

SOUTHWATER NEIGHBOURHOOD DEVELOPMENT PLAN (2019-2031)

MARCH 2019

SUBMISSION VERSION

FOREWORD

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

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

I am delighted that the Southwater Neighbourhood Development Plan can now be taken forward and submitted to Horsham District Council. The plan has been prepared with consultation and interaction with residents, community groups, and other stakeholders at its heart to provide a meaningful vision for the future.

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

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

Graham Watkins

Chairman of the Southwater Parish Council

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1. INTRODUCTION

- 1.1. The Southwater Neighbourhood Development Plan (SNP) has been prepared by Southwater Parish Council. This plan provides a clear framework to guide residents, local authorities and developers as to how the community wish to shape future development from 2019-2031.

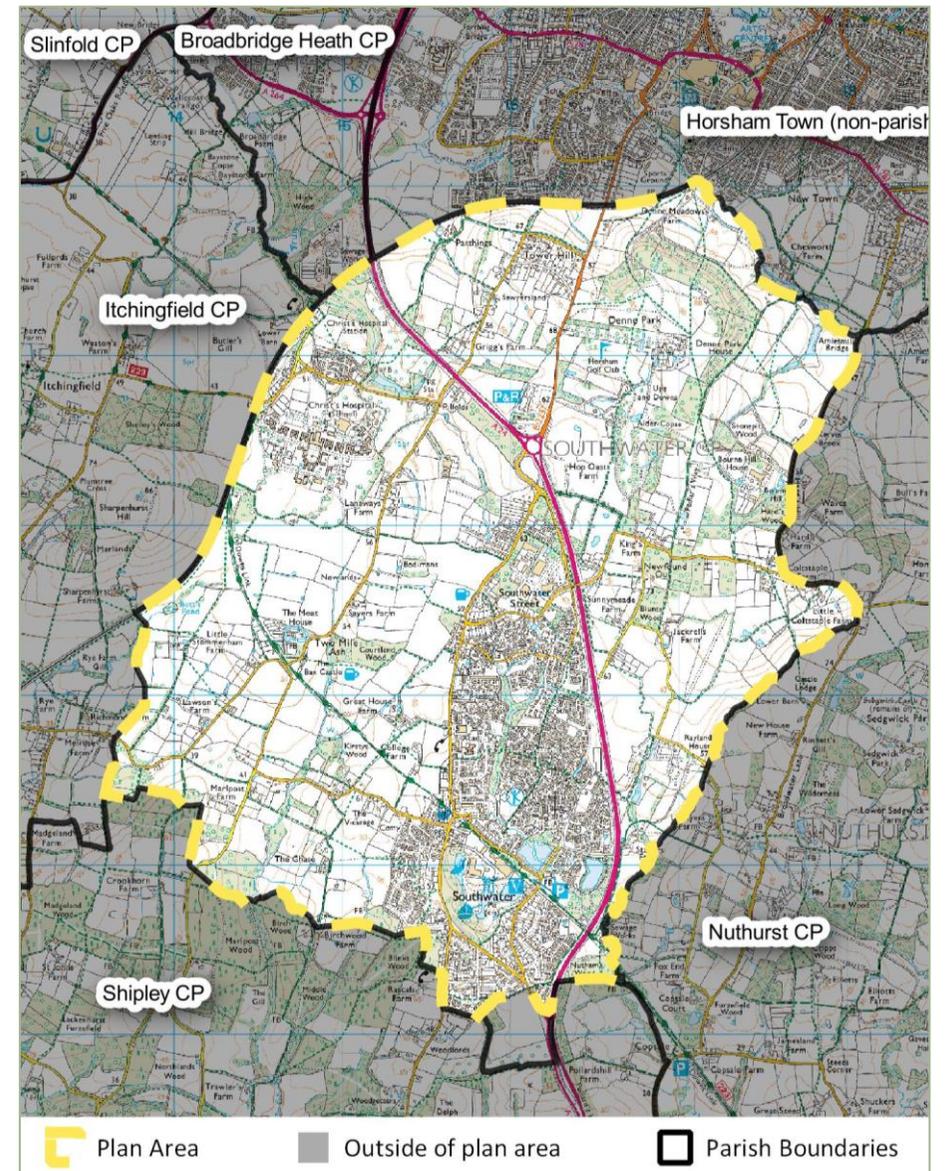
The Purpose of a Neighbourhood Plan

- 1.2. Once it has been agreed at referendum and 'made', a neighbourhood plan has the same legal status as the Local Plan prepared by the relevant Local Planning Authority (Horsham District Council). At this point it becomes part of the statutory 'development plan' and used in the determination of planning applications.
- 1.3. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (see section 38(6) of the Planning and Compulsory Purchase Act 2004).

The Neighbourhood Plan Area

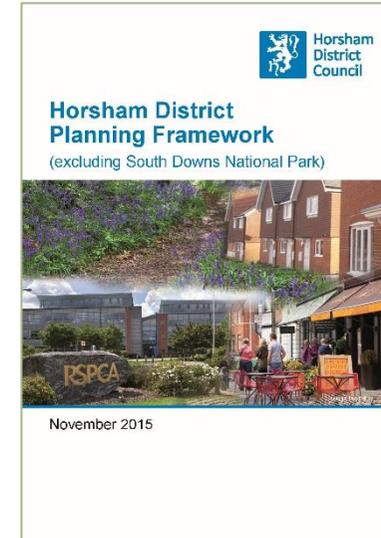
- 1.4. When originally designated the Neighbourhood Plan Area covered the entirety of Southwater Parish. However, on 5th February 2019 the Parish boundary was extended to include new development to the south (Centenary Road). As a result the Plan Area no longer covers all of Southwater Parish.
- 1.5. The Plan Area has an irregular shape and covers 5.41 square miles. It is bounded by the Parishes of Itchingfield to the west, Shipley (and part of Southwater Parish) to the south, Nuthurst to the east and Broadbridge Heath to the northwest. To the northeast lies the town of Horsham and the former urban district of Horsham which remains unParished.
- 1.6. The Parish contains the medium sized settlement of Southwater, a large area of agricultural land and is severed by the A24 which runs north-south.

- 1.7. A map showing the Plan Area is set out below.



The Legal & Planning Policy Context

- 1.8. The legal basis for the preparation of neighbourhood plans is provided by the Localism Act 2011, Neighbourhood Planning Regulations 2012, Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990.
- 1.9. These pieces of legislation have enabled local communities to prepare neighbourhood plans but also provide a number of conditions and tests to which the plan must adhere to, to enable it to come into force. The basic conditions that must be met are:
- ✓ The policies relate to the development and use of land.
 - ✓ The plan must have been prepared by a qualifying body, and relate to an area that has been properly designated for such plan preparation.
 - ✓ The plan specifies the period to which it has effect, does not include provision about excluded development and only relates to one Plan Area.
 - ✓ The plan has **regard to national policies and advice** contained in guidance issued by the Secretary of State.
 - ✓ It contributes to the achievement of sustainable development.
 - ✓ It is in **general conformity with the strategic policies contained in the existing development plan** for the area.
 - ✓ It does not breach, and is otherwise compatible with EU obligations.
- 1.10. It is important to recognise that the points highlighted in bold above mean the neighbourhood plan should not be in conflict with existing planning policy and guidance set out at the national level and should seek to accord with district level planning policy. The key documents in this regard are the National Planning Policy Framework 2019 (NPPF) and the Horsham District Planning Framework 2015 (HDPF).



HORSHAM DISTRICT PLANNING FRAMEWORK

- 1.11. The primary document in the existing development plan consists of the Horsham District Planning Framework. This document was adopted in November 2015 and *'is the overarching planning document for Horsham district outside the South Downs National Park'*.
- 1.12. The current plan period runs until 2031 however Horsham District Council are currently preparing a new Local Plan for the district. It is acknowledged that there may be a need to review this neighbourhood plan once the new Local Plan is adopted and content known to avoid the policies within this document having reduced weight in the determination of planning applications.
- 1.13. Para 3.22 of the HDPF confirms that the *'strategy seeks to retain the existing settlement pattern and ensure that development takes place in the most sustainable locations as possible, including through the re-use of previously-developed land (brownfield land). The policies seek to give priority to locating new homes, jobs, facilities and services within Horsham town, but also ensure that the investment which has and is taking place in smaller towns and villages,*

such as Storrington or at Southwater can continue, allowing these settlements to evolve to meet their needs.’ The policies within the HDPF support this approach.

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

1.15. HDPF Policy 2 - Strategic Policy: Strategic Development

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

1.16. HDPF Policy 3 - Strategic Policy: Development Hierarchy

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

1.17. HDPF Policy 4 - Strategic Policy: Settlement Expansion

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

1.18. HDPF Policy 15 - Strategic Policy: Housing Provision

This makes provision for the development of at least 16,000 homes and associated infrastructure within the period 2011-2031. It confirms that this figure will be achieved by:

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

How This Document Should Be Used

- 1.19. This plan, and its associated Policies Map should be used by residents, local authorities and developers and other stakeholders to understand how future development in the Plan Area should occur.
- 1.20. For applications that require planning permission, whether proposing a scheme or assessing the acceptability of a scheme the policies contained within this document are a key material consideration. For a planning application to be considered favourably, all relevant policies contained within this plan should be considered and complied with.
- 1.21. Where development does not require planning permission it should still seek to adhere to the aspirations and objectives set out within this document.

2. ABOUT SOUTHWATER PARISH

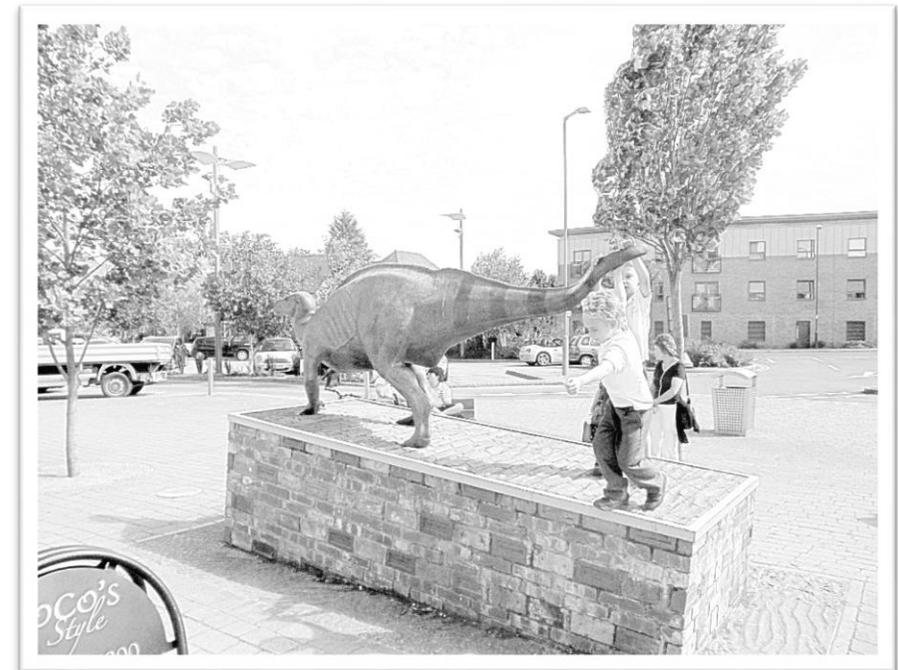
- 2.1. Southwater Parish is located immediately south of Horsham Town. Southwater Village is approximately 4 miles south of Horsham (West Sussex), 14 miles from Worthing (on the South Coast), 20 miles from Gatwick Airport (to the North East) and 23 miles from Guildford (to the North West).
- 2.2. Southwater Parish comprises the communities of Christ's Hospital, Tower Hill, Two Mile Ash, Newfoundout and the village itself. Southwater Village is the primary settlement which is located almost in the centre of the Parish.
- 2.3. Southwater Parish has some historic houses, many along Southwater's Worthing Road, around which several modern developments have been built. At the time of this plan further development is taking place within Southwater Parish.
- 2.4. Southwater Parish shares Parish borders with:-
 - To the North: Horsham – specifically Denne Neighbourhood and Forest Neighbourhood
 - To the East: Nuthurst Parish
 - To the South: Shipley Parish
 - To the West: Itchingfield Parish and Broadbridge Heath Parish
- 2.5. Southwater Parish is a semi-rural area, in the Low Weald, that in total covers some 1400 hectares and has a population of about 11,500 with an electorate of approximately 7,500 people.
- 2.6. The largest local employers are Christ's Hospital school and RSPCA (which has its headquarters in Southwater). Other significant employers operate out of Southwater's two business parks.
- 2.7. A former railway line, now in use as a bridleway, forms part of the Downs Link which runs through Southwater. As a result of this link Southwater is an area rich in countryside walks. The Downs Link crosses the Parish from Christ's

Hospital in the north, passing the Bax Castle pub and skirting the Country Park. It has become one of the main areas for riding, cycling and walking.

