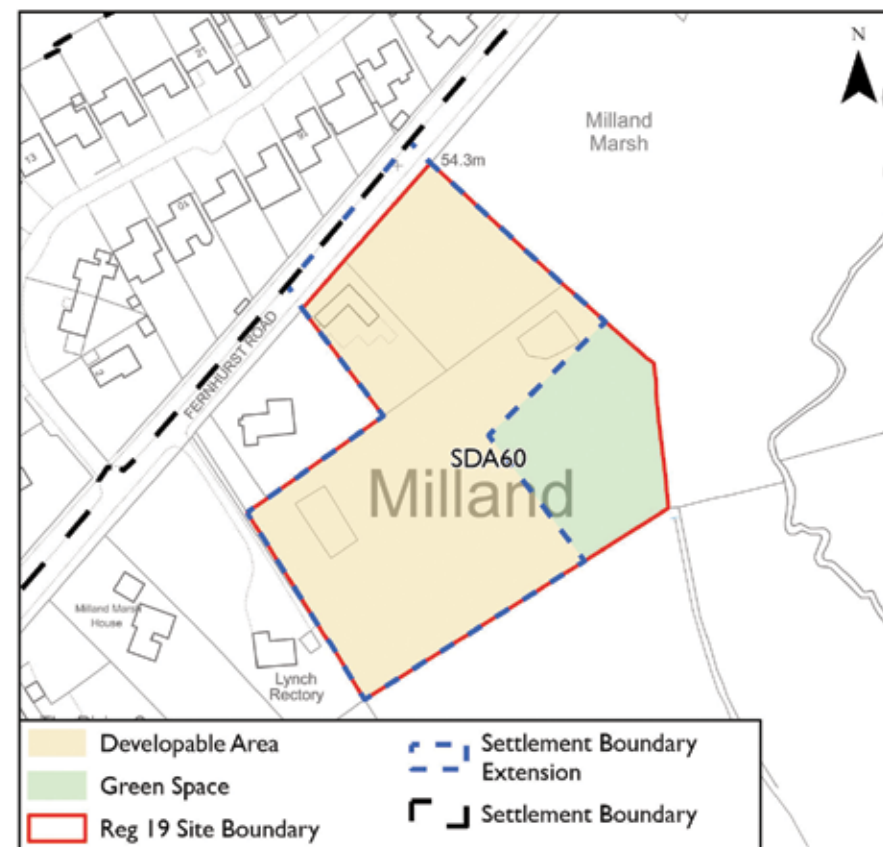
SDL4 Relative Tranquillity, SDL5 Dark Night Skies, SDN3 Sussex Bat Special Areas of Conservation, SDW2 Flood Risk Management

MILLAND

5.195 Milland is located between Liphook (3 miles), Midhurst (5 miles), Petersfield (7.5 miles) and Haslemere (8 miles). The core village of Milland developed in the mid-20th century around the Rising Sun crossroads. The primary school is located at Wardley Green, half a mile to the east. The main settlement has a village hall, pub, nursery, small garage, community shop, recreation field, playground, tennis courts, village green, and small business/workshop centres.

5.196 The Milland Neighbourhood Development Plan was made part of the development plan in June 2016 and includes thematic policies that would need to be taken into account when planning any future development.

SDA60	Land at Fernhurst Road, Milland
LAA Ref	CH278
Settlement	Milland
Parish	Milland
Local Authority	Chichester District Council
Gross Site Area (HA)	1.13
Uses and Indicative Capacity	Housing (Class C3) - 13 homes



SDA60: Land at Fernhurst Road, Milland Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Fernhurst Road, including appropriate pedestrian crossing and traffic calming features to connect with the north side of Fernhurst Road;
- 2 Provides a suitable pedestrian connection to Public Right of Way 1198 on the east boundary of the site;
- 3 Retains the field access on the western boundary providing access from Sunfield House to agricultural land to the south of the site;
- 4 Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 5 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of the Singleton & Cocking Tunnels Special Area of Conservation;
- 6 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes and includes multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 7 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks, with a particular focus on naturalising and strengthening boundaries on the southern and eastern boundaries;
- 8 Ensures appropriate buffering for the Hammer Stream watercourse, and its riparian zone. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of Hammer Stream;
- 9 Provides a suitable transition in built form and fabric to green infrastructure to the south and east. This should include minimising hard standing, avoiding

suburban street details, and prioritising pedestrian movement through design for reduced vehicular speeds. The layout could include a farmstead approach in the southern part of the site to positively address the pond and open space on the eastern part of the site;

- 10 Ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the northern, eastern and southern boundaries; and
- 11 The layout should pay particular attention to the detailing of north-eastern and eastern facades which are visible from Fernhurst Road to the east of the village.

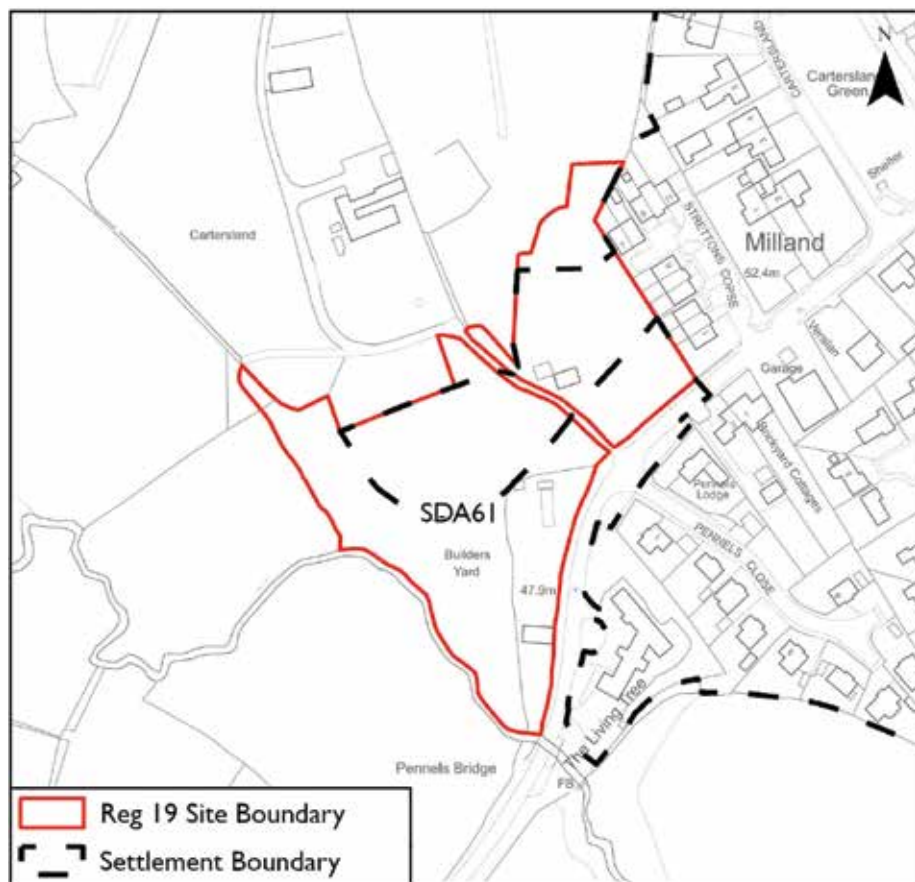
SUPPORTING TEXT

5.197 The neighbourhood plan identifies weaknesses in Milland’s existing sewerage, power and telecommunications infrastructure. Early assessment of utilities provision is recommended to allow any necessary infrastructure to be positively integrated into development.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bat Special Areas of Conservation, SDN5 Wealden Heaths Complex

SDA61	Land at Rake Road, Milland
LAA Ref	CH277
Settlement	Milland
Parish	Milland
Local Authority	Chichester District Council
Gross Site Area (HA)	1.31
Uses and Indicative Capacity	Housing (Class C3) - 8 homes



SDA61: Land at Rake Road, Milland Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Rake Road;
- 2 Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of the Singleton & Cocking Tunnels Special Area of Conservation;
- 4 Safeguards and enhances existing vegetation belts on site boundaries, and address any impacts associated with the ancient woodland (Stretton’s Copse) within the northern part of the site through appropriate buffering. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of the ancient woodland;
- 5 Ensures appropriate buffering for the watercourse on the southwest boundary and its riparian zone. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must

not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of the watercourse or ancient woodland;

- 6 Follows a sequential approach by directing development away from areas of flood risk including the provision of any required flood mitigation measures and ensures that development follows the existing contours of the site and focuses development to the centre (opposite Pennels Close) of the site;
- 7 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 9 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks;
- 10 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm; and
- 11 The development shall take opportunities to underground existing overhead power cables.

SUPPORTING TEXT

5.198 The buildings within the site are identified as non-designated heritage assets in the Milland Neighbourhood Development Plan. The design and layout of new development should consider the opportunities to integrate these elements and take inspiration from the historic use of the site.

5.199 The Milland Neighbourhood Development Plan identifies weaknesses in Milland’s existing sewerage, power and telecommunications infrastructure. Early assessment of utilities provision is recommended to allow any necessary infrastructure to be positively integrated into development.

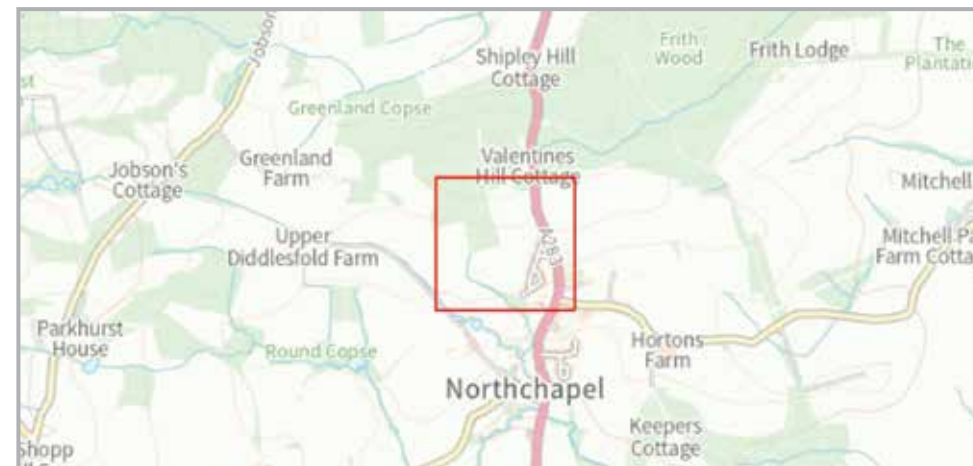
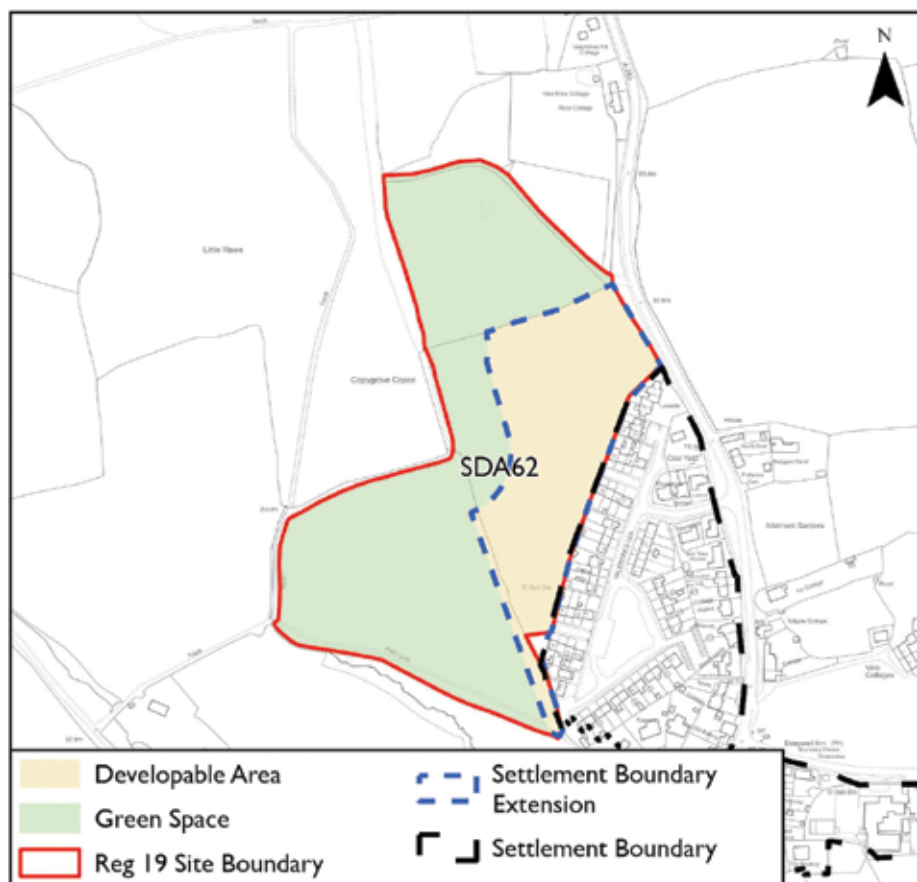
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN3 Sussex Bat Special Areas of Conservation, SDN5 Wealden Heaths Complex, SDW2 Flood Risk Management

NORTHCHAPEL

5.200 Northchapel is located in the north-western corner of Sussex, one mile to the south of the Surrey-Sussex county border, with the majority of the parish in the National Park. Northchapel is so named because its church was once a chapelry to the north of Petworth. The early village settlement evolved around the village green and the parish church, and developed in a linear fashion along the road. This main road, the A283, divides the village in a north/south direction. There are many listed buildings in the village centre, ranging from vernacular timber-framed houses (some clad with the traditional brick and tile familiar to this part of Sussex) to Georgian or Victorian properties. These include the parish church of St Michael’s on the east side of the village. Facilities include a nursery, primary school, local shop, post office, village hall, playground, and pub.

SDA62	Land west of Valentines Lea, Northchapel
LAA Ref	CH074
Settlement	Northchapel
Parish	Northchapel
Local Authority	Chichester District Council
Gross Site Area (HA)	7.12
Uses and Indicative Capacity	Housing (Class C3) – 25 homes



SDA62: Land west of Valentines Lea, Northchapel Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto;
 - a) The A283 on the northeast boundary, subject to confirmation of suitability, minimising any loss of vegetation, and with the provision of southbound footway improvements on the A283 to the junction with Valentines Lea; and/or
 - b) Valentines Lea, subject to confirmation of suitability, minimising any loss of vegetation and suitable integration of existing Public Rights of Way; and
- 2 The layout prioritises the provision of pedestrian connectivity, through provision of;
 - a) Improvements to and integration into any future access connection of Public Right of Way NOC-589-1 to the A283;
 - b) An appropriate pedestrian crossing facility and traffic calming measures to reflect access routes to local services and facilities across the A283; and
 - c) Improvements to Public Right of Way NOC-589 that runs parallel to the southern boundary, so far as linking with Public Right of Way NOC-823 to the west and with the A283 to the east to provide improved access to the wider Public Right of Way network and with local services; and

- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of The Mens Special Area of Conservation, and Ebernoe Common Special Area of Conservation;
- 4 Safeguards and enhances where possible existing vegetation belts on site boundaries and within the site. Development must also ensure appropriate buffering for the adjacent ancient woodland habitats to the northwest and south. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. Buffer areas must not be incorporated into private gardens or communal storage spaces and should be designed to protect and enhance the setting and ecological function of the ancient woodland. This could include meadowland regeneration;
- 5 Follows a sequential approach, directing built development away from flood zones 2 and 3, and provides any required flood mitigation and drainage measures with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions. Integration of drainage measures which improve drainage management for properties at the northern end of Valentines Lea should be included;
- 6 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 7 Built development provides a suitable transition in built form and fabric to the open countryside to the north, south and west, with significant opportunity for open space provision and planting to soften the settlement edge and provide for nature recovery. This area should include pedestrian access and opportunities for the community to dwell;
- 8 The scheme layout knits into existing development at Valentines Lea on the eastern edge of the site taking opportunities to extend and connect into existing public open spaces and pedestrian routes, such as the spaces fronted by properties 26-34 and 43-52 Valentines Lea. The scheme should deliver landscape improvements in existing public open spaces within Valentines Lea, which could include tree planting, play equipment and seating;
- 9 Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas,

and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the north, south and western boundaries;

10 Public open space is provided to the west of the development, and should include a walking route which connects into the development to the north and south, and could include the provision of community allotments to address a shortfall in the area; and

11 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

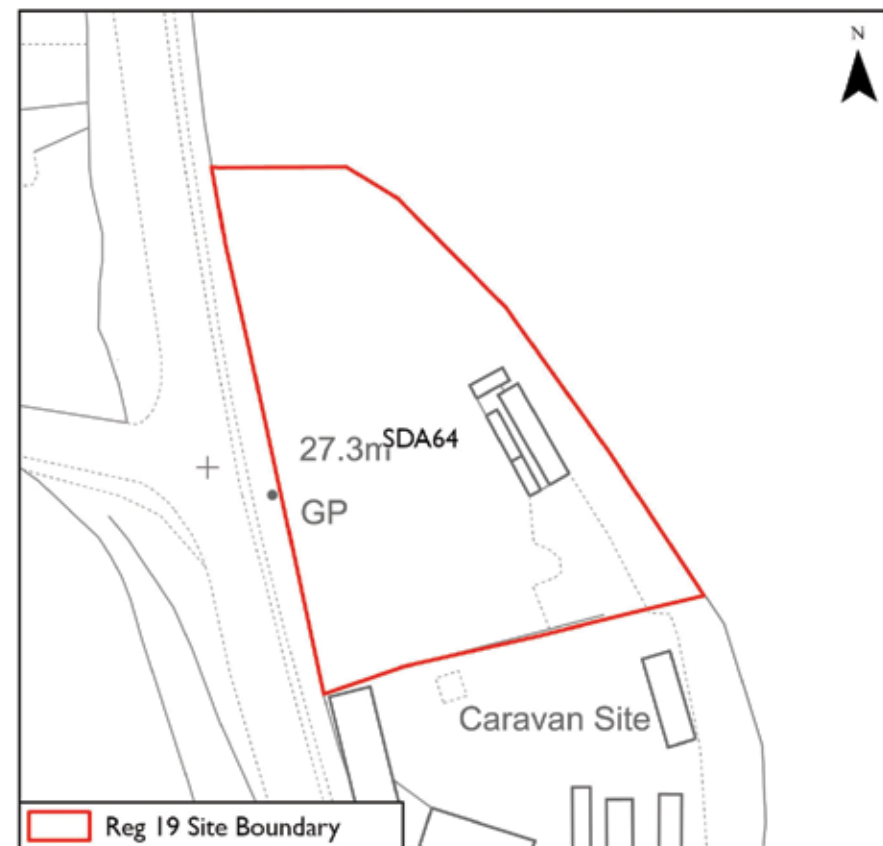
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN3 Sussex Bats Special Areas of Conservation, SDW2 Flood Risk Management, SDG3 Public Open Space, Sports and Recreational Facilities, West Sussex Joint Minerals Local Plan Policy M9 Safeguarding Minerals

OFFHAM

5.201 Offham is a small historic village located between Cooksbridge and Lewes, along the A275, and is within the parish of Hamsey. The Hamsey Neighbourhood Development Plan was made part of the development plan in July 2016 and includes thematic policies that would need to be taken into account when planning any future development.

SDA64	Offham Barns, Offham
LAA Ref	n/a
Settlement	Offham
Parish	Hamsey
Local Authority	Lewes District Council
Gross Site Area (HA)	0.3
Uses and Indicative Capacity	4 gypsy and traveller pitches



SDA64: Offham Barns, Offham Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Development will be laid out to ensure sufficient room is available to allow vehicles to turn around within the site;
- 2 Surface water drainage must be controlled on site and foul drainage must be effectively treated before discharge;
- 3 The location of pitches and new access roads will have regard to areas of surface water flooding and potential groundwater emergence;
- 4 The development will be designed to avoid an increase in the feeling of urbanisation in this location, including keeping any associated buildings to a minimum in both number and scale;
- 5 Significant planting will be provided in order to break up the hardstanding that will be required and reduce the urbanising impact of an increase in the site size;
- 6 Existing hedgerows bordering the site must be retained and reinforced; and
- 7 The development should be occupied only by those who fulfil the Planning Policy for Traveller Sites definition of a Gypsy or Traveller.

SUPPORTING TEXT

5.202 The Environment Agency notes that non-mains drainage may be considered for this development and highlights the Planning Practice Guidance on the hierarchy of drainage options. Where it is not possible to connect into a mains sewer, under the Environmental Permitting (England and Wales) Regulations 2016, any discharge of sewage made to either surface water or groundwater will need to be registered as an exempt discharge activity, or hold a permit issued by the Environment Agency. An environmental permit is separate to the need for planning permission. The Environment Agency encourages early consideration of how foul water will be managed for this site.

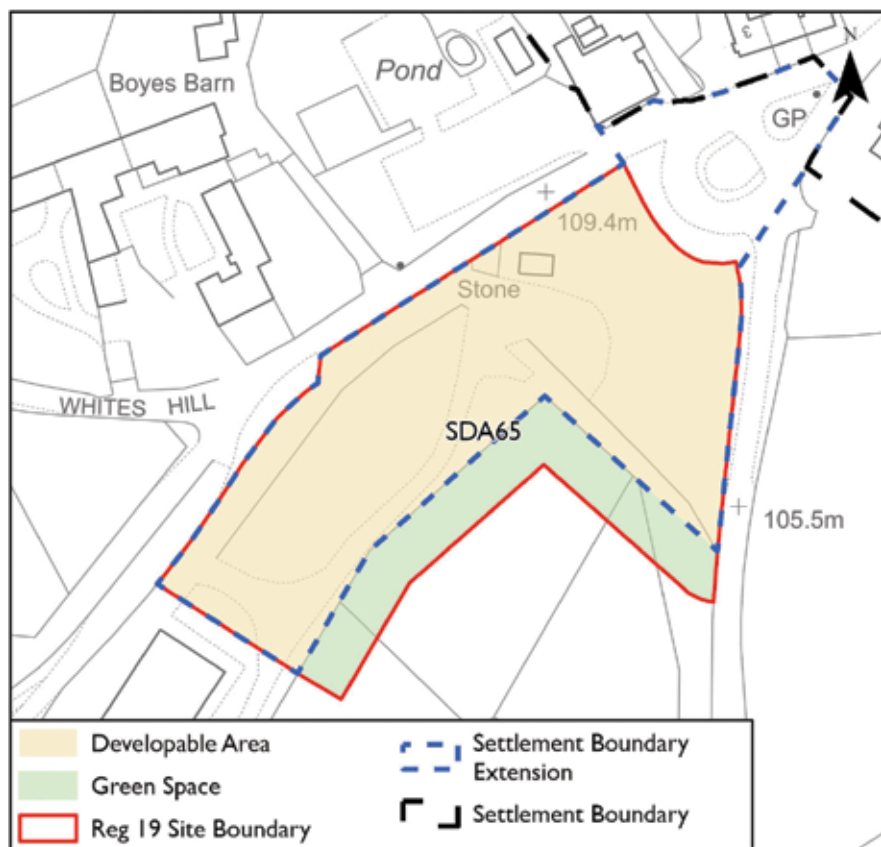
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDW2 Flood Risk Management, SDH10 Gypsies, Travellers and Travelling Showpeople

OWSLEBURY

5.203 The village of Owslebury (pronounced ‘Osselbury’), is located approximately 3 miles southeast of Winchester. The Ship Inn sits at the convergence of three lanes to the south of the main village. Other amenities include St Andrew’s Church, a primary school, a village hall, the Glebe Field, children’s playground, and the Village Green.