History

- 2.8. Southwater was once home to the Iguanodons. Some 165 million years ago they roamed the mud-flats or the large lake or river estuary that covered this area. A model of one, designed and cast by Hannah Stewart, now stands in the Lintot Square shopping area. However as far as human habitation is concerned, evidence from field work has revealed that humans have been living here since the Mesolithic period (Middle Stone Age), some ten thousand years ago.
- 2.9. Archaeological excavation has shown that there was a Roman settlement 2000 years ago, opposite Nutham Wood. In Saxon and Medieval times, this part of the Low Weald was heavily wooded but provided summer swine pasture

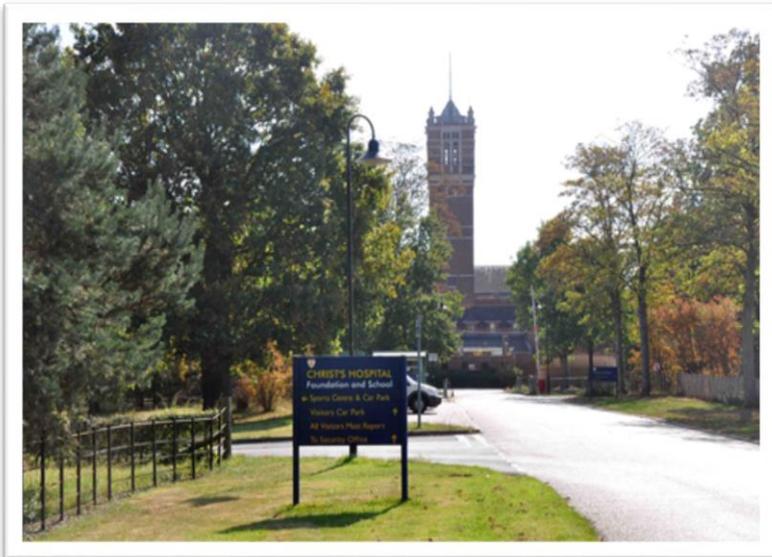
Figure 1 - Children playing on Iggy' the Iguanodon in Lintot Square



(pannage) as well as timber, firewood and charcoal. These seasonal settlements gradually became permanent – forming the first real settlement here in Southwater. Indeed, the name ‘Suthwatre’ (South of the water) appeared in the Calendar of Patent Rolls in 1346 and referred to the whole area of Horsham that lay South of the River Arun.

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

Figure 2 - View towards Christs Hospital School



2.11. By 1861 Southwater Village had come to be with its own church, a school and a railway station but it was the development of the Southwater brickworks from the 1890’s onwards that provided the impetus for growth. To house the brick workers, many houses were built between 1920-1950 on the Foxfield estate and in Church Lane behind the Cock Inn.

Figure 3 – A brick from the Southwater brickworks clay pits



- 2.12. Whilst mixed agriculture provided a lucrative industry for centuries, the population of Southwater boomed with the brick industry which thrived in the clay-pits until the 1980s. Following the closure of the brickworks, there was a project implemented to transform the area into a country park, which is now a major family attraction in the district
- 2.13. A larger expansion in the 1970’s (Timbermill, Anvil, Forge and Quarry Way). A second expansion occurred when the construction of the A24 bypass was undertaken in 1983. Cedar Drive and Castlewood were completed in 1985 followed by the Blakes Farm Road estate.
- 2.14. In September 2008 a new War Memorial was unveiled on the green to one side of Lintot Square, and in 2015 Horsham District Council – who own Southwater Country Park – opened a new ‘Dinosaur’ themed play area.
- 2.15. In 2016 developments were in progress on the Berkeleys “West of Worthing Road site” and had been completed by Bovis Homes on Roman Lane. A further

site was being developed by Wates. Combined these will bring over 800 additional units to Southwater – along with some additional infrastructure (eg play parks, new sports club and pitches).

- 2.16. The Parish of Southwater is privileged to have a number of Listed Buildings, these include but are not limited to Christs Hospital, 13th and 16th century former open hall houses and 16th and 18th century chimney houses. There is a strong historical vernacular of half-timber with plaster, tile hanging and weatherboarding.
- 2.17. There are many notable buildings including Christ’s Hospital School which is a charitable co-educational independent boarding school. The school was originally founded in 1552 in Greyfriars (London). The original buildings in the Parish date from 1902 when the school relocated from its then home in Newgate Street onto this 1,200 acre site. The whole of the site is now Grade 2* listed.

Environment

- 2.18. Southwater lies in a shallow valley on the fell side of an escarpment falling into the Arun Valley (close to Horsham). Water from the Bourne Hill and Tower Hill sandstone ridges and most of the rest of the Parish finds its way into the river Arun, with some springs on Great House lands feeding to the river Adur.
- 2.19. While nowhere in Southwater is high, walks around the footpaths and bridleways of the Parish reveal its charm, giving delightful views of open fields, grazing livestock and the distant South Downs which are an enjoyment to local residents.
- 2.20. The highest point of the Parish is in the area of Coltstaple and Kings Farm and is around 95-90m altitude. It then dips to where the village centre is at around 50m rising again to around 60m near the Parish Church (Church of the Holy Innocents) and Bonfire Hill area.
- 2.21. The Tithe map of 1840 shows that, outside the built up area, the landscape is little changed and remains open countryside with fields and paddocks broken

up by ghylls, shaws and mature hedgerows. In 2010 more of these woodlands and shaws have been identified as ancient and provide valuable habitats for wildlife.

- 2.22. A distinctive feature of Southwater, as in many other Low Weald Parishes, is its wooded ghylls. Biodiversity is featured most strongly in a patchwork of ancient bluebell woods, joined by wooded shaws and field boundaries, forming wildlife corridors. There are wild service trees, Hazel and Lime coppices and recent mixed hard and softwood re-planting of woods destroyed in the 1987 storm. There are many notable old oaks and Ancient/veteran trees throughout the Parish. In addition, we have four Local Wildlife Sites, each of which are of local conservation importance.

Community Infrastructure

- 2.23. Whilst the Parish is semi-rural it nonetheless benefits from a range of community facilities. Southwater has:
- Four schools :-
 - Castlewood Primary;
 - Southwater Infant Academy;
 - Southwater Junior Academy,
 - Christs Hospital (Independent School)
 - Five preschools :-
 - Little Acorns (which operates out of premises sited within Southwater Infant Academy);
 - Southwater Village Hall Preschool (a charity run preschool);
 - Holy Innocents Playgroup (not affiliated to the church but uses the Church Hall premises);
 - Little Barn Owl (operating from a pre-existing Council owned building in Church Lane, likely to move to another building in 2019).
 - Christs Hospital Preschool

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

2.24. In 2019 extra facilities are expected to be delivered including a new community building, replacement tennis courts and football pitches, new skate park and a new MUGA. In addition, Horsham Football Club have planning permission to build a new football ground with club house which has started at Hop Oast.

Figure 4 – Sports hall at Southwater Leisure Centre



Transport

- 2.25. Southwater may be accessed by road (bus, car and taxi), bridle path (horse and cycle), footpath, the “Downs Link” and by rail (Christ’s Hospital Station). For the more adventurous, there is also a grass air strip at Jackrell’s Farm where various light air craft may land subject to obtaining prior permission (and landing instructions) in advance from the land owner.
- 2.26. Additionally Southwater has good access to the motorway system giving direct road links to both Gatwick and Heathrow airports. As well as Christ’s Hospital Railway station (which is in the Parish), Horsham station is only about 5 miles away.
- 2.27. Significant transport developments in Southwater have already occurred and include the closure of Southwater Railway Station (as part of the wider “Beeching” closures in 1966) – although this later enabled the long distance “Downs Link” path to be created along the former railway line. And in 1983 the A24 bypass was opened which routes traffic around Southwater Village centre.

2.28. There are currently five road routes into and out of the Parish:

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

2.29. Two bus routes go through Southwater Village.

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

Industry and Commercial/Business Parks

2.30. Employment opportunities within the Parish are essential to maintain its vitality and economic independence from Horsham. Historically farming has been the industry in the village and surrounding hamlets.

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

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

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

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

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

2.36. Southwater has transformed itself from a farming community with a 'ribbon' development along Worthing Road to a large Village from which, in only a few minutes' walk, one can be in the countryside from anywhere in the Parish.

3. SOUTHWATER IN 2031

- 3.1. Many would describe the Parish of Southwater as semi-rural, with the district's main town of Horsham on the northern boundary it contains the rural landscape that abuts Horsham to the north. The Parish can be split into several key components and these are; Southwater Village, Christs Hospital, Tower Hill, and the rural agricultural landscape east of the A24 and west of Southwater village.
- 3.2. Southwater Village is the focal point of the Parish and is identified as a second tier settlement in the Horsham District Planning Framework. In addition, the shape of Southwater village is pear-shaped which has occurred as the settlement stretched between the two junctions on the A24. This has resulted in a reliance on public and private vehicles to move about the Parish and access shops, moving forward the intention is to centre development on the service centre of Lintot Square. This plan seeks to address this by centering development on Lintot Square.
- 3.3. Policy SNP1 provides the core principles which should guide development over the Plan Period until 2031. It sets how the local community would like to see the Parish prosper whilst ensuring that the important aspects that make the Parish what it is are retained for future generations.

SNP1 - CORE PRINCIPLES

- SNP1.1. Planning policy and development proposals should individually, cumulatively or in combination with other developments make a positive contribution towards the Core Principles, listed Below:**
- a) **Southwater village will remain a single centre settlement, with shops, services and facilities centralised in/around Lintot Square. Any development proposed in/around Southwater village consisting of 10 or more residential units should be within reasonable walking distance of Lintot Square or be able to easily access Lintot Square using public transport networks.**

- b) **Settlements within the Plan Area will only grow beyond their Built-Up Area Boundaries (as defined by this Neighbourhood Plan) in accordance with policies contained in the Development Plan.**
- c) **All development should take into account existing and proposed facilities, infrastructure and resources to ensure a coordinated approach to future development.**
- d) **Infrastructure must be provided that meets the existing and future needs of the community.**
- e) **Publicly accessible open and green spaces are integral to our way of life. Development should maintain and not remove the connection between our urban and rural areas.**
- f) **All development must contribute to sustainable development and in particular it should enhance our strong, healthy and vibrant community.**
- g) **Leisure and sporting facilities should continue to be maintained and enhanced where possible.**
- h) **Christ's Hospital Railway Station provides key transport links to Horsham and beyond, development must actively seek to improve accessibility from settlements within the Plan Area to the station.**
- i) **New and improved utility infrastructure will be encouraged and supported to meet the needs of the community.**

SNP1.2. For the avoidance of doubt, any development with the potential to impact, either individually or in combination, the integrity of any Special Protection Area (SPA) or Special Areas of Conservation (SAC) will be required to undertake a Habitat Regulations Assessment including an Appropriate Assessment if required.

SNP1.3. The unique and separate identities of Southwater Village, Christs Hospital and Tower Hill will be maintained. To this end development must not individually or cumulatively result in the coalescence of these settlements with each other or Horsham Town.

4. LAND ALLOCATION & ENSURING ADEQUATE INFRASTRUCTURE

- 4.1. Southwater has expanded rapidly in recent years, nevertheless there is still a housing shortage.
- 4.2. On 27 November 2015 Horsham District Council adopted the Horsham District Planning Framework (HDPF) as its development plan. The HDPF sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs for the district (outside the South Downs National Park).
- 4.3. This plan has a legal requirement to be *'in general conformity with the strategic policies contained in the development plan'*. Whilst this does not mean absolute conformity we do need to adhere to the general overarching policy direction on key issues including, for example, the provision of new housing.
- 4.4. The HDPF includes provision for 16,000 new homes over the plan period in Policy 15. 1,500 of these homes are to be provided through allocations in Neighbourhood Plans in addition to strategic allocations. HDPF Policy 3 confirms that Southwater is a large Parish in a relatively sustainable location and features in the second tier of the development hierarchy. An independent report has been prepared by AECOM to establish the appropriate share of the 1,500 homes that should come forward through this plan. It confirmed at least 422 new dwellings should come forward in this plan. Unless robust evidence can demonstrate that there is no suitable, available or achievable land to deliver this number of units, failing to allocate 422 units would result in the neighbourhood plan failing Basic Conditions and therefore not be able to be made.
- 4.5. This plan is also constrained to some degree by HDPF Policy 4 which sets out the strategic approach for the growth of settlements in order to meet identified local housing, employment and community needs. It confirms that *'outside built-up area boundaries, the expansion of settlements will be supported where, among other things; 1., the site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins an existing settlement edge; 2. The level of expansion is appropriate to the scale and function of the settlement type; 3. The*

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

- 4.6. Consultation has shown a general discord within the community when additional development is discussed. Some welcome development with the view that with it will come benefits such as infrastructure improvements whilst others see how our current infrastructure has not kept up with development to date and do not think this will change.
- 4.7. However, for this plan to be in general conformity with the development plan it needs to allocate land for a minimum of 422 dwellings, and where possible this should be done in accordance with the criteria set out in HDPF Policy 4.
- 4.8. The Steering Group, having considered a number of reasonable alternatives and these are set out in the Sustainability Appraisal that accompanies this document.
- 4.9. The approach chosen is considered to be in accordance with Southwater's Core Development Principles and has been made following a detailed review of the evidence that sits alongside this plan. The evidence has flagged a number of matters that need to be addressed to make the level of development proposed acceptable, including secondary school places and the capacity of the highway network.
- 4.10. When providing additional homes it is important to consider the impact new residents would have on existing and planned infrastructure. It is also vital that the land is deliverable (to be deliverable land must be available, suitable and achievable).