SDA65	Land at Old Green Farm, Owslebury
LAA Ref	W1100
Settlement	Owslebury
Parish	Owslebury
Local Authority	Winchester City Council
Gross Site Area (HA)	0.58
Uses and Indicative Capacity	Housing (Class C3) - 7 homes



SDA65: Land at Old Green Farm, Owslebury Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access, utilising one or both existing access points (onto Whites Hill and located adjacent to the bus terminus between Whites Hill and Whaddon Lane);
- 2 Provides pedestrian connection through the site between the Public Right of Way (Bridleway 185/9/1) and the bus terminus between Whites Hill and Whaddon Lane;
- 3 Delivers improvements to the bus terminus waiting facility;
- 4 Conserves and enhances the setting of the adjacent listed buildings (The Ship Inn and Yew Tree Cottage), and mitigates any negative impacts to the character of Whites Hill;
- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces;
- 6 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 7 Demonstrates no significant harm will be caused to groundwater resources;
- 8 Demonstrates no adverse effect on the integrity of the Solent Habitats Sites and River Itchen Special Area of Conservation through nutrient neutrality informed by a project-level Habitats Regulations Assessment;
- 9 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks. This should also include a scheme to develop a new vegetation belt on the southern and eastern boundaries of the built form which delivers a more natural appearance for a new and characteristic settlement edge;
- 10 Ensures that development follows the existing contours of the site and focuses development on the north and west areas of the site, utilising a linear layout which reflects local character, with open space provision on the south and east areas providing a suitable transition in built form and fabric to open land and countryside to the south and east; and

11 Prioritises pedestrian movement through design for reduced vehicular speeds with car parking that is well integrated between buildings, within parking structures and visually unobtrusive parking areas and not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the southern and eastern boundaries.

SUPPORTING TEXT

5.204 The access arrangements for the site should make a positive contribution to the wider community and landscape of Owslebury. This should include positive enhancements to the public realm of the bus terminus area, positive improvements to Whites Hill, and connections and improvements to the Public Rights of Way network, particularly the opportunity to make connections to Bridleway 185/9/1.

5.205 Integration of the development with the existing consent for an Apartment Hotel offers opportunities to ensure the access arrangements to both developments make a positive contribution, and to ensure that landscape treatment of the southern boundary maximises its potential in creating networks. This is particularly important in ensuring that the development positively contributes to views towards the edge of the village from the south.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL3 Safeguarding Views, SDL4 Relative Tranquility, SDL5 Dark Night Skies, SDL7 Listed Buildings, SDN7 Nutrient Neutrality, SDW6 Contaminated Land

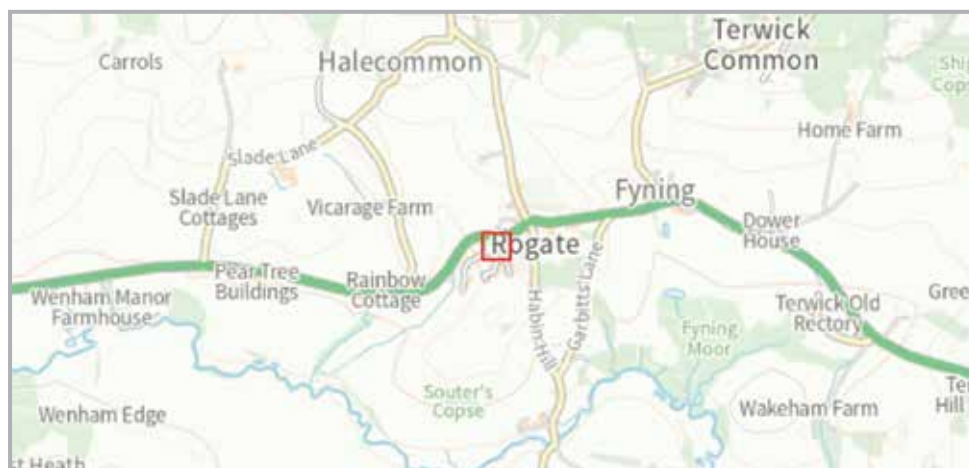
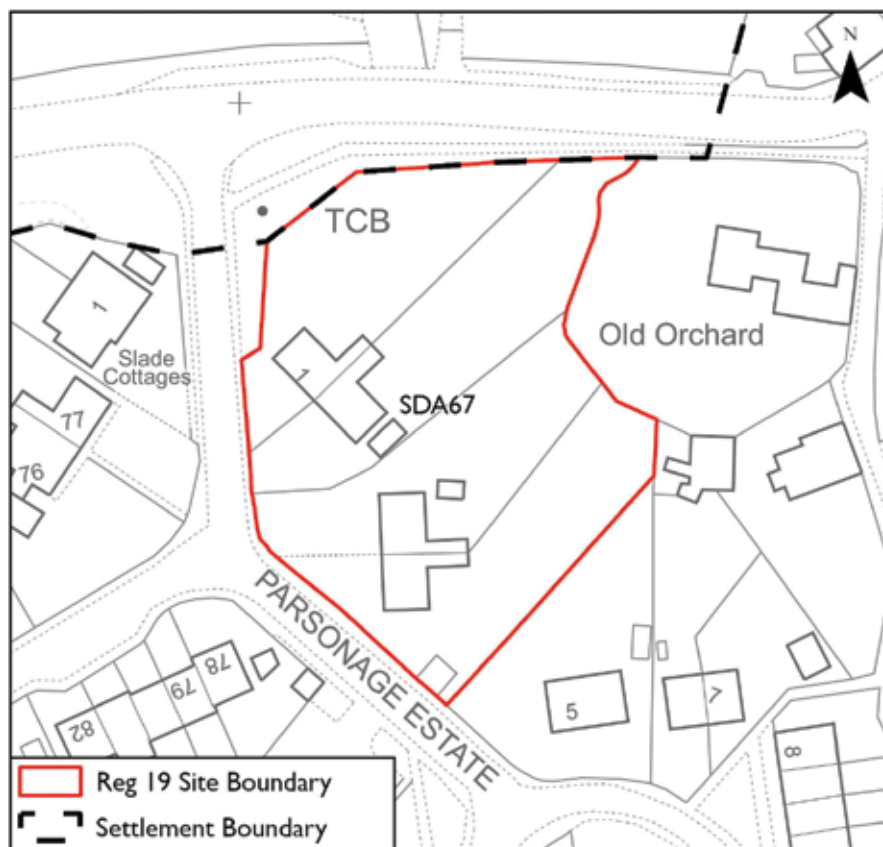
ROGATE

5.206 The civil parish of Rogate combines the village of Rogate with most of the hamlet of Rake, some of the hamlet of Hill Brow and several other hamlets. It is on the county border between West Sussex and Hampshire, and the district border between Chichester and East Hampshire. The A272 is the main east-west inland route and runs through the village of Rogate. The B2070 London Road – the old A3 Petersfield to Liphook road – runs through Rake and Hill Brow, with the county and district boundaries following approximately the line of the road, such that Rake and Hill Brow are split between the two counties and the two districts.

5.207 The parish is entirely within the National Park. Facilities include primary schools, village halls, playgrounds and pubs in both Rogate and Rake, a nursery and garden centre in Rake, a pub and small-scale employment units in Hill Brow, and a local shop with post office in Rogate.

5.208 The Rogate and Rake Neighbourhood Development Plan was made part of the development plan in August 2021 and includes thematic policies and allocations that would need to be taken into account when planning any future development.

SDA67	1-4 Parsonage Estate, Rogate
LAA Ref	CH237
Settlement	Rogate
Parish	Rogate
Local Authority	Chichester District Council
Gross Site Area (HA)	0.32
Uses and Indicative Capacity	Housing (Class C3) – 12 homes (8 net)



SDA67: 1-4 Parsonage Estate, Rogate Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides a suitable vehicular and pedestrian access onto Parsonage Estate;
- 2 Ensures that all necessary parking provision, including visitor parking, is provided within the site;
- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of the Singleton & Cocking Tunnels Special Area of Conservation;
- 4 Protects and enhances the setting of existing trees including those covered by Tree Preservation Orders;
- 5 Conserves and enhances the setting of the adjacent conservation area; and
- 6 Boundary treatments visible from publicly accessible spaces, including views from the A272, should be formed of locally characteristic stone walls or hedging.

SUPPORTING TEXT

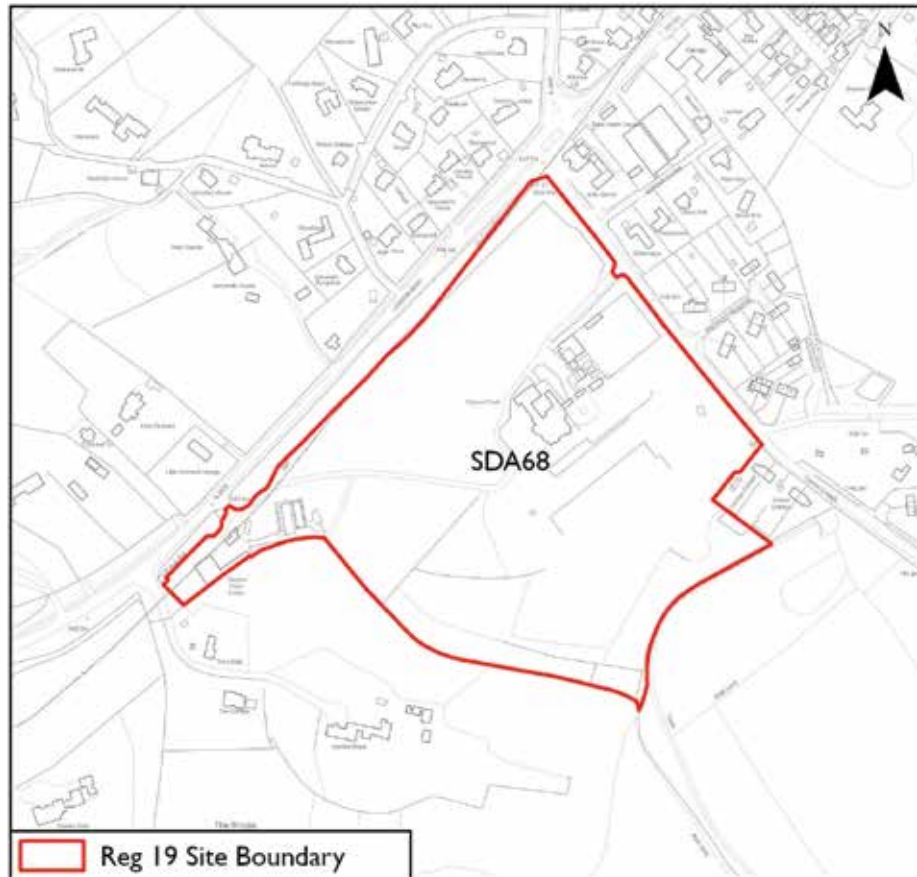
5.209 This allocation proposes the demolition of the existing 4 houses and their replacement with 12 new homes, resulting in a net increase of 8 homes.

5.210 The Parsonage Estate has historically suffered from issues relating to insufficient foul sewerage capacity. Works have been undertaken to ensure adequate current provision, however developers should be mindful of the need to liaise with sewerage providers so that sufficient foul sewerage capacity can be provided early in the development process.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL8 Conservation Areas, SDN3 Sussex Bat Special Areas of Conservation

SDA68	Clayton Court, Hill Brow
LAA Ref	CH271
Settlement	Hill Brow
Parish	Rogate
Local Authority	Chichester District Council
Gross Site Area (HA)	9.5
Uses and Indicative Capacity	Housing (Class C3) - 16 homes



SDA68: Clayton Court, Hill Brow Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian accesses onto B2070 London Road and Rogate Road;
- 2 Demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 3 Focuses development around the existing built form in a manner which is consistent with and contextually appropriate to the setting of Clayton Court as a non-designated heritage asset;
- 4 Ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm within the site;
- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 6 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions; and

7 Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks. The layout should address any impacts associated with adjacent ancient woodland through appropriate buffering.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL6 Historic Environment and Cultural Heritage, SDN5 Wealden Heaths Complex

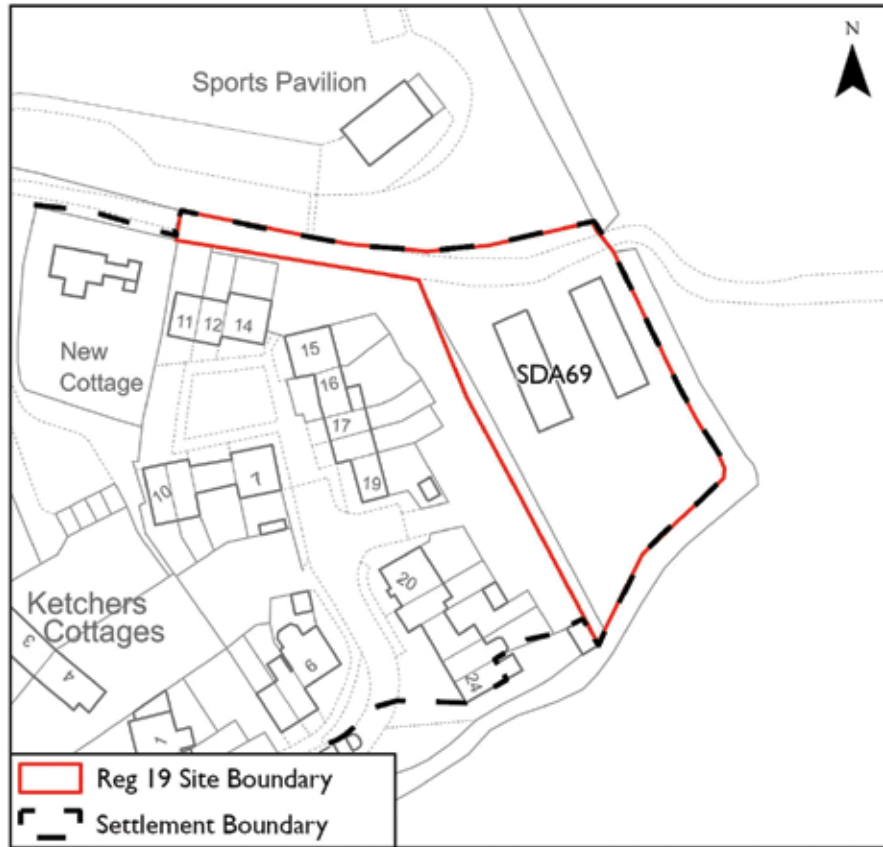
SELBORNE

5.211 Selborne is an historic village located in the north-west of the National Park. Its most famous resident was the 18th-century curate, naturalist, and chronicler Gilbert White whose home, The Wakes, is a now Grade 1 listed building and museum. The Wakes is surrounded by the garden that Gilbert White designed and is now a Registered Park and Garden. Selborne is a small-scale linear rural village which has grown piecemeal over the centuries from its centre around The Plestor, along the B3006 Selborne Road which for the most part runs parallel to the “green apron”. The apron comprises a swathe of land which is open, rural and largely undeveloped, helping to define the relationship between – and positively contribute to the characters and settings of – Selborne Hanger, Selborne Common, Selborne Conservation Area, and the main village. Facilities include a primary school, village hall, and pub.

5.212 The Selborne Village Design Statement was adopted as a Supplementary Planning Document in April 2024 and provides guidance so that any new developments are designed and located in a way that reflects the local characteristics and qualities that people value. The Selborne Conservation Area Appraisal and Management Plan was approved in April 2025 and includes important evidence about the historic features which need to be considered when planning development within or adjacent to the conservation area.

5.213 Selborne Parish Council has also prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocation below, and are material considerations for any other development that comes forward in the parish.

SDA69	Land at Ketchers Field, Selborne
LAA Ref	EA085
Settlement	Selborne
Parish	Selborne
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.24
Uses and Indicative Capacity	Housing (Class C3) – 6 homes



SDA69: Land at Ketchers Field, Selborne Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 A suitable transition is provided in built form and fabric from the housing to the west to the open countryside to the east;
- 2 Site boundaries are sympathetic to the local landscape;
- 3 Vehicular access is provided that is compatible with non-vehicular users of, and not harmful to the amenity of, the existing Public Right of Way;
- 4 All necessary vehicular parking is provided on-site to avoid additional on street parking in local roads;
- 5 The internal site layout provides suitable turning provision for a long wheel based vehicle;
- 6 Development demonstrates no adverse effect on the integrity of the Wealden Heaths complex of habitats sites through appropriate mitigation for the impact of development informed by a project-level Habitats Regulations Assessment;
- 7 The location of new housing and access roads will have regard to localised areas of potential surface water flooding and groundwater emergence;
- 8 Existing mature trees along the Public Right of Way / likely existing access will be retained and protected; and
- 9 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Provision of suitable pedestrian and cycle links to the existing Public Rights of Way network and permissive paths;
 - b) Protect and enhance trees located at and close to the site boundaries where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees should be retained and additional planting should be undertaken at the north east and south site boundaries;
 - c) Retain suitable existing habitat for pollinating species where possible. New planting should be suitable for pollinating species; and
 - d) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.

SUPPORTING TEXT

5.214 Southern Water notes that there is no public sewer network in close proximity to the site, the nearest public sewer catchment is 3.4 kilometres away. This may need to be considered when designing the layout of the development and assessing what new wastewater infrastructure is required to serve the development.

5.215 Hampshire County Council notes that there is no watercourse identified on site so further investigation will be needed into a suitable outfall for surface water drainage.

5.216 The site is within 5km of the Wealden Heaths Phase II Special Protection Area so policy SDN5 will apply.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN5 Wealden Heaths Complex

SHEET

5.217 Sheet is a riverside village at a bridge across the River Rother, at the junction of historic roads to Petersfield, Portsmouth, Chichester, Midhurst and London. In the past it prospered as a result of its riverside location, with a fulling mill and smithy making use of the natural resources of the area. Later, the coming of the turnpikes and railways brought more development to Sheet and its southern edges are now contiguous with Petersfield. However, the village centre retains a rural atmosphere with rows of small cottages and the tall spire of the Victorian church dominating views along the narrow and sometimes sunken lanes. Facilities include a nursery, primary school, village hall, playground and pub.

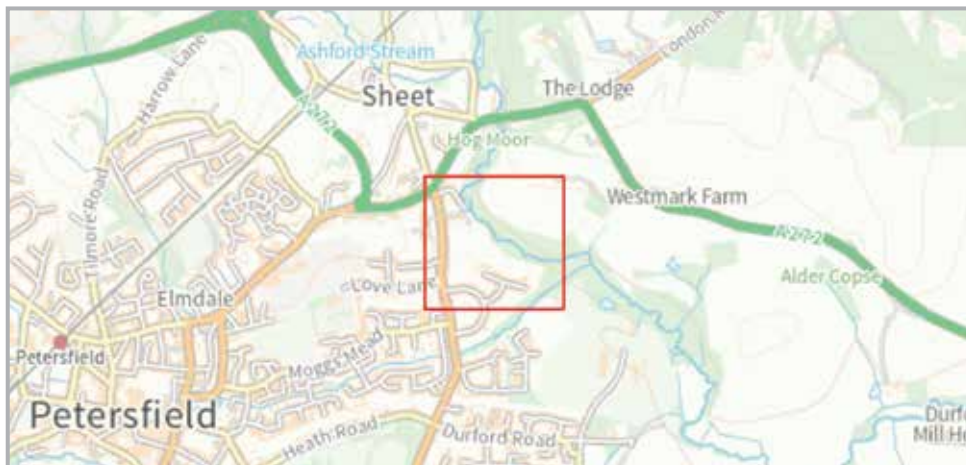
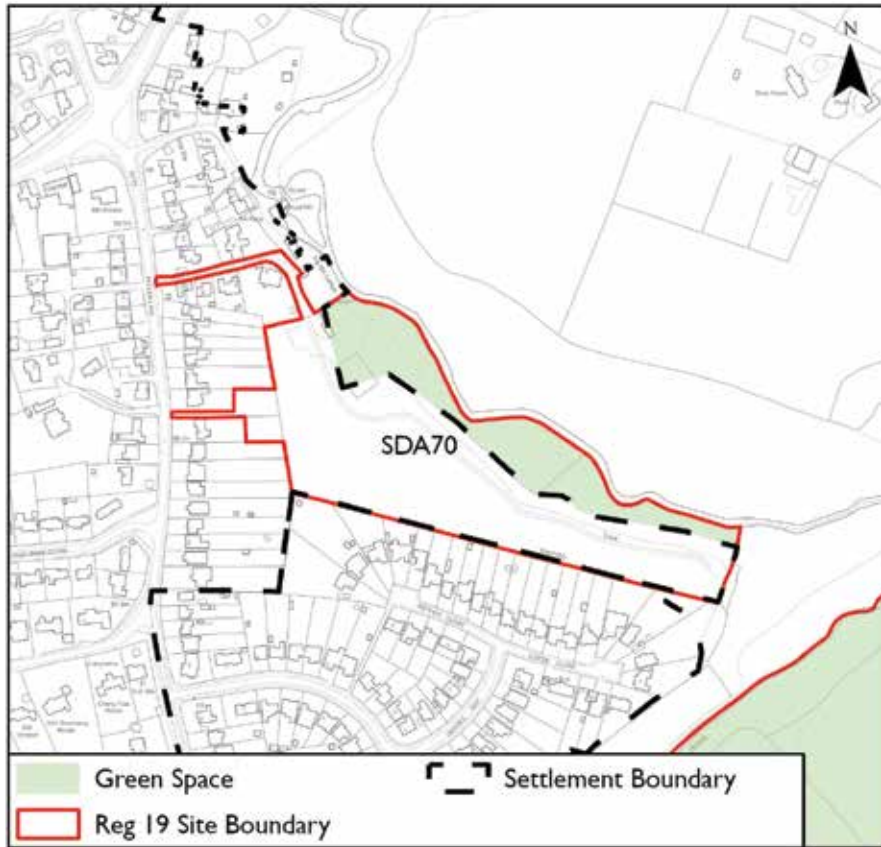
5.218 Sheet Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SHEET

5.217 Sheet is a riverside village at a bridge across the River Rother, at the junction of historic roads to Petersfield, Portsmouth, Chichester, Midhurst and London. In the past it prospered as a result of its riverside location, with a fulling mill and smithy making use of the natural resources of the area. Later, the coming of the turnpikes and railways brought more development to Sheet and its southern edges are now contiguous with Petersfield. However, the village centre retains a rural atmosphere with rows of small cottages and the tall spire of the Victorian church dominating views along the narrow and sometimes sunken lanes. Facilities include a nursery, primary school, village hall, playground and pub.

5.218 Sheet Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA70	Land at Pulens Lane, Sheet
LAA Ref	EA198
Settlement	Sheet
Parish	Sheet
Local Authority	East Hampshire District Council
Gross Site Area (HA)	3.72
Uses and Indicative Capacity	Housing (Class C3) – 19 homes



SDA70: Land at Pulens Lane, Sheet Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Regard shall be had to the Development Brief for this site prepared by the National Park Authority in 2018;
- 2 A publicly accessible cycle and pedestrian route should be provided through the entirety of the site from Pulens Lane to the eastern boundary;
- 3 An area of publicly accessible open space should be provided adjacent to the River Rother;
- 4 Biodiversity will be enhanced and provision made for protected species;
- 5 Trees within the site worthy of retention will be protected and enhanced;
- 6 A suitably landscaped transition will be provided at the site boundaries;
- 7 All residential development will be located in Flood Zone 1 and groundwater resources will be protected;
- 8 Floor levels of habitable areas, where appropriate and proven necessary, will be designed to take into account flood risk and climate change;
- 9 A buffer strip will be incorporated between the development and Flood Zone 3b, the extent of which should be investigated as part of the master planning process;
- 10 Safe vehicular and pedestrian access and egress should be provided (including during flooding);
- 11 The internal road layout will provide for larger vehicles including refuse vehicles;
- 12 All necessary vehicular parking will be provided on-site to avoid additional on street parking in local roads;
- 13 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy; and
- 14 The site layout must not include opportunities to provide future vehicular access into adjacent fields.