Allocation for Residential Development

4.11. This plan allocates land west of Southwater to provide a minimum of 422 residential units. Our assessments have concluded that development of this area represents a sustainable and reasonable way to support the plan's Core Principles set out in SNP1 whilst accommodating our housing need. In particular it will:

- Be within reasonable walking distance of Lintot Square which will positively reinforce Lintot Square as our services and facilities hub.
- Minimise harmful impacts on landscape compared to other options.
- Provide a range of residential properties that meets the needs of current and future residents.
- Be able to provide a minimum of 422 residential units, of which 72 will fall into Use Class C2 (these are homes where the residents are in receipt of care and could take a variety of forms including, but not limited to, a single 'Care Home' which can accommodate 72 people or 72 separate 'Extra Care' units).
- Not result in an unacceptable impact on the highway network, particularly with regard to queues and traffic at rush hour.
- Provide public open space for all to enjoy.

4.12. The policy provides for a range of between 422 and 450 homes on the allocated site. In the interest of positive planning a minimum figure is often given. However, in this case there are a number of constraints present (including a Listed Building, Ancient Woodland and a Local Wildlife Site) which constrain the developable area to some 14.1 hectares (out of the total allocation of 22.1 hectares). For the development to be in keeping with the environs it is considered that the development density should be in the region of 30 units per hectare which accords with nearby development. As a result, the total capacity is capped at 450 which provides some flexibility in case more units can be accommodated on site.

4.13. It is noted that a mineral resource assessment will need to be undertaken to ascertain whether economically viable clay or building stone resources are

present and whether prior extraction is practicable, as required by Policy M9 of the West Sussex Joint Minerals Local Plan.

4.14. The perceived state of road network and the cumulative impact of development in the Plan Area and wider afield on it are of particular concern to the local community. In proposing this allocation great care has been taken to investigate the likely impacts and ensure that the improvements required to facilitate the anticipated growth can and will be provided by the developer. Detailed investigations are set out within the evidence base supporting this plan and it has been demonstrated that the required infrastructure can be provided without rendering the allocation unviable.

4.15. Heritage concerns have also been considered within input from Historic England, West Sussex County Council and Horsham District Council to ensure the significance of Great House Farmhouse, a Grade II* Listed Building, is protected. Again, the detailed investigations are set out within the evidence base.

4.16. The provision of the new homes required will result in the loss of green field land wherever it is located within the Plan Area. It is considered that the allocation proposed will ensure that the new homes are provided in a way that respects existing field patterns, heritage, provides open space for all to use and contributes towards sustainable development.

SNP2 - ALLOCATION FOR RESIDENTIAL DEVELOPMENT

SNP2.1. Land west of Southwater, as identified on the Neighbourhood Plan Policies Map, is allocated for the provision of 422 - 450 new residential units consisting of a minimum of 350 units falling in Use Class C3* and a minimum of 72 units falling in Use Class C2*. The site shall provide a minimum of 8 hectares of public open space.

SNP2.2. Development proposals on this site must meet the following criteria to be considered acceptable:

- a) The proposed layout should respect existing field boundaries and hedgerows along them. These hedgerows should not be removed but enhanced to provide green corridors through the development which provide shared space and improved accessibility for people of all abilities. The only exception will be for the provision of perpendicular access routes where the hedgerows are of least ecological value.
- b) The development should provide the requisite buffer around, and seek to provide long term and measurable enhancements to, the Ancient Woodlands of Two Mile Ash Gill and Courtland Wood (which is also a Local Wildlife Site).
- c) Non-vehicular accessibility should be central to any development proposed. In particular, routes suitable for year round access by all Non-Motorised Users (NMUs) such as walkers, cyclists, equestrians etc. must be provided so they can easily access:
 - (i) Christs Hospital Railway Station, this should include upgrading the Downs Link so far as the Christs Hospital Railway Station.
 - (ii) Lintot Square
 - (iii) Nearby educational institutions.
- d) Due to the considerable open space that will be provided across the site there should be no need for any Category A or B trees to be removed.
- e) Buildings should reduce in height and density the further they are from the village centre / Lintot Square with three storey buildings only located adjacent to the existing three storey buildings in the Broadacres development.
- f) Proposals must be in accordance with and support other policies contained in the Development Plan, including those relating to affordable housing.
- g) The mix of C3 homes should be in accordance with the latest evidence on the required housing mix (currently the Crawley and Horsham Market Housing Mix Report November 2016 and HDC Planning Obligations and Affordable Housing Supplementary Planning Document 2017).

- h) The extent, location and form of built development must be carefully considered, following completion of an appropriate assessment, and conserve elements of setting that contribute to the significance of Great House Farmhouse (a Grade II* Listed Building). In particular, any proposed development should allow for:
 - (i) Parcels of land to the north and south of the listed building retained as open land;
 - (ii) An visual inter-relationship with Courtland Wood and other parts of the medieval fieldscape between is maintained together with key landscape features; and,
 - (iii) A considered approach to edges of built form likely to be seen from and in association with the listed building.
- i) To ensure the development does not give rise to unacceptable impacts on the local education system, and to reduce unnecessary journeys to and from school, land should be safeguarded for a secondary (or all-through) school in accordance with Policy SNP3.
- j) To ensure the development does not give rise to unacceptable impacts on the highway network, highway improvements will be provided in accordance with SNP4.
- k) Sewerage infrastructure should be considered throughout the design, build and occupation of the development. In particular occupation should be phased to align with the delivery of sewerage infrastructure and the layout must be planned to ensure future access to existing and new infrastructure is accessible for maintenance and upsizing purposes.

**to understand the difference between Use Class C2 and C3 please refer to the glossary at the end of this document.*

Ensuring Adequate Infrastructure

- 4.17. Should a well-designed development come forward in accordance with policy ALLOCATION FOR RESIDENTIAL DEVELOPMENT, there will be two main areas of infrastructure that will come under substantial pressure - namely education (our schools) and our highway network.
- 4.18. The NPPF confirms at paragraph 13 that *'Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.'* In addition, paragraph 18 states that *'Policies to address non-strategic matters should be included in local plans that contain both strategic and non-strategic policies, and/or in local or neighbourhood plans that contain just non-strategic policies.'*
- 4.19. It is true that both education and our road network are planned at a strategic level and in this case under the control of West Sussex County Council. However, it is right that this plan addresses local issues and provides some local clarity to a wider strategic approach.

EDUCATION

- 4.20. In the case of education, *'Planning School Places 2018'* sets out the policies and principles of WSCC. It provides information on current organisation and future forecasts of pupil numbers and provisional plans for where additional school places will be made available taking into account allocated and approved development.
- 4.21. The document confirms at page 66 that *'Careful monitoring of the numbers in the Southwater area is taking place, as there is a significant amount of new housing both in the short term and planned for the future.'* It goes on to say at page 75 that *'...the aspiration to provide a dedicated secondary school to serve Southwater is only likely if further housing were to be proposed in the Horsham District Local Plan in the future and approved by Horsham District Council.'*

- 4.22. The development of at least 422 new homes in the Plan Area is likely to place considerable additional pressure on our education system. The Steering Group have met with WSCC and explored a number of future forecasts and it is clear that the need for a new secondary school will emerge between 2025 and 2030.
- 4.23. The final decision as to whether a new school is built is a strategic matter and this plan therefore should not allocate land for one. However, it is right for this plan to consider the best use of land within its Plan Area and to ensure that any negative impacts of development proposed by it are mitigated. This plan therefore safeguards appropriately located land for a secondary school for the plan period to 2031.

SNP3 - SAFEGUARDING OF LAND FOR SECONDARY SCHOOL

- SNP3.1. To meet the growing demand for school places within the Plan Area, the land shown on the Neighbourhood Plan Policies Map, is safeguarded for the provision of a new secondary (or all-through) school until 2031.**
- SNP3.2. No other development will be allowed on this land, unless it can be demonstrated that existing secondary schools (operational or under construction) have the capacity to meet the projected demand for school places from this Plan Area over the plan period.**
- SNP3.3. Should capacity at an alternative school be identified which meets the above criteria, the safeguarded land shall be treated in planning policy terms the same as any other land outside of the built up area boundary.**

HIGHWAY NETWORK

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

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

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

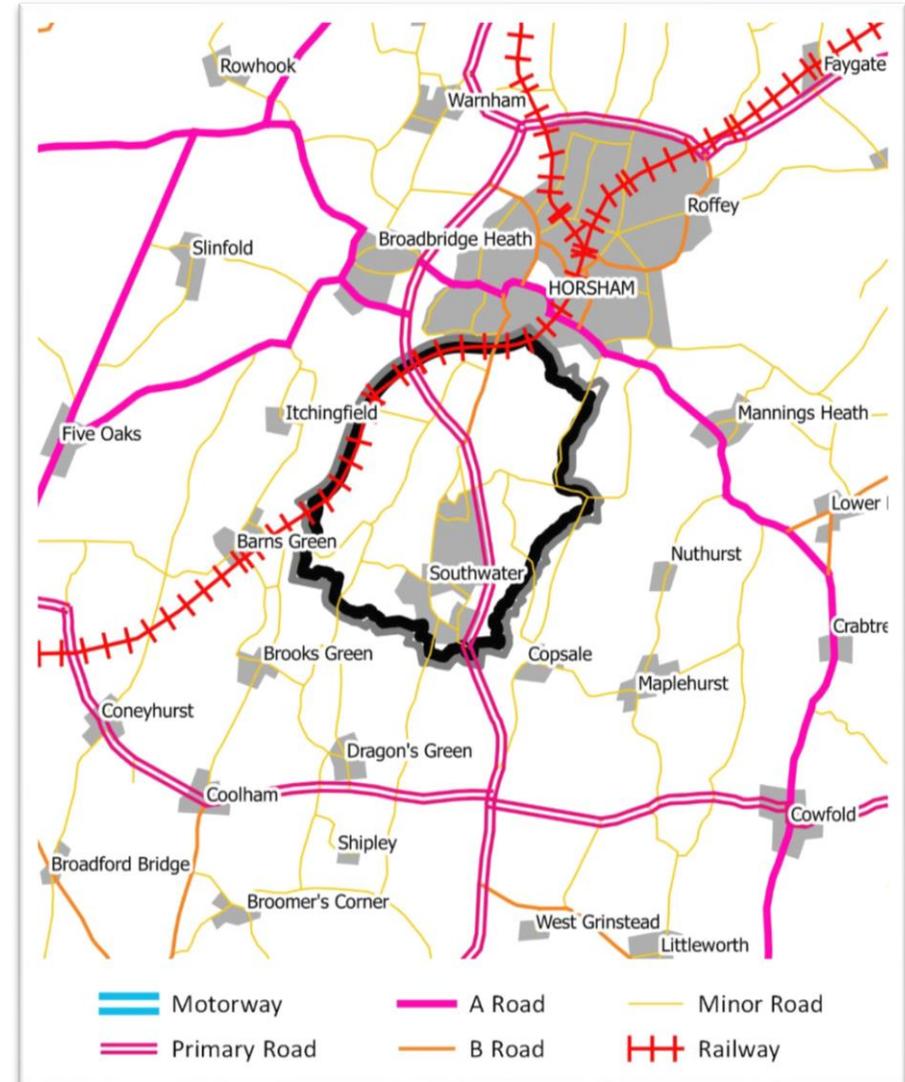
SNP4 - KEEPING OUR ROADS MOVING

SNP4.1. Where major development is proposed it must be demonstrated that it will not result in a severe or unacceptable safety impact on our highway network and actively promote alternative modes of transport.

SNP4.2. Where major development requires highway infrastructure improvements/upgrades to make them acceptable, these works must come forward as part of the development. The completion of the highway works must occur in accordance with an agreed phasing strategy to ensure that the required infrastructure is in place upon occupation of each phase of the development. Such improvements/upgrades shall be required by condition or S106 Agreement.

SNP4.3. Traffic calming schemes should be considered at the early stage of the design process and 'designed in' to any development proposals which would have negative highway impacts. Measures proposed should be appropriate to the level of risk and nature of the road.