SUPPORTING TEXT

5.219 SDNP/24/03715/FUL for the erection of 2 dwellings (on land south of 22 Pulens Lane) was approved in December 2025, while SDNP/24/03657/FUL for the erection 17 dwellings, open space and a new vehicular access (on land east of Pulens Lane) has a resolution to grant subject to a s106 agreement (Planning Committee 10 July 2025).

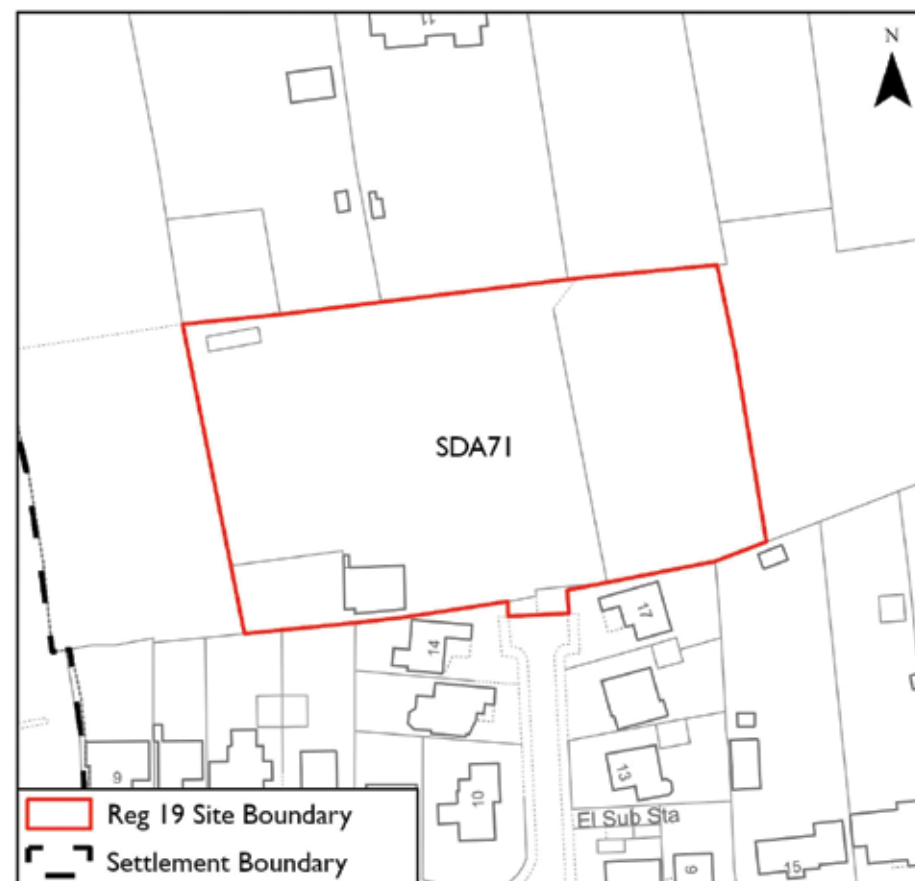
5.220 Southern Water notes that there is wastewater infrastructure located near the site boundary and it is important that the exact location of this infrastructure in relation to the site is established prior to the commencement of any construction, in liaison with Southern Water, and that suitable access for maintenance and upsizing is retained.

5.221 The site is located in Source Protection Zone 3 so criterion 7 includes the need to protect groundwater resources.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDW2 Flood Risk Management, SDG3 Public Open Space, Sports and Recreational Facilities, Hampshire Minerals and Waste Plan Policy 15 Safeguarding Mineral Resources

SDA71	Land off Merryfield Road, Sheet
LAA Ref	EA200
Settlement	Sheet
Parish	Sheet
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.67
Uses and Indicative Capacity	Housing (Class C3) - 8 homes





SDA71: Land off Merryfield Road, Sheet Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

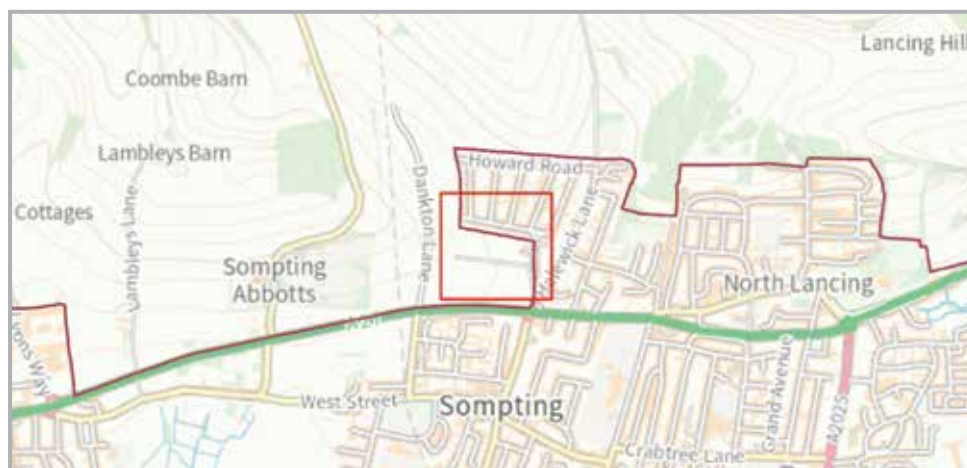
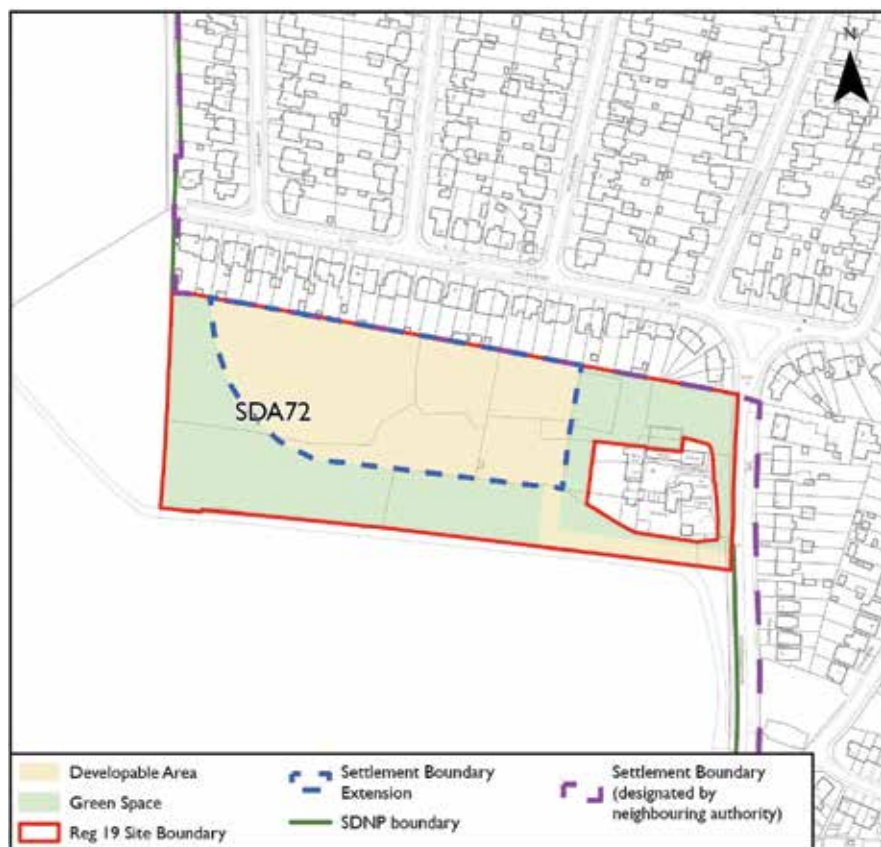
- 1 Provides suitable vehicular and pedestrian access onto Merryfield Road;
- 2 Delivers a sympathetic development having regard to the ecology of the site and retaining existing ecological features;
- 3 Meets the requirements for Biodiversity Net Gain (BNG), however in order to make best use of the land and ensure high quality BNG provision, off-site provision would be considered;
- 4 Safeguards, and where possible, enhances existing vegetation belts on all site boundaries, including trees which are located outside but overhang the site boundary, retains protected trees and ensures connectivity for wildlife; and
- 5 Ensures the positive integration of level changes across the site including positive integration of drainage requirements.

SOMPTING

5.222 The village of Sompting sits on the dip slope of the South Downs at the westerly edge of the district of Adur, where it abuts the National Park, and is separated from Worthing some three miles south-west by an open green gap. The village is severed by the A27, with the northern part of the village sitting within the South Downs National Park boundary and extending into the grassland slopes of the Downs, and the southern half of the village within the developed coastal plains of Adur. The conservation area also straddles the A27, and to the east is the modern village of Sompting, incorporating the surviving elements of Cokeham, which in turn merges with Lancing.

5.223 The Sompting Conservation Area Appraisal and Management Plan was approved in July 2024 and includes important evidence about the historic features which need to be considered when planning development within or adjacent to the conservation area.

SDA72	Land off Steepdown Road, Sompting
LAA Ref	AD001
Settlement	Sompting
Parish	Sompting
Local Authority	Adur District Council
Gross Site Area (HA)	3.03
Uses and Indicative Capacity	Housing (Class C3) - 30 homes



SDA72: Land off Steepdown Road, Sompting Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides a suitable vehicular and pedestrian access from Steepdown Road. This should be located to the south of Halewick Farm in order to deliver publicly accessible open space to the north of Halewick Farm. An access to the north of Halewick Farm may be considered provided that a suitable masterplan which delivers all of the policy requirements can be demonstrated; and
- 2 Includes a landscape-led masterplan which;
 - a) Conserves and enhances the setting of the Grade II listed barn and farm house at Halewick Farm;
 - b) Provides a suitable transition in built form and fabric to open countryside to the south and west, with development focused in the north and central areas of the site, with open space provision focused on softening the existing urban edge and delivering nature recovery;
 - c) Retains and enhances existing vegetation belts on all site boundaries, extending these into the site wherever possible to create networks including the retention and enhancement of the existing orchard and scrub within the east of the site and the inclusion of groups of broadleaved trees and hedgerow planting;
 - d) Provides a public open space to the north of Halewick Farm which includes and extends the existing orchard, provides a pedestrian route to the bus stops on Steepdown Road, natural play features suitable for younger children, and seating;
 - e) Maximises the opportunities for multi-functional Sustainable Drainage Systems within both public open space and movement routes with an emphasis on above ground and connected elements rather than underground engineered solutions;
 - f) Demonstrates no significant harm will be caused to groundwater resources; and
 - g) Provides connections to the permissive footpaths to the west of the site which connect to the Dankton Lane bridleway.