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



5. SECURING OUR OPEN SPACES

- 5.1. Consultation has confirmed that our open spaces are a vital resource for the local community and considered to be an important part of Southwater. This plan has therefore considered ways to protect our open spaces from inappropriate development.
- 5.2. Alongside our open countryside, Southwater Country Park is our largest managed resource. This area was specifically identified by the community through the Parish Survey (before the Parish was extended). A detailed process of identification and assessment has been undertaken by the Steering Group to establish which of our open spaces should be afforded protection. This section draws upon the conclusions of the assessment work undertaken to secure our open space for current and future generations.

Local Green Space

- 5.3. Open spaces may be designated as Local Green Space where they are demonstrably special to the local community. To be designated as Local Green Space, an area should meet the criteria set out in paragraph 77 of the National Planning Policy Framework. The Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.
- 5.4. The Steering Group have conducted an extensive assessment of the open spaces within the Plan Area to identify which spaces should be designated as Local Green Space. The full assessment document is included within the Evidence Base.

SNP5 - LOCAL GREEN SPACE

- SNP5.1. The following areas, as identified on the Neighbourhood Plan Policies Map, are designated as Local Green Space:**
- a) Open space east of Nyes Lane
 - b) Informal Nature Reserve adjacent to Chesworth House
 - c) Larkspur Way Open Space
 - d) Cedar Drive Open Space
 - e) Butterfly Garden
 - f) Swan Close Open Space
 - g) Allotments east of Easteds Lane
 - h) East of Easteds Lane
 - i) Nutham Lane Open Space
 - j) Woodlands Way Open Space 1
 - k) Allotments behind Village Hall
 - l) Christ's Hospital green space
 - m) Old Stakers Lane (east of Cripplegate Lane)
- SNP5.2. There will be a presumption against all development on Local Green Space except in very special circumstances.**

Local Community Space

- 5.5. A number of open spaces failed to meet the criteria for designation as Local Green Space but were nonetheless considered important to the local community. Those spaces that meet the following criteria are considered to be Local Community Space:
- in reasonably close proximity to the community it serves;
 - local in character and is not an extensive tract of land;
 - actively and currently used by the local community
- 5.6. These spaces represent an important resource for our community and quality of life. As such should only accommodate development that is essential or development that will not have a detrimental impact on the use of the space.

SNP6 - LOCAL COMMUNITY SPACE

- SNP6.1. The following areas, as identified on the Neighbourhood Plan Policies Map, are designated as Local Community Space:**
- a) Denne Park – Toboggan Run
 - b) Raylands Caravan Park Green Space
 - c) Blakes Farm Field Bund
 - d) Charlock Way Open Space
 - e) Cornflower Way Playground
 - f) Castlewood Road Bund
 - g) Edinburgh Close play area.
 - h) Church Lane green space
 - i) Woodlands Way Open Space 2
 - j) Woodlands Way Open Space 3
 - k) Green space adjacent Foxfield Cottages
 - l) Buttercup Way Play Area
 - m) Eversfield Open Space
 - n) Eversfield Green Corridor
 - o) Pevensey Road Play Space
 - p) Corfe Close Open Space
 - q) Roman Lane & Turners Close Open Space
- SNP6.2. Development proposals affecting Local Community Spaces will only be supported if the proposed development improves the existing use and community value of the space.**
- SNP6.3. Essential small scale utility infrastructure may be permitted where there is no alternative location for that infrastructure and the existing use and community value of the space is not detrimentally affected by the development.**

Formal/Informal Sports Areas

- 5.7. Throughout the Plan Area we have a number of open spaces that are used either formally or informally for sporting activities. Currently many of these spaces are not recognised as areas for sporting activities and as a result may not benefit from the protection afforded by national and local planning policy,
- 5.8. By designating our sporting areas we can ensure that these spaces are maintained for current and future generations. These spaces are considered essential for our quality of life and vital to ensuring our local community remains fit and healthy.

SNP7 - FORMAL/INFORMAL SPORTS AREAS

- SNP7.1. The following areas, as identified on the Neighbourhood Plan Policies Map, are designated as Formal/Informal Sports Areas:**
- a) Denne Park Recreational Area (including golf course, driving range and HFC ground)
 - b) Playing fields off Coltstaple Lane
 - c) Southwater Leisure Centre Open Space
 - d) Christs Hospital NW playing fields
 - e) Christs Hospital NE playing fields
 - f) Christs Hospital Southern playing fields
 - g) New (2019) Cricket Pitch
 - h) New (2019) Sports Field
- SNP7.2. These areas should not be built on unless:**
- a) An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- SNP7.3. Where development is allowed on Formal/Informal Areas, the development should not result in unacceptable impacts on the surrounding environment of amenity of nearby properties.**

Southwater Country Park

- 5.9. Southwater Country Park is the site of the former Southwater Brick works. Prominent features in both sides of the park are the lakes and undulating landscape caused by the former mining activity.
- 5.10. The Country Park is operated by Horsham District Council. It contains three lakes, the first is used by the public for sailing, canoeing, and paddling / swimming in a marked area known as the beach. A second lake provides fishing facilities to the public. The third lake (on the North East side) is for wildlife only as it is deep with steep sides and therefore dangerous for public use; accordingly it is fenced off. Around the first lake is a water sports centre; café and newly renovated children's play area.
- 5.11. We asked about the Country Park in our Parish survey. We asked respondents about the importance they gave to certain 'natural' features. 1,110 people responded in relation to Southwater Country Park and 73.1% said it was very important, 26% said it was important, 0.5% said it was not important and 0.4% didn't know. This feedback clearly demonstrates how important the Country Park is to the local community.
- 5.12. The Parish survey also asked what additional facilities may be appropriate within the Country Park. Some suggestions were made and respondents were generally in favour of Alfresco Dining (restaurant), Extra Parking and an Open Air Theatre but not in favour of a BMX track. Despite these results it was not considered appropriate to include a policy giving support to these facilities as the list of potential facilities was not exhaustive and any policy may restrict acceptable development unintentionally.
- 5.13. Instead policy SNP8 provides support to appropriate development within the Southwater Country Park that has the support of the local community.

- SNP8.1. Proposals to extend, improve or relocate existing facilities within Southwater Country Park will be supported, provided that it can be clearly demonstrated that any such proposal;**
- a) Satisfies an identified community need; AND
 - b) Demonstrates a tangible community benefit; AND
 - c) Is sympathetic and in keeping with the natural environment of the Country Park; AND
 - d) Does not have a negative impact on existing flora and fauna; AND
 - e) Does not increase on-street parking on the surrounding road network.
- SNP8.2. Proposals that would significantly alter the park's environment by introducing additional built or urbanising form will be permitted when:**
- a) It can be demonstrated that there is significant need or demand for the development; AND
 - b) the development has the support of the majority of the local community; AND
 - c) the development will not increase on-street parking on the surrounding road network; AND
 - d) the development is sympathetic and in keeping with the natural environment of the Country Park.
- SNP8.3. For the avoidance of doubt, should any proposed development within Southwater Country Park not meet either 1) or 2) above, planning permission should be refused.**

6. RESIDENTIAL DEVELOPMENT

- 6.1. The Southwater Housing Needs Assessment has considered in detail the existing housing stock and the size and type of future housing needed within the Plan Area. This section considers the main issues and sets out planning policies to address the concerns and aspirations raised.

Housing Mix

- 6.2. Horsham District Planning Framework Strategy Policy 16 (Strategic Policy: Meeting Local Housing Needs) confirms that *'development should provide a mix of housing sizes, types and tenures to meet the needs of the district's communities as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities.'* This document was last updated in 2014 but in 2016 a document titled *'Market Housing Mix'* was prepared for Crawley Borough Council and Horsham District Council, this is the latest evidence prepared that sets out the District Council's intended housing mix.
- 6.3. The Southwater Housing Needs Assessment has looked in detail at the current housing stock within the Plan Area. It has identified that *'larger detached dwellings form the dominant house type, and this exceeds the average for the district; in addition, there are a lower number of flats compared with Horsham [District] generally. As regards size of dwellings, the number of small homes of 1-3 rooms is limited to 8% of all homes within the NPA [Neighbourhood Plan Area], whereas the district average is 11% of homes suggesting the NPA has a bias in favour of larger dwellings. It is worth noting however there has been an increase in the number of smaller dwellings over the last decade between the Censuses of 83 dwellings, an increase of 78%, and that this trend has continued in the period since 2011. Data showing commitments (via planning permissions) suggests a strong shift away from larger homes, with around 30% of recent dwellings being medium size (up to 4 rooms, equivalent to 2-3 bedrooms).'*'

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



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

Homes for All Ages

- 6.5. The Southwater Housing Needs Assessment identifies considerable need for homes that are suitable for young families and for the elderly. This can present problems as the market by preference tends to design and build homes for certain target markets which can result in the need for substantial modifications and/or extensions to adapt to the needs of the occupiers as their needs change.
- 6.6. The Southwater Housing Needs Assessment has highlighted the discrepancy between our required housing stock and our resident population. By ensuring a

property is accessible and can be adapted to the occupants changing needs we hope to address this issue. The homes built are not 'special', but are thoughtfully designed to create and encourage better living environments for everyone. From raising small children to coping with illness or dealing with reduced mobility in later life.

- 6.7. It is therefore considered appropriate that all new homes built within the Plan Area are built to Requirement M4(2) as defined in the Building Regulations and where extensions are proposed that they try so far as possible to ensure that these works comply with the standards as well.

SNP9 - HOME STANDARDS

- SNP9.1.** To ensure homes are fit for all ages, all new dwellings (regardless of size, type or tenure) must achieve M4(2)* of the optional requirements in the Building Regulations.
- SNP9.2.** Where an extension is proposed, that new part of the dwelling should so far as reasonably possible conform to M4(2)* of the optional requirements in the Building Regulations.
- SNP9.3.** These requirements will be secured by condition on any permission granted.

* For more information about M4(2) please refer to the glossary at the end of this document

Residential Space Standards

- 6.8. Over recent years the quality of new build homes has been decreasing. England also has the smallest homes by floor area compared to other European countries. There is concern that the UK housing shortage may mean the size of English homes will continue to shrink.
- 6.9. Central government has published a nationally described space standard to ensure that new dwellings provide adequate living space for residents. The standard deals with internal space within new dwellings and is suitable for application across all tenures.
- 6.10. Southwater is historically a rural Parish and the ability to access outdoor space is considered important to residents.

SNP10 - RESIDENTIAL SPACE STANDARDS

- SNP10.1.** All new residential units must meet the *'Technical housing standards – nationally described space standard'* or subsequent updated standard set by Central Government.
- SNP10.2.** In addition, all new residential units must have access to adequate private, or shared private, outdoor space to meet the needs of future occupants.

Specialist Accommodation

6.11. The Southwater Housing Needs Assessment has identified a need for additional specialist accommodation units for the elderly within the Plan Area and states;

*'This specialist dwelling need is likely... to be split between the Parish and the rest of the district, which will enable the elderly to live either within or as close to the Parish as possible, taking account of the fact that Southwater is unlikely to be able to provide many of the specialist housing types needed within its own boundaries- although there could be the potential for these to be provided at, for example, Horsham taking account of their higher levels of accessibility to services and facilities, which will help in the recruitment and retention of specialist care staff and enable economies of scale (e.g. a centralised dementia care unit or enhanced sheltered development serving a widely dispersed rural population from a single location).'*¹

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

6.13. Despite this, the community is keen to ensure that it is able to meet the needs of our residents that would prefer to stay within Southwater where they can be close to their families, and remain in a community that they know and love. To this end the proposed allocation includes a requirement for around 20% of the new homes delivered to be C2 accommodation – 72 units. It is however clear that this will not cater for everyone that wishes to remain within the Plan Area, either in specialist accommodation or in their own homes.

6.14. The policy below therefore provides support for additional C2 care accommodation to be provided on suitable sites within the Built Up Area

Boundary's where it will also provide off-site care services to those in their own homes.

SNP11 - SPECIALIST ACCOMMODATION & CARE

- SNP11.1. Proposals for C2 care accommodation within Built Up Area Boundaries are actively supported and encouraged by this plan. C2 facilities should be close to complementary facilities and services (e.g. health centre, public transport, etc.) and provide residents with easy and safe access to the village centre of their own volition (e.g. by walking, cycling or mobility scooter).**
- SNP11.2. To ensure the development can be considered C2, the Local Planning Authority will secure, via condition or Section 106 Agreement, suitable measures to ensure that the development falls and is retained within the C2 Use Class.**

Figure 7 – Example of an 'Extra Care' facility



¹ Southwater Housing Needs Assessment 2017 para 181

Outdoor Play Space

- 6.15. The community is in support of the retention of existing forms of open space. It is considered desirable and appropriate to seek 'major' residential developments to provide a suitable outdoor play space. The overall quantum of space will be determined having regard to the prevailing standards of the District or as calculated by reference to the need arising from the associated development.
- 6.16. Too often play areas, provided in conjunction with residential development, comprise a limited number of low quality pieces of equipment, poorly sited in relation to the wider development and demarcated by austere boundary treatment. The Parish Council wish to encourage the provision of children's equipped play areas in creative and imaginative forms that are fully integrated, and relate well to the overall development scheme.
- 6.17. Developers should consider the future maintenance requirements and management of play areas into the future when providing play areas. One option may be for the Parish Council to assume ownership and running of such facilities once a development has been completed to ensure their longevity.

SNP12 - OUTDOOR PLAY SPACE

SNP12.1. 'Major' development proposals must:

- a) **Provide appropriate play areas and associated equipment on site, or if this is not practically possible provide a payment of a commuted sum for off-site provision.**
- b) **Set out proposals for the long term management of play spaces provided and where appropriate secure this long term management via a Section 106 Agreement.**

7. GETTING ABOUT

Non-Motorised routes

- 7.1. The Parish Survey 2015 collected data on residents' use of cycle and pedestrian pathways. Over 1000 people (nearly 80% of those responding) confirmed that they would walk or cycle from their home to the local Lintot Square shops; 947 respondents would walk or cycle from their home to Southwater Country Park; and 871 respondents would walk or cycle from their home to shops on the Worthing Road.
- 7.2. This data demonstrates a high volume of cycle and pedestrian activity in Southwater. Of those who did not walk or cycle the main reason was that the distance was too far (220 replies) or the lack of a pavement on the desired route (184 replies)². When asked what could assist in getting people to cycle or walk more, 511 residents replied that more or improved cut-throughs/cycle or footpaths were needed; and 421 replied that improved maintenance of cycle or footpaths was needed.
- 7.3. The Parish Council are committed to protecting and enhancing our network of multi-user routes, Rights of Way and the access network. This is in accordance with WSCC (draft) cycle policy and NPPF paragraph 91 which states:

“Planning policies and decisions should aim to achieve healthy, inclusive and safe places which... promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;... b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public

² See information graph regarding Question I-3

areas; and... enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”

Figure 8 – Looking north up the Downs Link adjacent to Lintot Square.



- 7.4. And Horsham District Planning Framework (Policy 40)

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

- 7.5. If it is not possible for people to easily and safely access schools, leisure services and health services by using a safe cycle and/or pedestrian pathway then people

will invariably use a car. Well defined cycle and pedestrian routes will encourage their use.

- 7.6. The Parish Council will work with Horsham District Council and WSCC to ensure that existing cycle and pedestrian pathways are well maintained and signposted and that new cycle and pedestrian pathways, where created, are officially designated as public footpaths and/or bridleways as appropriate.
- 7.7. The Parish Council will support the creation of ‘link paths’ to bridge gaps in existing cycle and pedestrian pathways. The creation of link paths will work in conjunction with the promotion and creation of a circular route around the Parish. This will also build on the work done to date regarding locally promoted rights of way. These routes have been identified and promoted locally by The Community Partnership of Southwater Parish as walks that display important aspects of life and heritage of the Parish.
- 7.8. It is also important that future routes should be suitable for all Non-Motorised Users.

SNP13 - ENHANCING OUR NON-MOTORISED TRANSPORT NETWORK

- SNP13.1.** Proposals that relate solely to new or improved routes for Non-Motorised Users (walkers, cyclists, wheelchair users, equestrians etc.) will normally be supported. Proposals will not be supported where there will be an adverse impact on safety; directness; access and connections; attractiveness; or convenience of existing routes.
- SNP13.2.** New/Improved routes should be made up to a standard suitable for year round use by all Non-Motorised Users.
- SNP13.3.** Where development proposals include the provision of publicly accessible routes for Non-Motorised Users, these should be secured in perpetuity for the benefit of the wider community.
- SNP13.4.** Development proposals must not have a significant detrimental impact on the landscape and visual amenity of users of a Promoted Route as identified on the Neighbourhood Plan Policies Map.

Car Parking

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

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

Table 1 - 2011 census car ownership per household statistics

- 7.11. The 2011 Census data in the table below shows that only 6.7% of Southwater households had no car or van (compared with 17.8% across West Sussex and 11.8% across Horsham District as a whole). Also 36.2% of households have one car or van and 41.8% of households have 2 or more vehicles, higher than adjacent wards, Horsham District and West Sussex.
- 7.12. In the 2011 Census (see Table 1 - 2011 census car ownership per household statistics) there was an average of 1.71 vehicles per household in the Parish, again higher than adjacent Parishes, Horsham District, West Sussex and even the South East which as a region the average is 1.4. The England & Wales national average is 1.1 cars per household.
- 7.13. Milton Keynes has been included as it is considered the most car-centric district in England and car ownership is significantly lower in each category than Southwater. Interestingly although Southwater is claimed to be an "older" society, the mean age is 35.85, marginally lower than Milton Keynes (36.06), Horsham (42.12) and West Sussex as a whole (42.26).
- 7.14. Furthermore in 2011 Southwater had a significantly higher percentage of people age 16 to 18 than Horsham District and West Sussex, many of whom will have acquired cars since that census. The figures for 16 year olds were Horsham District 1.33% and Southwater 2.6%.
- 7.15. Despite extensive research only one area has been found that has a higher ratio of cars per household and that is the small community of Chobham in Surrey where the comparable figure is 1.82.
- 7.16. A recent survey in the Parish Magazine asked for details of residents parking arrangements. There were only 109 responses but these reinforced the above conclusions in that it is clear that very few cars are garaged (13 of a total of 162) and a similar number are parked on the highway (14). The average number of cars per household in the sample is less than 1.50, lower than the 1.71 across the whole Parish which suggests that problem parking may well be higher elsewhere in the village.
- 7.17. In addition over 80 per cent of respondents reported that cars are normally parked on the highway in their locality. This suggests that all visitor spaces are generally being used by residents for their own parking and thus more visitor/resident overflow parking spaces are required as proposed above. This will help to limit on-kerb parking which is obstructive to service vehicles and is also a real safety issue for both the able-bodied and the disabled.
- 7.18. West Sussex County Council have produced a document called '*Guidance for Parking in New Residential Developments*' September 2010 which provides a set of principles upon which the quantum of parking required can be identified. It also provides a calculator upon which the 'parking demand' can be established. This calculator uses the 2001 Census data as a baseline, and therefore does not take into account the latest data as set out above and the increase in cars per household. It is therefore right to ensure new development in the Plan Area responds to the increase in vehicles per household.
- 7.19. The last new completed development in Southwater, Roman Lane, was considered by developers and West Sussex County Council Planners to have adequate parking but has since proved wholly inadequate for the current residents and their needs. This lack of vision regarding this aspect contributes significantly to the pavement parking concerns and problems with service and emergency vehicles accessing the development. In addition it has detracted from the well-being and neighbourliness of the estate.
- 7.20. Furthermore the WSCC guidance does not include any policy in relation to existing properties and it provides no rules applicable to extensions etc. Given the frequency in which dwellings are being extended and larger garages are being converted to habitable space, such a policy is essential to avoid wholesale street parking across the Plan Area.

SNP14 - ADEQUATE PROVISION OF CAR PARKING

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

- a) Apart from one bedroom flats which shall have one allocated parking space, every dwelling will provide, for use associated with that dwelling, 2 parking spaces and one additional parking space for each additional bedroom over a total of three, with an upstairs study counting as a bedroom within its curtilage (or within the development).
- b) The proposed solution should avoid car parking dominating the street-scene. Therefore parking should be to the side rather than in front the property.
- c) Internal parking (in garages) does not count as a parking space unless:
 - (i) The garage has a clear internal parking area of 3m wide by 6m long which is not obstructed by doors or moving objects. A further 6m² of floor space is provided (per parking space) within the garage to allow space for storage. AND
 - (ii) Permitted development rights allowing the conversion of the garage to a habitable space are removed.
- d) In addition lay-by parking should be provided at the rate of one third of a space per dwelling for visitors.

SNP14.2. Where this criteria is not met applications should be refused.

SNP14.3. Where a proposed development would result in the loss of a garage, the application will be refused unless the applicant can provide an alternative parking space elsewhere within the curtilage of the dwelling.

SNP14.4. Adequate parking provision for an altered or extended dwelling should always be considered significant and material in the decision whether to grant planning permission. Proposals that would result in the creation of additional bedroom space at existing dwellings should also include increases in parking spaces within the curtilage of the dwelling

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

Parking Guidance & Requirements

SNP14.5. Whilst tandem parking is allowed (two spaces one behind the other) it must allow the cars to be parked without blocking any garage door or overhanging the pavement. Three or more parking spaces (arranged one behind the other) should not be permitted. The preference should be to avoid tandem parking as this either leads to an increase in vehicle movements on/off the drive (often into the highway), or only one space is not used with the occupants preferring to park a second car on the road. As such tandem parking increases hazards and risk to both pedestrians and vehicles using the highway.

SNP14.6. Rear or remote parking courts are to be discouraged as they are rarely used for cars as they generally require insecure pedestrian access through gardens and surveillance is often blocked by garden fences. Parking courts, where necessary, should be for small groups of dwellings, with good visibility from as many flats and houses they serve as possible and be properly lit.

SNP14.7. Generally only one parking space per dwelling should be permitted in front of the building line.

SNP14.8. Parking spaces with a wall or fence to one or both sides should be minimum 3 metres wide clear width.

SNP14.9. Parking spaces must be long enough to permit bin storage behind the building line unless this is provided behind the building.

Driving in the 21st Century

- 7.22. The increased provision of car parking spaces proposed in the above policy can seem counterintuitive in the context of global warming and the need for us to move to more sustainable means of travel. This plan provides, through other policies measures to increase the use of walking, cycling and public transport to get about however given the location of the Plan Area it is reasonable to assume that private vehicles will remain the principle mode of travel over the plan period.
- 7.23. Central government have now made a decisive move towards low emission, or electric, vehicles. A government department, The Office for Low Emission Vehicles (OLEV) is a team working across government to support the early market for ultra-low emission vehicles (ULEV), providing over £900 million to position the UK at the global forefront of ULEV development, manufacture and use.
- 7.24. To ensure that our area is taken on this journey it is only proper that new developments are future-proofed to ensure that emissions from the area can be reduced as soon as the technology is readily available. Whilst it may seem a prudent policy intervention to require the installation of charging points in all new developments, the rapidly changing technology means that charging points and the technology associated with it is likely to continue changing for some time.
- 7.25. It is therefore considered appropriate to stop short of requiring electric charging points being installed in all new developments and instead ensure that future occupants are able to install their own car charger points with ease, thus removing a perceived obstacle to the uptake of electric vehicles and the hassle associated with installing a charger.
- 7.26. Whilst it is noted that the preferred option would be for developers to preinstall cabling, one way to satisfy this requirement could be through the installation of underground ducting from a location within the dwelling or property adjacent to the consumer unit to a suitable access point adjacent to each parking space.

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

SNP15 - DRIVING IN THE 21ST CENTURY

- SNP15.1. To facilitate the shift to low emission vehicles, development proposals must support the introduction and use of electric vehicles.**
- SNP15.2. All proposals that include car parking must demonstrate that car charging points can or will be installed adjacent to all parking spaces on site with ease (either now or in the future). This means that the required cabling and connection is either installed as part of the development or that it can be installed at a later date without:**
- a) **Causing disruption to the occupants (either residential or commercial) that may dissuade the occupants from installing electric chargers. For example this could include requiring any internal fixtures to be removed/relocated, the chasing or drilling through internal walls or the running cables through internal spaces.**
 - b) **Requiring additional works that would make the cost of installing a car charging point cost prohibitive.**
 - c) **Cabling having to be run externally in a publicly visible location.**
 - d) **Require further planning permission to allow the installation of the charging point.**
- SNP15.3. Proposals which provide full car charging infrastructure at the outset will be viewed more favourably than those which do not.**

8. THE BUILT & NATURAL ENVIRONMENT

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

Design

- 8.2. Southwater has no specific architectural style but has, in general, followed the Sussex vernacular style of the original farmhouses and cottages. These are, in the main, timber framed, tile hung or weather boarded. There is some influence of Lutyens Style at Christ's Hospital and elsewhere. The range of attractive properties in Southwater evidences its historical time line across many centuries using local design and materials.
- 8.3. In view of the diversity of design, this plan does not seek to single out any specific design requirements as this may hinder improvements in architectural innovation. That said some common traits can and have been identified.
- 8.4. Roofs are generally pitched; slate is rare and manufactured tiles are the most common. Flat roofs are not in keeping with the general character and design within Southwater.
- 8.5. Clay bricks and tiles are the most common building materials (although local Southwater bricks are no longer commercially available). Most houses are two storeys. Porches are in a range of styles which mostly reflect the semi-rural character and materials of the area. Likewise windows vary depending on the style of the property and the character of the area.
- 8.6. Most screening and boundaries are native hedging with some wooden fencing. This plan supports development which gives a clear impression of open space. Therefore developments which propose houses built up to what would have been the walkway/pavement will not be supported.