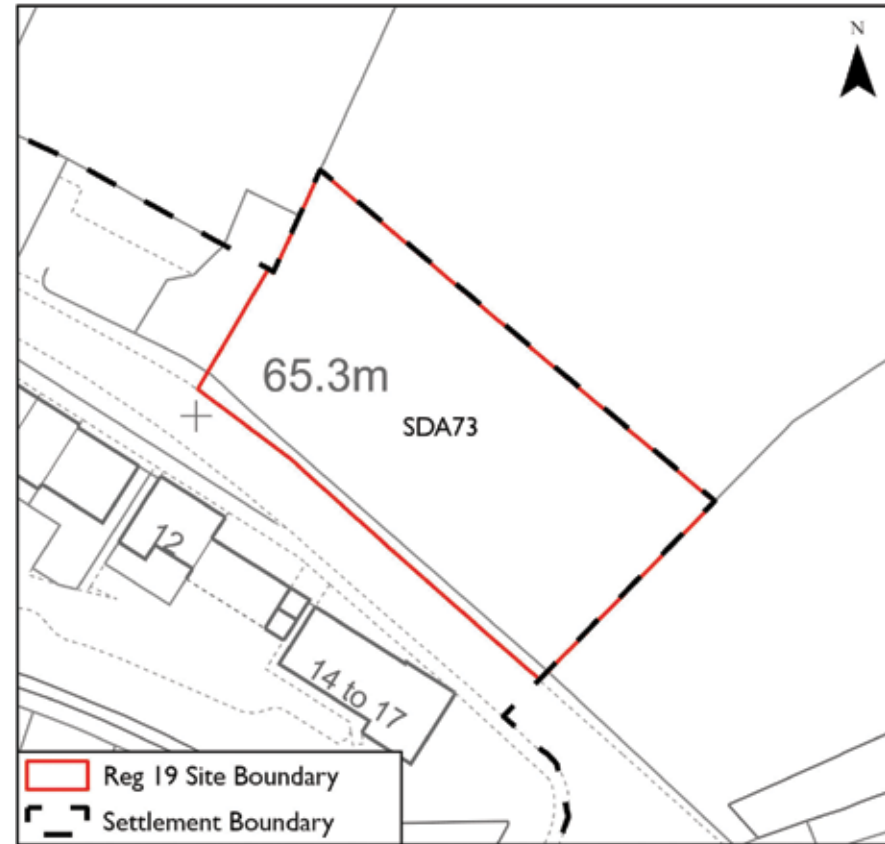
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL7 Listed Buildings, SDG3 Public Open Space, Sports and Recreational Facilities

SOUTH HARTING

5.224 South Harting is a springline village on the greensand terrace, dominated by the chalk ridge immediately to the south, from which the South Downs Way overlooks the settlement. It is located in the Scarp Slope broad area of the National Park. The original main village street, partly the main Chichester to Petersfield road, roughly follows the route of a stream away from the foot of the Downs. A conservation area covers the historic core, extending some way up the road leading to Midhurst. Older buildings in the village are notable for their rich variety of materials derived from the varied geology of the parish. More modern housing areas are found to the east. There is a small employment site at Church Farm. Facilities include a nursery, primary school, post office, shop, community hall, playground, pubs, and a Grade I listed church.

5.225 Harting Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.



SDA73	Land north of the Forge, South Harting
LAA Ref	CH122
Settlement	South Harting
Parish	Harting
Local Authority	Chichester District Council
Gross Site Area (HA)	0.12
Uses and Indicative Capacity	Housing (Class C3) – 5 homes



SDA73: Land north of the Forge, South Harting Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Development must preserve and enhance the setting of South Harting Conservation Area, with special regard to views from the west;
- 2 Development must demonstrate through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation;
- 3 The location of new housing and access roads will have regard to localised areas of potential surface water flooding;
- 4 All necessary vehicular parking will be provided on-site to avoid additional on street parking in local roads; and
- 5 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Minimise hard surfaced areas on site, and
 - b) New planting should be suitable for pollinating species.

SUPPORTING TEXT

5.226 SDNP/23/02243/FUL for 5 dwellings was approved in May 2025.

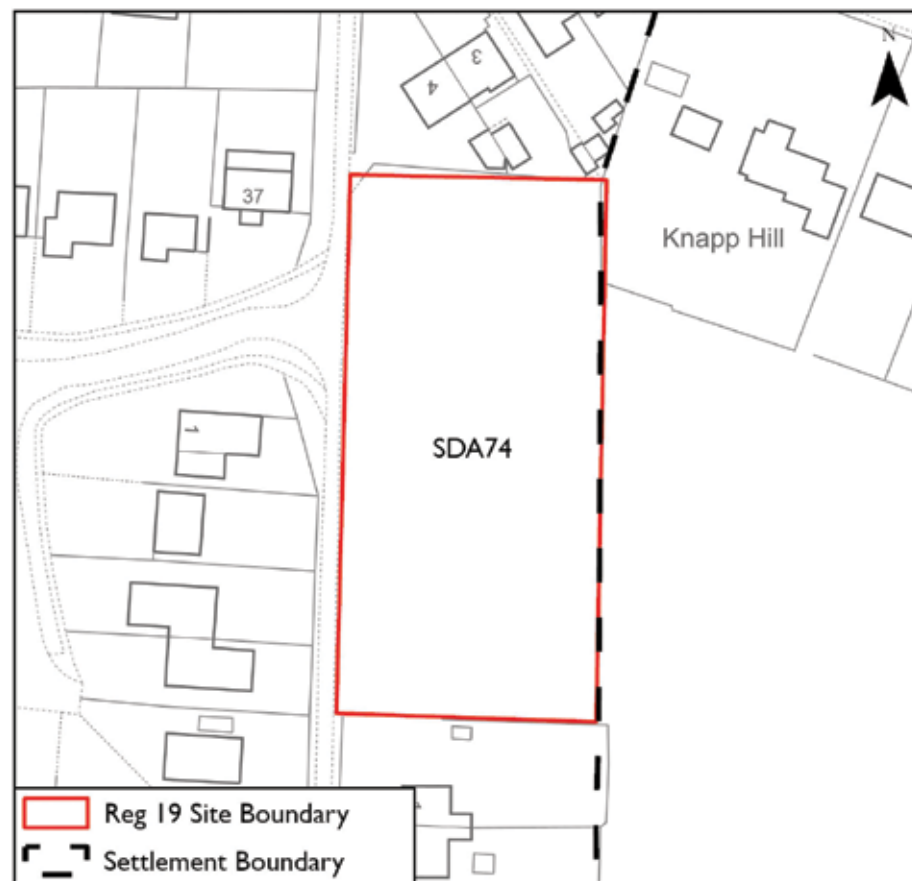
5.227 Southern Water advises that there is wastewater infrastructure located near the site boundary. It is important that the exact location of this infrastructure in relation to the site is established prior to the commencement of any construction, in liaison with Southern Water, and that suitable access for maintenance and upsizing is retained.

5.228 This site falls within 6.5km of the Sussex Bats Special Areas of Conservation, and appropriate avoidance and mitigation measures are required, see policy SDN3.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL6 Historic Environment and Cultural Heritage, SDL8 Conservation Areas, SDN3 Sussex Bats Special Areas of Conservation, SDW2 Flood Risk Management

SDA74	Land at Loppers Ash, South Harting
LAA Ref	CH118
Settlement	South Harting
Parish	Harting
Local Authority	Chichester District council
Gross Site Area (HA)	0.37
Uses and Indicative Capacity	Housing (Class C3) – 7 homes





SDA74: Land at Loppers Ash, South Harting Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Demonstrate through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation;
- 2 All necessary vehicular parking will be provided on-site to avoid additional on street parking in adjacent roads;
- 3 The site layout must not include opportunities for future vehicular access into adjacent fields;
- 4 Development will retain glimpsed landscape views from New Lane; and
- 5 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Minimise hard surfaced areas on site; and
 - b) New planting should be suitable for pollinating species.

SUPPORTING TEXT

5.229 Southern Water advises that there is wastewater infrastructure located near the site boundary. It is important that the exact location of this infrastructure in relation to

the site is established prior to the commencement of any construction, in liaison with Southern Water, and that suitable access for maintenance and upsizing is retained.

5.230 This site falls within 6.5km of the Sussex Bats Special Areas of Conservation, and appropriate avoidance and mitigation measures are required, see policy SDN3.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

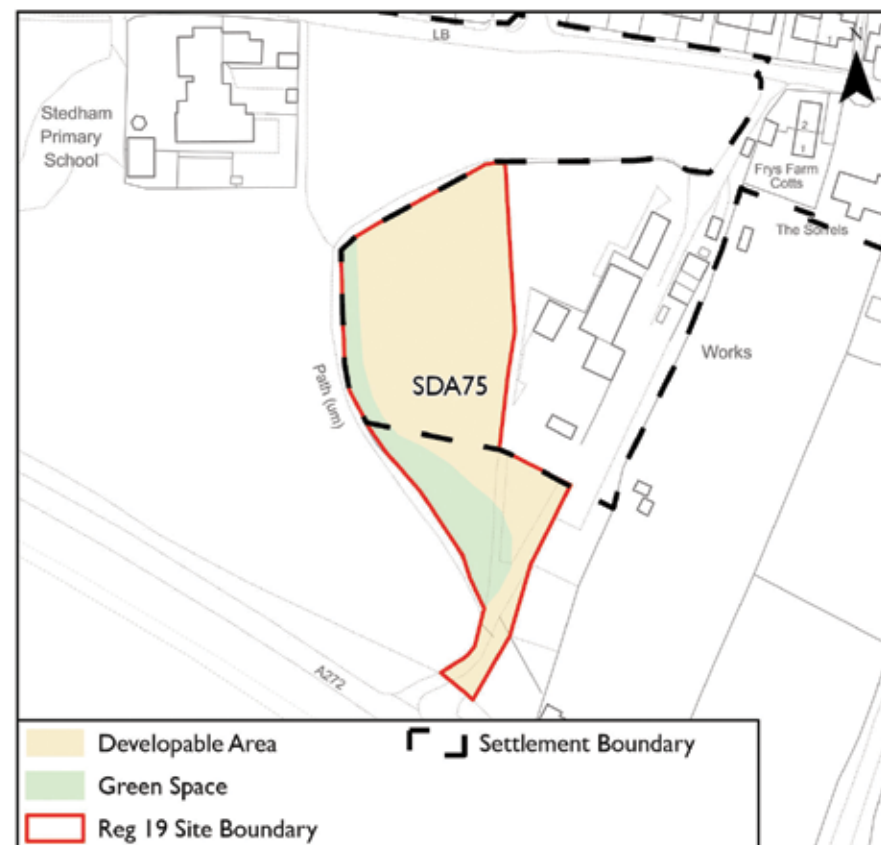
SDN3 Sussex Bats Special Areas of Conservation

STEDHAM

5.231 The village of Stedham together with the smaller village of Iping are combined into a single parish approximately two miles west of Midhurst in West Sussex to the north of the A272. The parish is located in the Western Weald broad area of the National Park. The historic core of Stedham, a conservation area, is the northern portion of the village. The southern portion of Stedham is a larger area of modern housing. To the south of the A272 is Iping Common, a Site of Special Scientific Interest. Facilities include a primary school, village hall, and pub.

5.232 The Stedham with Iping Neighbourhood Development Plan was made part of the development plan in June 2021 and includes thematic policies and allocations that would need to be taken into account when planning any future development. In respect of Stedham Sawmills, policy SINDP5 says “The development of Stedham Sawmills must demonstrate sensitive and high quality design that respects local character and makes a positive contribution to its surroundings and delivers affordable housing to meet local needs in accordance with development plan requirements”.

SDA75	Land adjacent to Stedham Sawmills, Stedham
LAA Ref	CH123
Settlement	Stedham
Parish	Stedham with Iping
Local Authority	Chichester District Council
Gross Site Area (HA)	0.58
Uses and Indicative Capacity	Housing (Class C3) – 16 homes



SDA75: Land adjacent to Stedham Sawmills, Stedham Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 It is demonstrated that there would be no significant adverse impact on the Stedham Common or Iping Common SSSI through development of the site;
- 2 It is demonstrated through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 3 The user experience of the Public Right of Way on the western boundary, and views across the site and adjacent employment area, are enhanced;
- 4 A publicly accessible and attractive cycle and pedestrian route from the site to School Lane to the north, and a direct pedestrian access to common land to the immediate west of the site (north of the A272) are provided;
- 5 Biodiversity enhancements are provided in order to provide a demonstrable gain in biodiversity and a transition from urban to rural development;
- 6 The design of the housing complements the existing adjacent commercial use, allowing them to be successfully integrated;
- 7 The scheme is designed to look to the village to the north and opportunities to integrate with the existing community are maximised;
- 8 Vehicular access will only be provided via the existing access to the A272 to the south, and this will be improved in a way that conserves and enhances the rural look and feel of this part of the A272;
- 9 All necessary vehicular parking is provided on-site to avoid additional on street parking;
- 10 Run-off and drainage is managed to safeguard against any adverse impact on heathland to the south; and
- 11 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Maximise available space for tree planting or heathland habitat creation. Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees

on the site boundary should be retained and new tree planting should be undertaken;

- b) Minimise hard surfaced areas on site; and
- c) New planting should be suitable for pollinating species.