- 8.7. Listed Buildings (and buildings of historical and architectural interest within the Plan Area) will be protected to ensure that any development respects and preserves their setting, form and character maintaining their individuality.
- 8.8. Whilst most people appreciate old buildings they also appreciate good modern designs such as Weald House (at the entrance to Southwater Park) and the Infant and Castlewood Schools. This plan supports traditional, contemporary and innovate architecture so long as it is not incongruous with our existing built environment.
- 8.9. It is also noted that insufficient attention is often given to how bins for domestic waste and recycling are accommodated on housing developments. To this end detailed care is expected to be given to the design and provision of bins in new residential developments and attention should be paid to *Avoiding rubbish design, NHBC (February 2015)*.
- 8.10. To this end this policy sets out what is considered to be good design in Southwater and all development proposals will be expected to demonstrate how they have responded to the eight criteria set out in it.

SNP16 - DESIGN

- SNP16.1. All development must be of high quality design. In Southwater this means:**
- a) Facing buildings with locally sourced materials, or materials equivalent to those that would historically have been sourced locally wherever possible.**
 - b) Encourage a variety of complimentary vernaculars to encourage contextually appropriate design and diversity in our building stock.**
 - c) Using Secure by Design principles to ensure developments are safe to live in, supported by natural surveillance.**
 - d) Making sure the design of new development actively responds to other properties in the vicinity ensuring no unacceptable impacts on residential amenity occur.**

- e) **Not resulting in unacceptable harm to the amenities of existing and proposed buildings, particularly with regard to privacy, outlook, daylight and sunlight.**
- f) **Extra structures, bin stores, cycle lockers, sheds and recycling facilities should be integral to the design of any proposal and should be included within all full planning applications. Details and locations of these should not be left to be determined subject to a planning condition. These features should be screened from public view whilst still being easily accessible for residents.**
- g) **Clutter is to be avoided on streets and drives (excessive posts, signs, bollards etc.) and buildings (satellite dishes, meter boxes, soil pipes etc.). Careful design can reduce or remove the need for all of these things. Utility connections (phone, electricity etc) should be placed underground.**
- h) **Schemes must not introduce unacceptable light spillage/pollution and glare. This can be mitigated to some extent by ensuring light sources face inwards and away from open areas/landscapes;**
- i) **All new developments should provide a good level of security to the building and its occupants in terms of personal safety, crime prevention and increase community cohesion;**

Site Levels

- 8.11. Southwater predominantly has two storey dwellings and bungalows set within a gently undulating landscape.
- 8.12. Previous developments have resulted in two storey buildings being erected on a higher ground which can be incongruous to the surrounding built and natural environment. Alternatively cut/fill works as part of developments has created areas where street level is considerably above or below the adjacent buildings creating a poor sense of place.
- 8.13. This policy therefore seeks to ensure that developments respect the existing topography of the area, creating a sense of place within new developments.

Development, either new development, extensions or renovations will not be supported if they have an adverse impact upon the surrounding environment.

SNP17 - SITE LEVELS

- SNP17.1. New development must utilise existing site levels wherever practically possible.**
- SNP17.2. Development will not be supported if the final building's height would have an adverse impact upon neighbouring properties or the character of surrounding areas.**
- SNP17.3. Care should be taken to ensure that finished internal ground floor levels are no more than 1m above or below adjacent street level. Where this is not possible the incline between the edge of the public highway and the main entrance of the new building should have a gradient no steeper than 1:12.**
- SNP17.4. In order to assess the above requirements, proposals for major development should provide the followings levels (as metres above ordnance datum) on the submitted plans, without this information it is likely that an application will not be able to demonstrate compliance with this policy;**
- a) Existing site levels
 - b) Proposed site levels
 - c) Finished internal floor level(s)
 - d) Ridge height(s)
- SNP17.5. Unless being used to create well integrated landscaping features, spoil resulting from development should be removed from the site prior to occupation. The only exception to this will be where it can be demonstrated that the spoil is required to facilitate subsequent phases of the same permitted development.**

A Treed Landscape

8.14. Trees play an invaluable role in terms of the natural environment and ecosystem, air quality, adapting to and mitigating climate change and contributing to the quality of life within the Plan Area. They are a fundamental part of our green infrastructure which the community benefit from enormously. We have many treed areas within our settlements, often in ghylls, and in the open countryside beyond – all of our trees are important.

Figure 9 – View along Southwater Street, a typical street scene in Southwater



8.15. Ancient woodland and individual veteran trees are particularly important.
 'Ancient woods are our richest land-based habitat for wildlife. They are home to more threatened species than any other, and some may even be remnants of

the original wildwood that covered the UK after the last Ice Age 10,000 years ago. Today, ancient woodland covers only around 2% of the UK's land area.'³

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

SNP18 - A TREED LANDSCAPE

- SNP18.1.** Development proposals should produce measurable enhancements to the treed environment to ensure biodiversity net gains (regardless of land ownership). Where existing trees or an area of woodland is to be lost, it must be replaced with trees or new woodland of greater environmental value on site or elsewhere within the Plan Area. Trees planted should be suitably mature and, as a minimum, conform to British Standard BS 3936-1 / Standard 10-12cm girth.
- SNP18.2.** Development proposals affecting Ancient Woodland should provide long term and measureable enhancements to them.
- SNP18.3.** Major development must provide a minimum of one new tree (conforming to British Standard BS 3936-1 / Standard 8-10cm girth) per 40m² of floor space created. This should be provided on-site or off-site within the Plan Area if there is nowhere suitable within the site. Measures will be implemented on any permissions granted to secure these trees and their survival. If these trees cannot be provided on site, and the applicant is unable to deliver the trees at an alternative location within the Plan Area, a commuted sum may be paid in lieu of tree planting.

³ Woodland Trust. 2018. Ancient Woodland. [ONLINE] Available at: <https://www.woodlandtrust.org.uk/visiting-woods/trees-woods-and-wildlife/woodland-habitats/ancient-woodland/>. [Accessed 13 June 2018].

Parish Heritage Assets

- 8.17. The Parish Council recognises the importance of heritage assets and the contribution they make to the quality of the area. Many assets are already designated and given protection by national planning policy and legislation as well as policies contained within the wider Development Plan. There is no need to reiterate these protections within this plan.
- 8.18. However, also within the Plan Area are buildings which, while not listed, are considered to be locally significant and are important features in their own right; and which also contribute to the character and appearance of the Parish.
- 8.19. In the recent Parish Survey, when asked “Do you think that some buildings should be designated as heritage assets?” 984 people (86%) said yes, and 161 (14%) said no. Therefore there is overwhelming support for adding to the list of heritage assets. The Steering Group have been guided by the responses given to questions H2 and H5 of the Parish Survey regarding residents wishes to increase the number of heritage asset and to protect buildings.
- 8.20. An assessment of our ‘undesigned’ heritage assets has been carried out to identify those structures considered to be locally valuable and important for their historic value. This policy designates them as ‘Parish Heritage Assets’ and gives them the protection they deserve.

SNP19 - PARISH HERITAGE ASSETS

- SNP19.1. Development proposals will be supported where they protect and, where possible, enhance Parish Heritage Assets as identified on the Neighbourhood Plan Policies Map.**
- SNP19.2. All proposals that directly impact Parish Heritage Assets, or the setting thereof, must describe the impact of the development on the significance of the heritage asset, demonstrating that the significance of that asset will not be adversely impacted.**

SNP19.3. The Parish Heritage Assets are:

- a) Bax Castle Pub, Two Mile Ash
- b) Christ’s Hospital Station Goods Shed
- c) Cripplegate Mill Stone, Cripplegate Lane
- d) Disused Railway (Downs Link) & Old Railway Bridges
- e) Elm Cottage, Worthing Road
- f) Iggy the Dinosaur, Lintot Square
- g) Old Brick Yard Gates, Lintot Square
- h) Denne Parkland
- i) Old Post Office, Worthing Road
- j) Old School House, Worthing Road
- k) Pump Cottage, Worthing Road
- l) Roman Bridge, Pond Farm Ghyll
- m) Southwater Village Signs (various locations)
- n) Edwardian Railway Cottages, Station Road Southwater
- o) War Memorial, Lintot Square
- p) Ye Olde Barn, Worthing Road
- q) Hen and Chicken Pub
- r) The Ecclesiastical Footpath between The Boar's Head and Tower Cottage
- s) Station Cottages at Christs Hospital Station
- t) Southwater Village Hall
- u) Calcot, Worthing Road
- v) Easteds Barn, Easteds Lane

Figure 10 – Southwater Village Sign, a Parish Heritage Asset



Figure 11 – Pump Cottage, a Parish Heritage Asset



Assets of Community Value

- 8.21. Part 5 Chapter 3 of the Localism Act 2011 provides for a scheme called ‘assets of community value’. This requires district and unitary councils to maintain a list of ‘community assets’. It has also become known as the ‘community right to bid’. Horsham District Council’s list is available online at horsham.gov.uk.
- 8.22. Community assets can be nominated by Parish councils or by groups with a connection to the community. Individuals cannot nominate community assets. If the nomination is accepted, local groups will be given time to come up with a bid for the asset when it is sold.
- 8.23. The right to bid only applies when an asset’s owner decides to dispose of it. There is no compulsion on the owner to sell it. It is not a community right to buy the asset, just to bid. This means that the local community bid may not be the successful one.
- 8.24. However, the legislation only has affect when the owner of a community asset wishes to sell their land/building. Should an owner wish to redevelop or change a nominated community asset there is nothing in the planning system that would protect the community connection or reason for its nomination.
- 8.25. This policy provides guidance to decision makers on development proposals that would impact a local community asset. This plan seeks to protect assets of community value for their community value.

SNP20 - RETENTION OF ASSETS OF COMMUNITY VALUE

- SNP20.1. Development proposals affecting assets of community value will be supported where it can be demonstrated the development will be of benefit to the local community.**

9. THE PARISH ECONOMY

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

A Growing Economy

9.2. The survey of the Plan Area identified 54 respondents who trade as sole traders and 47 trading as a limited company. 19% of these respondents believed that they would need additional premises in the next 20 years. It is therefore considered that at least around 20 small units may be required to serve the demand. There is also a lack of serviced / temporary / flexible working spaces in the Plan Area.

9.3. This plan will therefore support proposals to create a range of new business units (of small and medium sizes). This approach is considered to be in accordance with para 81(d) of the NPPF and Chapter 5 of the HDPF.

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

9.5. **Oakhurst Business Park** in Southwater is a 30 acre park developed in phases over several years to accommodate a range of businesses from multi-national organisations such as the National Headquarters of the RSPCA and Nursing & Hygiene to local companies. The business park is located near to the A24 and offers easy access to Gatwick Airport, the South Coast ports and the motorway network via the M23. This is allocated as a Key Employment Area in the HDPF and not considered further by this plan.

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

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

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

SNP21 - A GROWING ECONOMY

SNP21.1. Southwater Business Park, as shown on the Neighbourhood Plan Policies Map, is allocated as a Parish Employment Area by this plan. Development proposals in Parish Employment Areas will be approved where they maintain net employment floor space or the number of full time equivalent (FTE) jobs.

SNP21.2. Only when a unit is vacant, has been marketed for its current use for a reasonable period, and the amount of investment needed to bring it fully back into a commercial use is not viable will non-employment uses be considered acceptable as part of a mixed scheme. It should be demonstrated as part of any application that the proposed mix include as much employment floor space as viably possible.

SNP21.3. Outside Key Employment Areas and Parish Employment Areas, small scale business units are supported where they are in accordance with the development plan.

SNP21.4. Proposals that would facilitate working from home or start-up businesses will be supported so long as they do not result in an unacceptable impact on neighbouring residential amenity and the structure is in keeping with the environs.

Telecommunications

- 9.8. It is hoped that improved broadband and introduction of other new technologies, e.g. driverless cars, will have a major impact over the plan period both in terms of improved accessibility to goods and services for residents and improved opportunities for local businesses. This change is already being seen with the rise of on-line shopping showing how telecommunications are being used both by businesses and consumers alike.
- 9.9. Mobile phone reception and wired/fibre broadband connectivity is seen as an essential resource and this plan supports the improvement of both to facilitate faster internet access for all.

SNP22 - TELECOMMUNICATIONS

- SNP22.1. Proposals for the provision of telecommunication infrastructure will be approved where they do not have an unacceptable impact on residential amenity.**
- SNP22.2. New buildings, and buildings undergoing significant refurbishment, must make all reasonable efforts to install a Fibre to the Premises (FTTP) broadband connection. Whether FTTP is proposed is a material consideration when determining a planning application and if it is not provided this factor should weigh against grant of permission in the planning balance.**

Figure 12 - Lintot Square from the air



10. COMMUNITY INFRASTRUCTURE LEVY

- 10.1. The Community Infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008 (and brought into force by 2010 Community Infrastructure Levy Regulations) as a mechanism for local authorities to provide or improve infrastructure that will support the development of their area.
- 10.2. In England, where there is a neighbourhood development plan in place, the neighbourhood is entitled to 25% of CIL revenues from new development taking place in the Plan Area (for areas without a neighbourhood plan, the neighbourhood proportion of CIL is a lower figure of 15%). This money is paid directly to Parish and Town Councils to spend on local priorities.
- 10.3. It is therefore very important that the Parish Council and local residents are aware of the relevance of CIL to their plan and are explicit in terms of how the neighbourhood element of CIL should be spent (i.e. on infrastructure projects that reflect local priorities). Such projects may include the provision, improvement, replacement, operation or maintenance of infrastructure, or anything else that is concerned with addressing demands that development places on an area. This policy provides the parameters which will be used by Southwater Parish Council in spending CIL monies.

SNP23 - USE OF COMMUNITY INFRASTRUCTURE LEVY FUNDS

SNP23.1. Any CIL funds raised by development within the Plan Area and paid to Southwater Parish Council will be used to:

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

Figure 13 – Relaxing on a summer's day at Southwater Country Park Visitor Centre

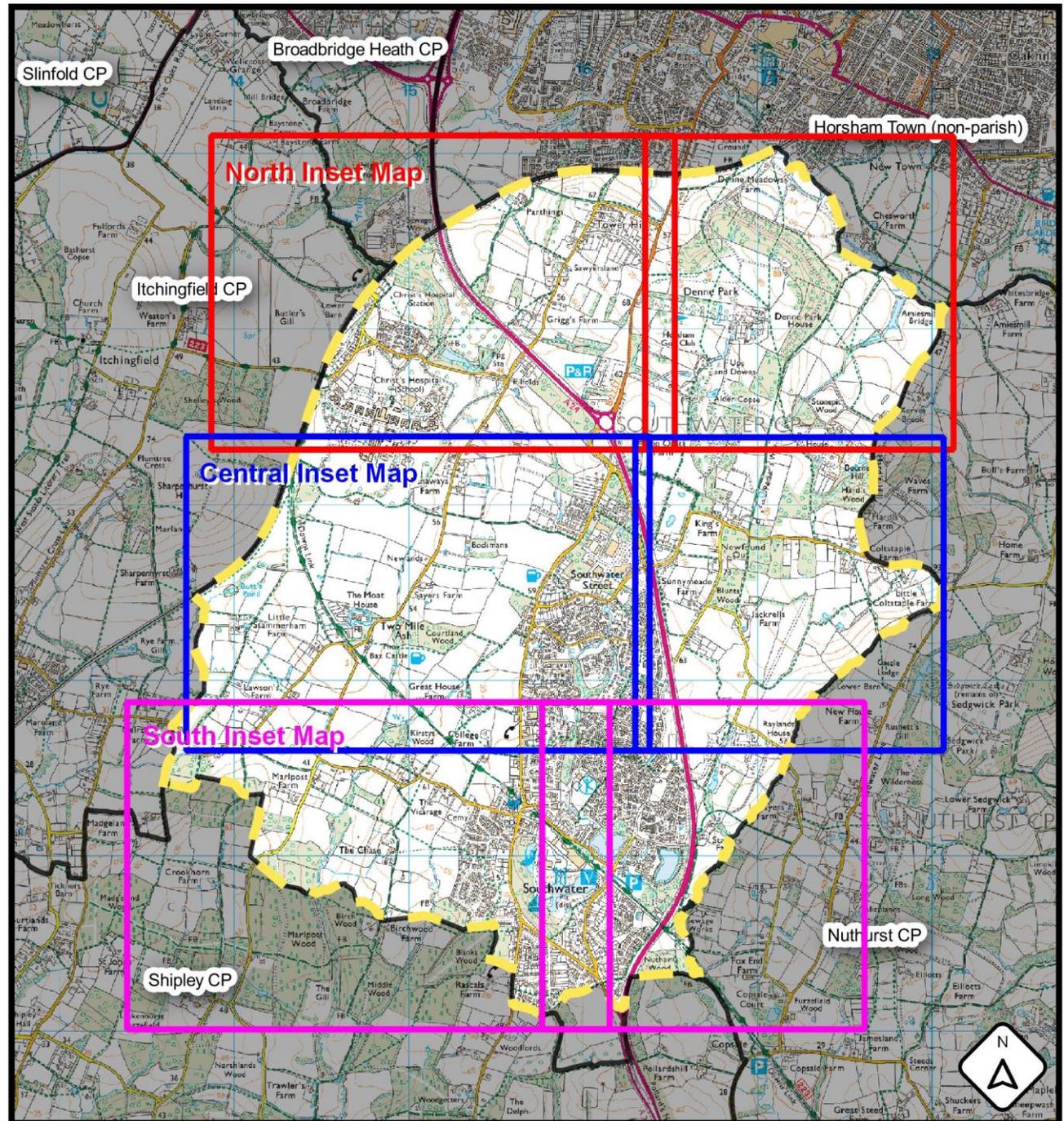


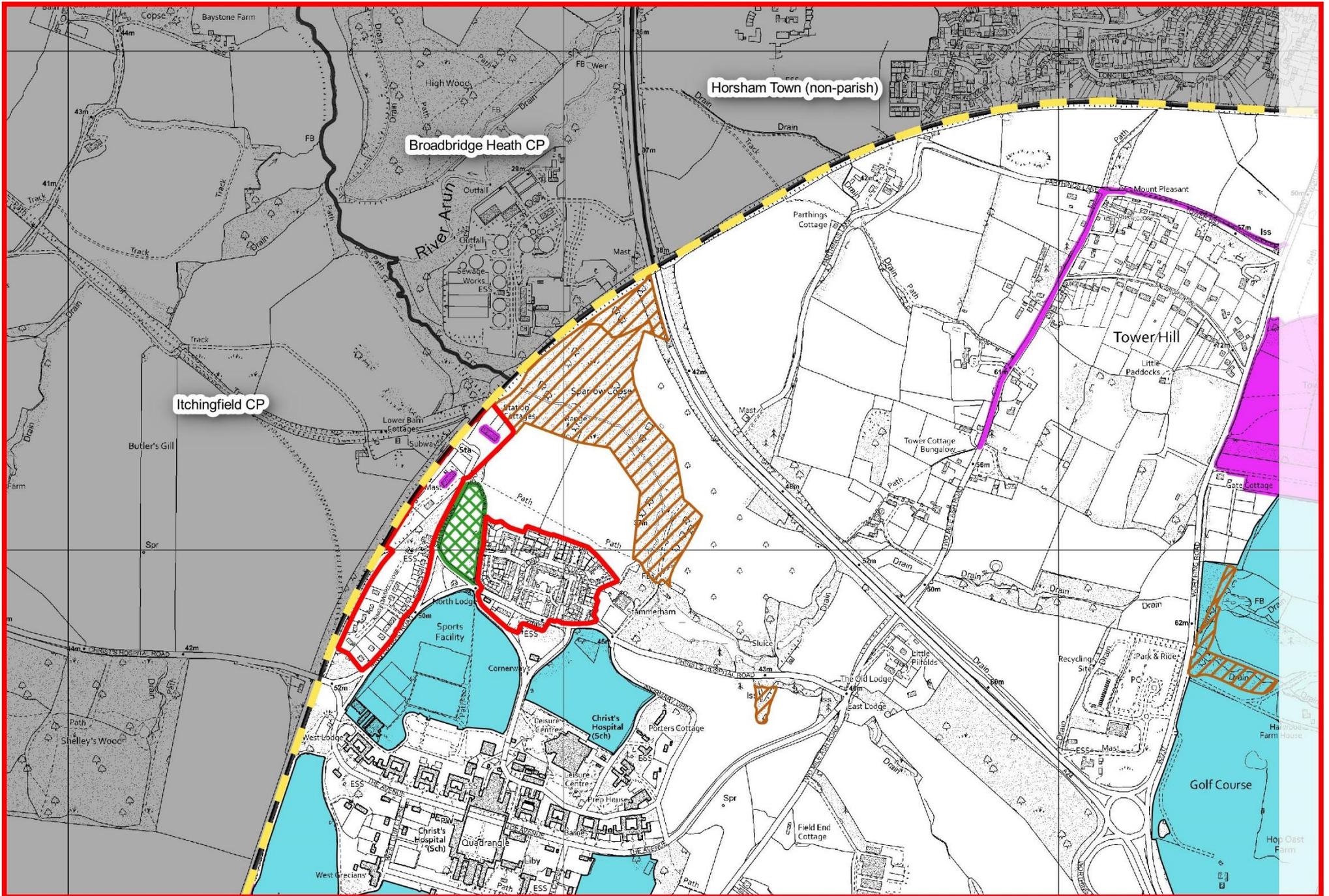
11. NEIGHBOURHOOD PLAN POLICIES MAP

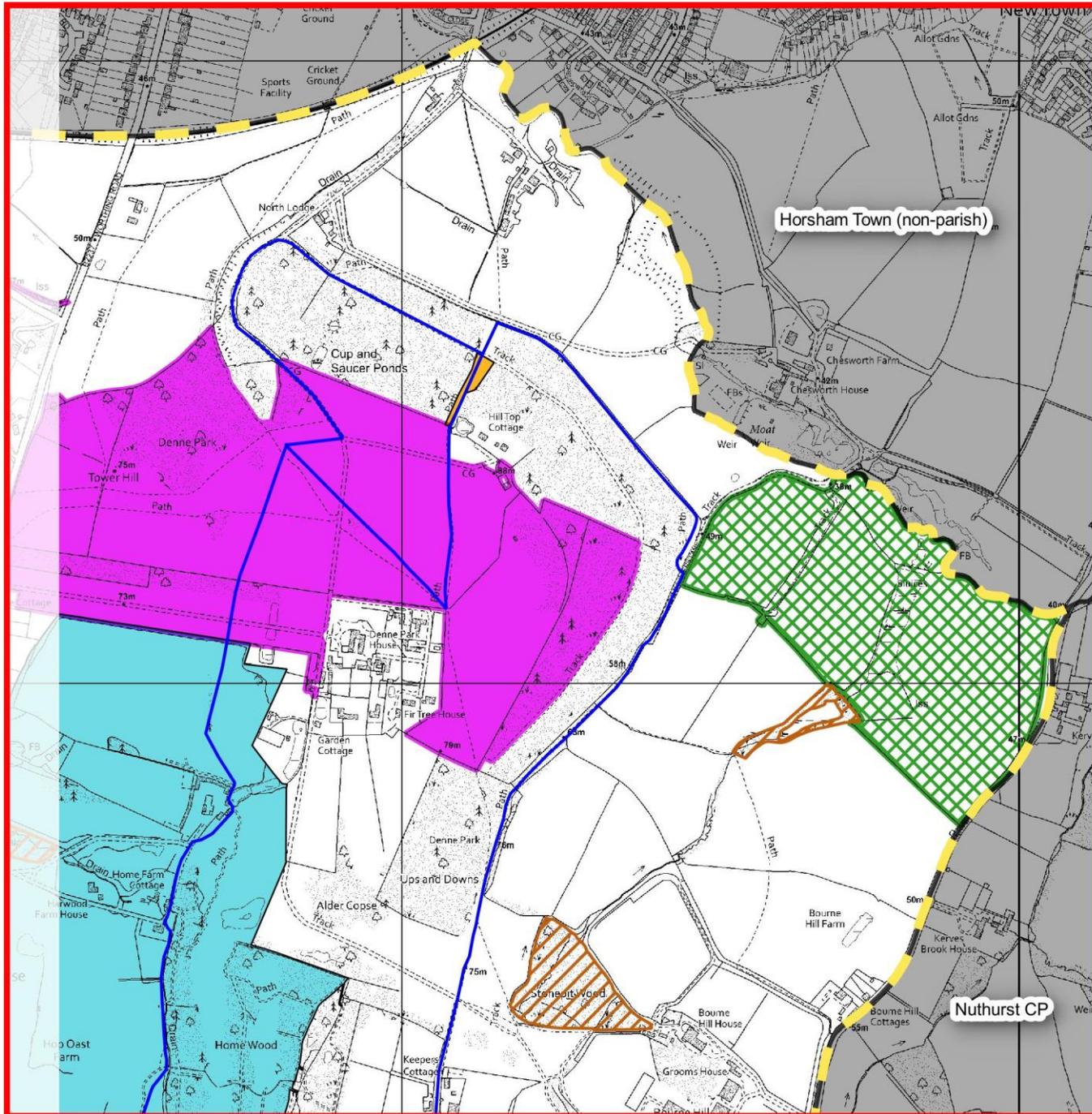
- 11.1. The Neighbourhood Plan Policies Map shows allocations and designations arising from policies contained in this plan.
- 11.2. For ease of reference the plan area has been split into three parts (North, Central and South) as illustrated on the Key Map on this page. They are each set out on the following pages of this document.
- 11.3. It should be noted that the Policies Map only illustrates allocations and designations contained within this Neighbourhood Plan and not those arising at the national or local (Horsham District Council) level. This is to ensure that these maps do not become out of date as a result of other documents /policies changing over the lifetime of this plan.