SUPPORTING TEXT

5.233 Southern Water advises that there is wastewater infrastructure located near the site boundary. It is important that the exact location of this infrastructure in relation to the site is established prior to the commencement of any construction, in liaison with Southern Water, and that suitable access for maintenance and upsizing is retained.

5.234 This site falls within 6.5km of the Sussex Bats Special Areas of Conservation, and appropriate avoidance and mitigation measures are required, see policy SDN3.

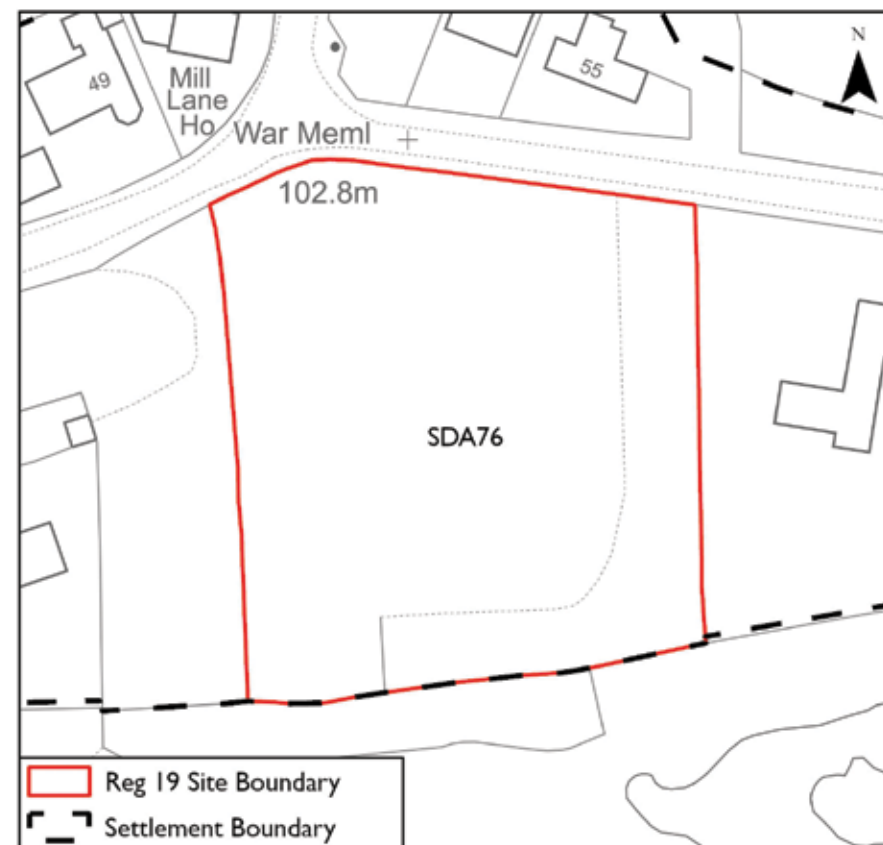
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN2 Designated Sites Hierarchy, SDN3 Sussex Bats Special Areas of Conservation

STEEP

5.235 Steep is a village and civil parish located on the Scarp Slope of the National Park. Its nearest town is Petersfield, which lies 1.4 miles (2.3 km) south of the village, just off the A3. It has two public houses, the Harrow and the Cricketers Inn, with the former being an 18th century Grade II listed building. Other facilities include a nursery, primary school, and village hall.

SDA76	Land south of Church Road, Steep
LAA Ref	EA153
Settlement	Steep
Parish	Steep
Local Authority	East Hampshire District Council
Gross Site Area (HA)	0.57
Uses and Indicative Capacity	Housing (Class C3) – 9 homes



SDA76: Land south of Church Road, Steep Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Site boundaries will be sympathetic to the local landscape;
- 2 All necessary vehicular parking will be provided on-site to avoid additional on street parking in local roads;
- 3 The site layout must not include opportunities for future vehicular access into adjacent fields;
- 4 Existing mature trees will be retained and protected;
- 5 The location of housing and access roads will have regard to localised areas of potential surface water flood risk;
- 6 A proportion of the site should be provided as public open space directly accessible from the village hall and car park; and
- 7 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
 - a) Minimise hard surfaced areas on site; and
 - b) New planting should be suitable for pollinating species.

SUPPORTING TEXT

5.236 SDNP/23/03766/FUL for 9 dwellings was approved in May 2025.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

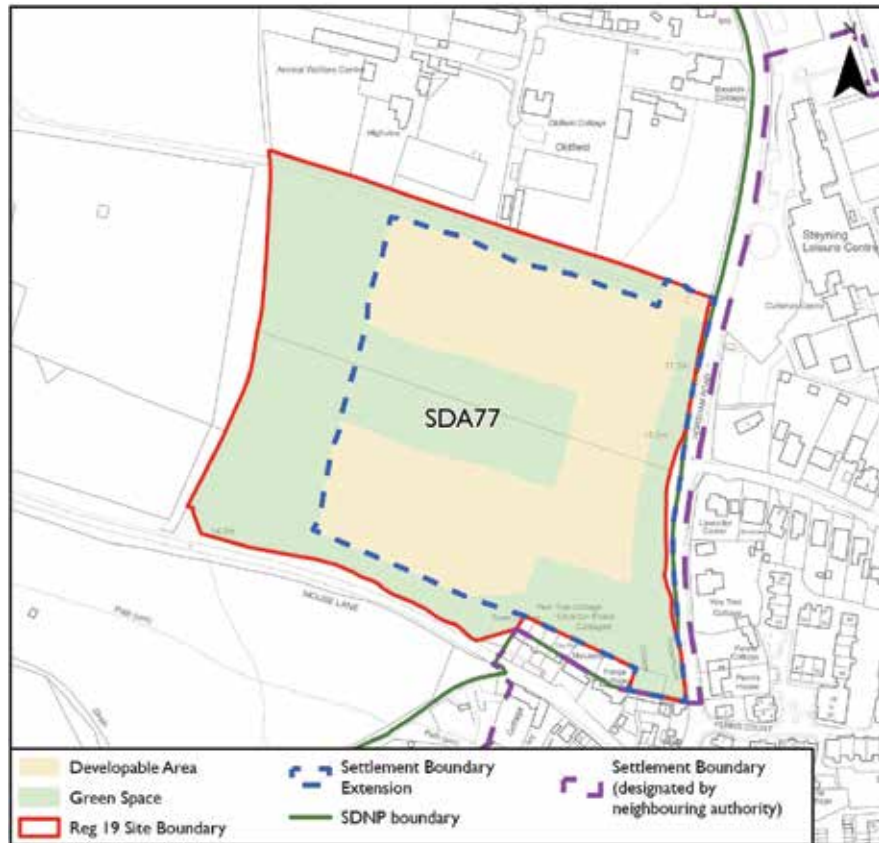
SDW2 Flood Risk Management, SDG3 Public Open Space, Sports and Recreational Facilities

STEYNING

5.237 Steyning is a small rural town of around 5,500 people in the Horsham district of West Sussex. It is located at the north end of the River Adur gap in the South Downs, four miles north of Shoreham-by-Sea. The land to south and west of the town is within the National Park. A major landowner is the Wiston Estate, situated to the west of Steyning town, stretching towards Washington. Facilities include a nurse, primary and secondary school provision, local shops, post office, leisure centre, GP surgery, pharmacy, village hall, library, play areas and pubs.

5.238 The Steyning Neighbourhood Development Plan was made part of the development plan in September 2022 and includes thematic policies and allocations that would need to be taken into account when planning any future development.

SDA77	Land at Horsham Road, Steyning
LAA Ref	HO007
Settlement	Steyning
Parish	Steyning
Local Authority	Horsham District Council
Gross Site Area (HA)	5.13
Uses and Indicative Capacity	Housing (Class C3) – 60 homes Community Facilities



SDA77: Land at Horsham Road, Steyning Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Informed by a landscape-led masterplan covering the whole site. If development is brought forward in a phased manner, initial phases must not prejudice the delivery of later phases;
- 2** Provides a suitable vehicular and pedestrian access onto Horsham Road opposite Steyning Leisure Centre, including appropriate pedestrian crossing and traffic calming measures and arrangements for bus stop provision as required by the highway authority. The access should minimise its impact on the existing field boundary as far as possible, and mitigate any impacts appropriately;
- 3** Provides a pedestrian access onto Horsham Road, adjacent to Ridgemount in the southeast corner of the site, including appropriate pedestrian crossing and traffic calming measures as required by the highway authority;
- 4** Ensures that development and roads follow the existing contours of the site and focuses development on the south and east areas of the site;
- 5** Provides a clear route hierarchy which achieves low vehicular design speeds;
- 6** Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 7** Provides for a minimum of 20% Biodiversity Net Gain;
- 8** Maximises the opportunities for multi-functional Sustainable Drainage Systems within both public open space and movement routes with an emphasis on above ground and connected elements rather than underground engineered solutions;
- 9** Conserves and enhances the setting of the adjacent conservation area and associated listed buildings;
- 10** Provides a suitable transition in built form and fabric to public open space and green infrastructure to the north and west;
- 11** Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks;
- 12** Ensure appropriate buffering for adjacent watercourses. Buffer areas must not be incorporated into private gardens or communal storage spaces; and
- 13** The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

SUPPORTING TEXT

5.239 The site is close to both the village centre and community and education facilities clustered around Steyning Leisure Centre. There are significant opportunities for residents of the site to access these facilities on-foot on the basis of proximity. However, it is recognised that there are challenges to providing pedestrian access because of level changes on the site on the southern and southeastern boundaries. Level pedestrian access must be provided onto Horsham Road opposite the Leisure Centre, providing access to the southbound pavement on Horsham Road. The provision of a pedestrian access onto Horsham Road adjacent to Ridgemount in the southeast corner of the site is also essential to reduce car trips into the village centre. It is recognised that this is unlikely to be a fully accessible access point, as it may need to include steps, but this would be appropriate within the heritage-led environment in the centre of Steyning. An additional pedestrian access onto Mouse Lane adjacent to Rose Cottage could be positively supported, but it is recognised that this may be difficult to achieve.

5.240 The provision of a small community building to provide space for educational/ environmental organisations which is integrated into the public open space provision and well connected to public transport and existing community/education and leisure facilities opposite the site would be supported.

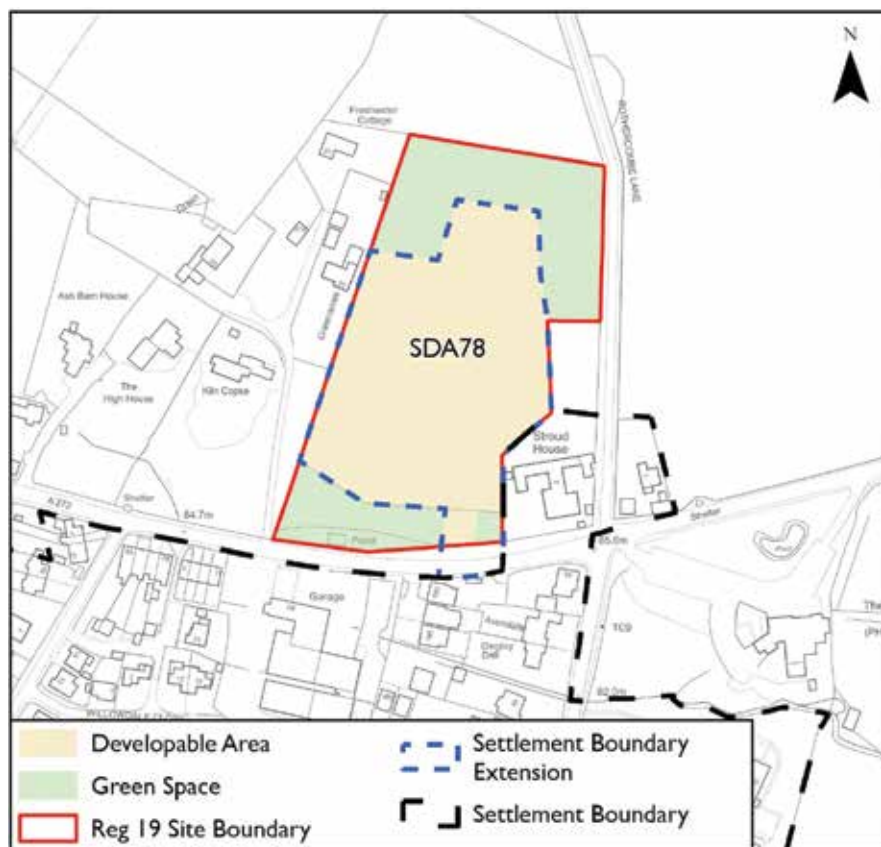
RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDL7 Listed Buildings, SDL8 Conservation Areas, SDG1 Community Facilities, SDG3 Public Open Space, Sports and Recreational Facilities, West Sussex Joint Minerals Local Plan Policy M9 Safeguarding Minerals

STROUD

5.241 Stroud is a village and civil parish in in the Western Downs broad area of the National Park. It is 1.4 miles (2.3 km) west of Petersfield, on the A272 road. The nearest railway station is Petersfield, 1.4 miles (2.3 km) east of the village. Facilities include a primary school, village hall and pub.

SDA78	Land north of Winchester Road, Stroud
LAA Ref	EA212
Settlement	Stroud
Parish	Stroud
Local Authority	East Hampshire District Council
Gross Site Area (HA)	1.84
Uses and Indicative Capacity	Housing (Class C3) - 15 homes



SDA78: Land north of Winchester Road, Stroud Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides an appropriate access onto the A272 for vehicles and pedestrians, including appropriate pedestrian crossing facilities on the A272 and any traffic calming measures deemed appropriate by the highway authority;
- 2 Includes a pedestrian connection onto Rothercombe Lane;
- 3 Retains the existing tree belt on the southern boundary, with tree removal limited to providing appropriate access to the site and ensuring appropriate visibility splays;
- 4 Provides any required flood mitigation and drainage measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 5 Maintains a loose knit layout reflective of existing development within Stroud to the north of the A272;
- 6 Ensures a positive relationship with neighbouring residential properties adjacent to the site boundary, and retains a positive outlook from the rear of the care home located on the southeast boundary of the site; and
- 7 Includes additional tree planting to strengthen existing boundaries and create additional landscape connectivity through the site.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

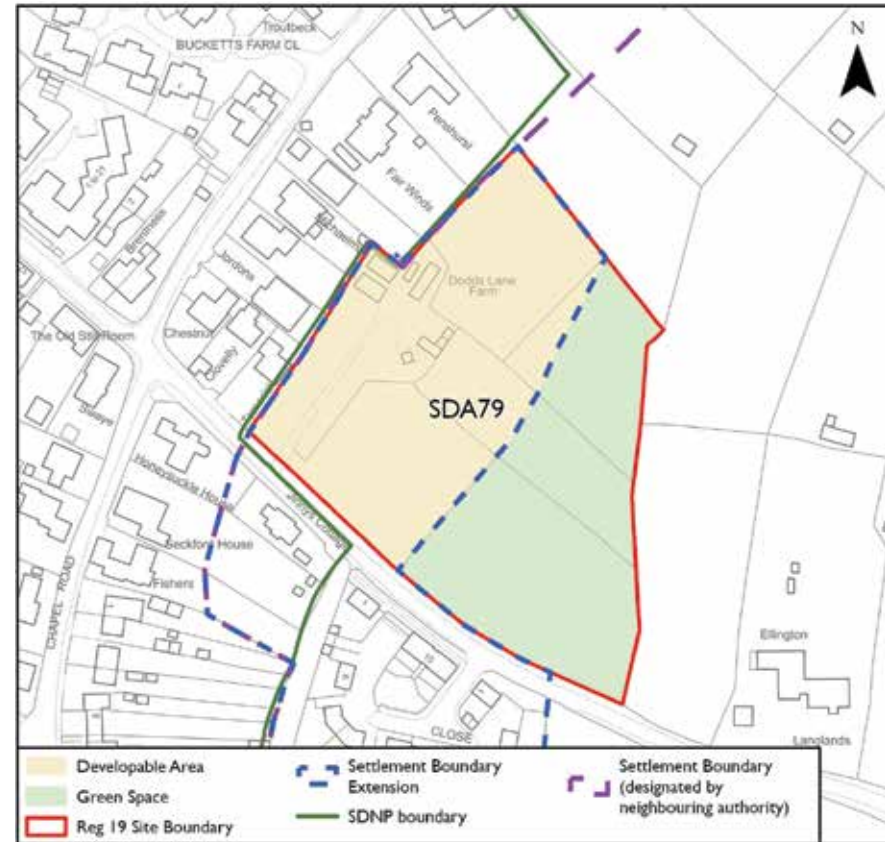
SDW2 Flood Risk Management

SWANMORE

5.242 Swanmore is located on the western edge of the National Park within Winchester City Council area, approximately 7 miles east of Eastleigh and 5 miles north of Fareham. It has a population of around 3,100 people and the main village of Swanmore is outside of the National Park, with the boundary running tightly to its northern and eastern boundaries. Facilities include a nursery, primary and secondary school provision, local shop, village hall, playground and pub.

5.243 The Swanmore Village Design Statement was adopted as a Supplementary Planning Document in September 2019 and provides guidance so that any new developments are designed and located in a way that reflects the local characteristics and qualities that people value.

SDA79	Land north of Dodds Lane, Swanmore
LAA Ref	W1102
Settlement	Swanmore
Parish	Swanmore
Local Authority	Winchester City Council
Gross Site Area (HA)	1.64
Uses and Indicative Capacity	Housing (Class C3) - 15 homes



SDA79: Land north of Dodds Lane, Swanmore Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Dodds Lane, minimising the loss of any vegetation. Appropriate pedestrian crossing and traffic calming measures should be provided on Dodds Lane to ensure pedestrian access to the pavement on the southern side of Dodds Lane;
- 2 Demonstrates no adverse effect on the integrity of the Solent Habitats Sites through nutrient neutrality informed by a project-level Habitats Regulations Assessment;
- 3 Development should be located on the western area of the site and provide a suitable transition in built form to open land to the east;
- 4 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 5 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 6 Safeguards and enhances existing vegetation belts on site boundaries, extending these into the site wherever possible to create networks;
- 7 The eastern area of the site should be used for public open space provision and Biodiversity Net Gain, taking into consideration the site's location on the eastern edge and approach into Swanmore and its function as a gap between the main settlement and more dispersed development to the east and open countryside beyond. The development should strengthen this area's green infrastructure function, soften the settlement edge in a characteristic manner and provide for nature recovery;
- 8 Prioritises pedestrian movement through design for reduced vehicular speeds;
- 9 Ensures that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimising the visibility of vehicles on the eastern boundary with public open space; and
- 10 Ensures the undergrounding of existing overhead cables.

SUPPORTING TEXT

5.244 The development should safeguard and enhance the existing vegetation belts on the site boundaries and extend them into the site, to create green infrastructure networks wherever possible. Characteristic planting should be provided along the eastern boundary with native species to strengthen this approach.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

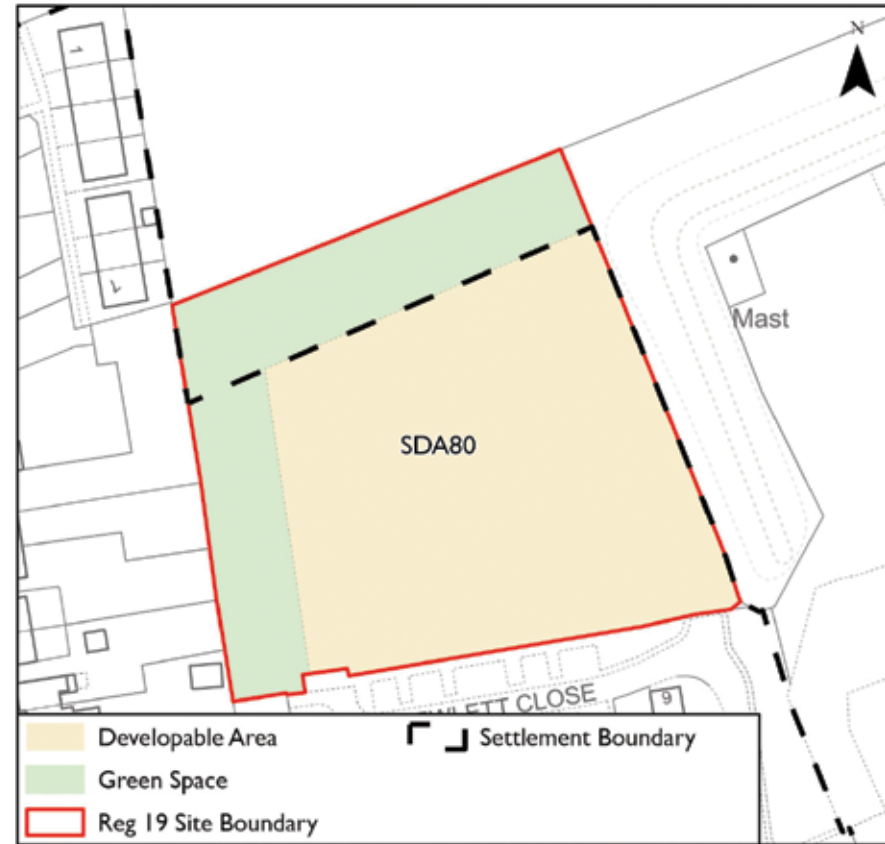
SDN7 Nutrient Neutrality, SDG3 Public Open Space, Sports and Recreational Facilities

TWYFORD

5.245 Twyford is a parish of about 1650 people, and lies on either side of the River Itchen, south of Winchester, entirely within the National Park. It has a local shop, post office, nursery, primary school, social club, GP surgery, dental surgery, pharmacy, village hall, playgrounds, two churches, two pubs, and a sports ground with pavilion.

5.246 The Twyford Neighbourhood Development Plan was made part of the development plan in February 2022 and includes thematic policies and allocations that would need to be taken into account when planning any future development.

SDA80	Land north of Hewlett Close, Twyford
LAA Ref	WI056
Settlement	Twyford
Parish	Twyford
Local Authority	Winchester City Council
Gross Site Area (HA)	0.69
Uses and Indicative Capacity	Housing (Class C3) - 15 homes



SDA80: Land north of Hewlett Close, Twyford Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Hewlett Close;
- 2 Demonstrates no adverse effect on the integrity of the Solent Habitats Sites and River Itchen Special Area of Conservation through nutrient neutrality informed by a project-level Habitats Regulations Assessment;
- 3 Provides pedestrian links to the public footpath to the west of the site leading to Northfields Play Area, off Coles Close;
- 4 Provides a layout which protects and enhances the setting of existing trees around the north, east and west boundaries (including those covered by Tree Preservation Orders);
- 5 Ensures good acoustic design to address any noise impacts associated with the adjacent business park; and
- 6 Prioritises pedestrian movement through design for reduced vehicular speeds and minimises hardstanding wherever possible.

RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN7 Nutrient Neutrality



Image: Ashford Hangers © SDNPA