Legend

-  Plan Area
-  Outside of plan area
-  Parish Boundaries







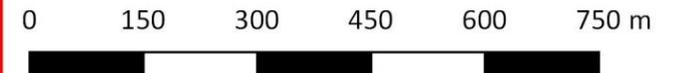
POLICIES MAP - NORTH INSET

Boundaries

-  Plan Area
-  Area outside of plan area
-  Parish Boundaries

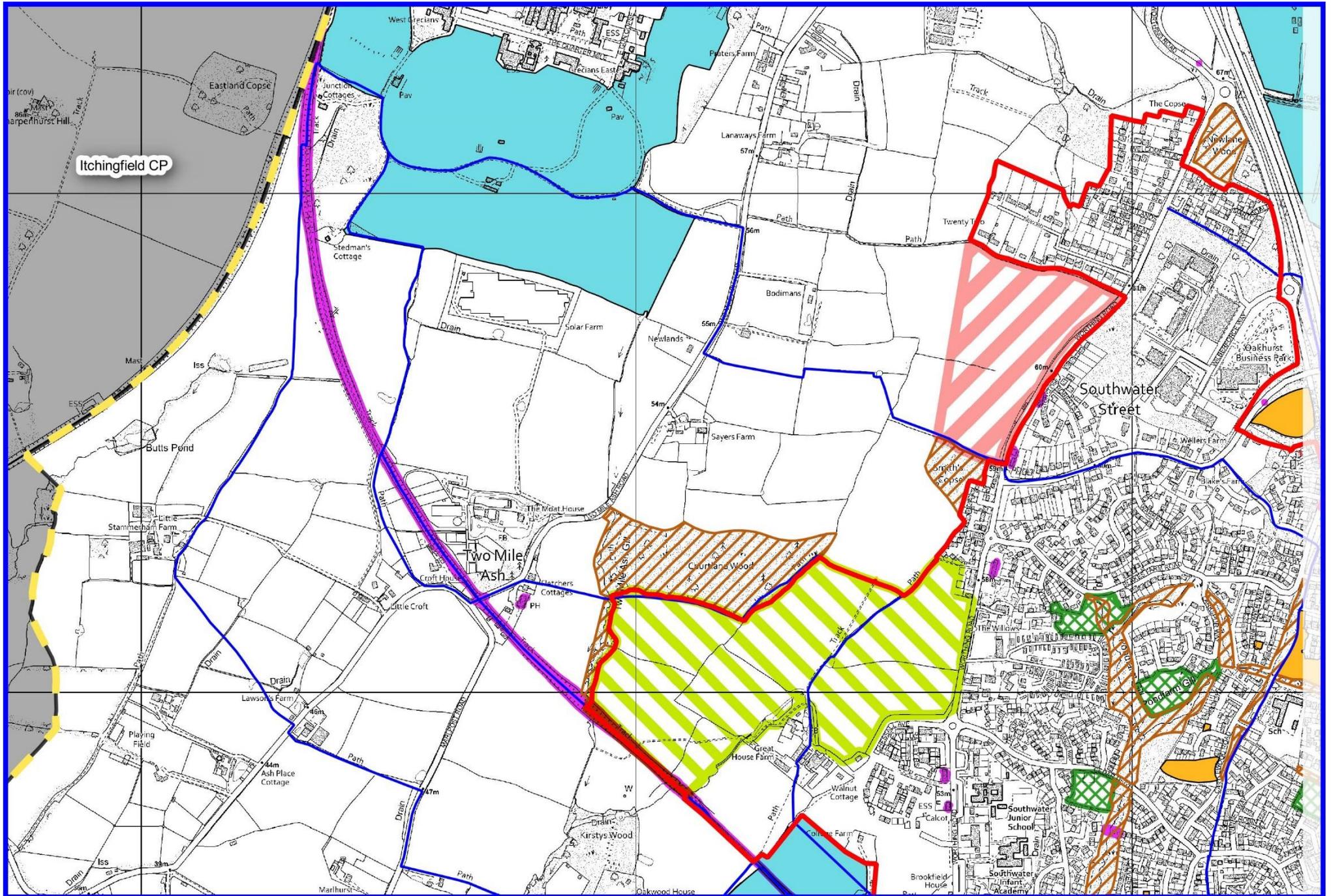
Neighbourhood Plan Policies

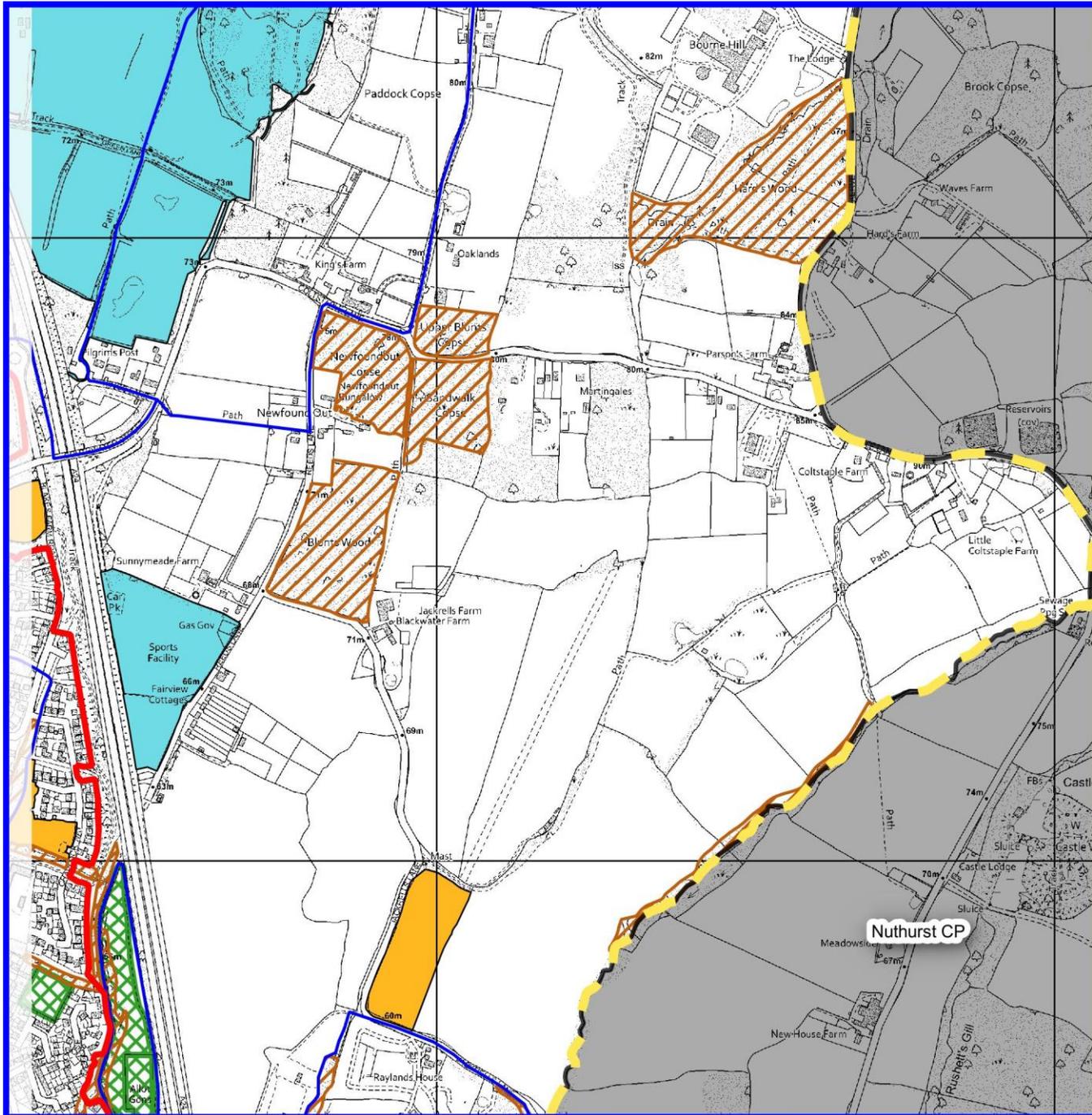
-  SNP1 - Built Up Area Boundary
-  SNP2 - Allocation for residential development
-  SNP3 - Safeguarded land for secondary school
-  SNP5 - Local Green Space
-  SNP6 - Local Community Space
-  SNP7 - Formal/Informal Sports Areas
-  SNP8 - Southwater Country Park
-  SNP13 - Promoted Route
-  SNP18 - Ancient Woodland
-  SNP19 - Parish Heritage Assets
-  SNP21 - Parish Employment Area



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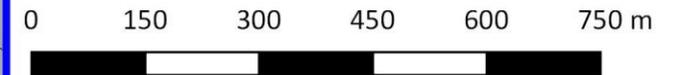
POLICIES MAP - CENTRAL INSET

Boundaries

-  Plan Area
-  Area outside of plan area
-  Parish Boundaries

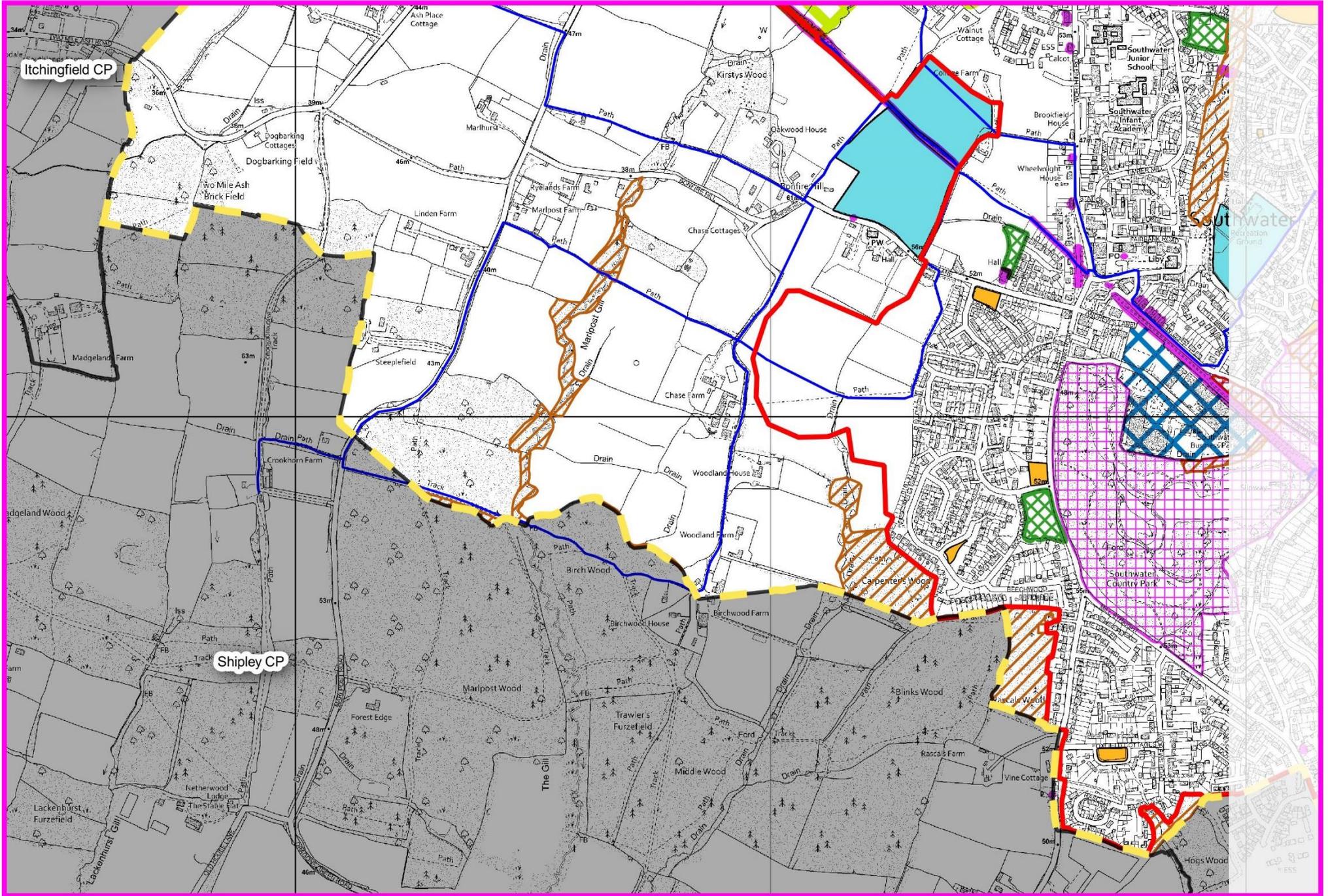
Neighbourhood Plan Policies

-  SNP1 - Built Up Area Boundary
-  SNP2 - Allocation for residential development
-  SNP3 - Safeguarded land for secondary school
-  SNP5 - Local Green Space
-  SNP6 - Local Community Space
-  SNP7 - Formal/Informal Sports Areas
-  SNP8 - Southwater Country Park
-  SNP13 - Promoted Route
-  SNP18 - Ancient Woodland
-  SNP19 - Parish Heritage Assets
-  SNP21 - Parish Employment Area

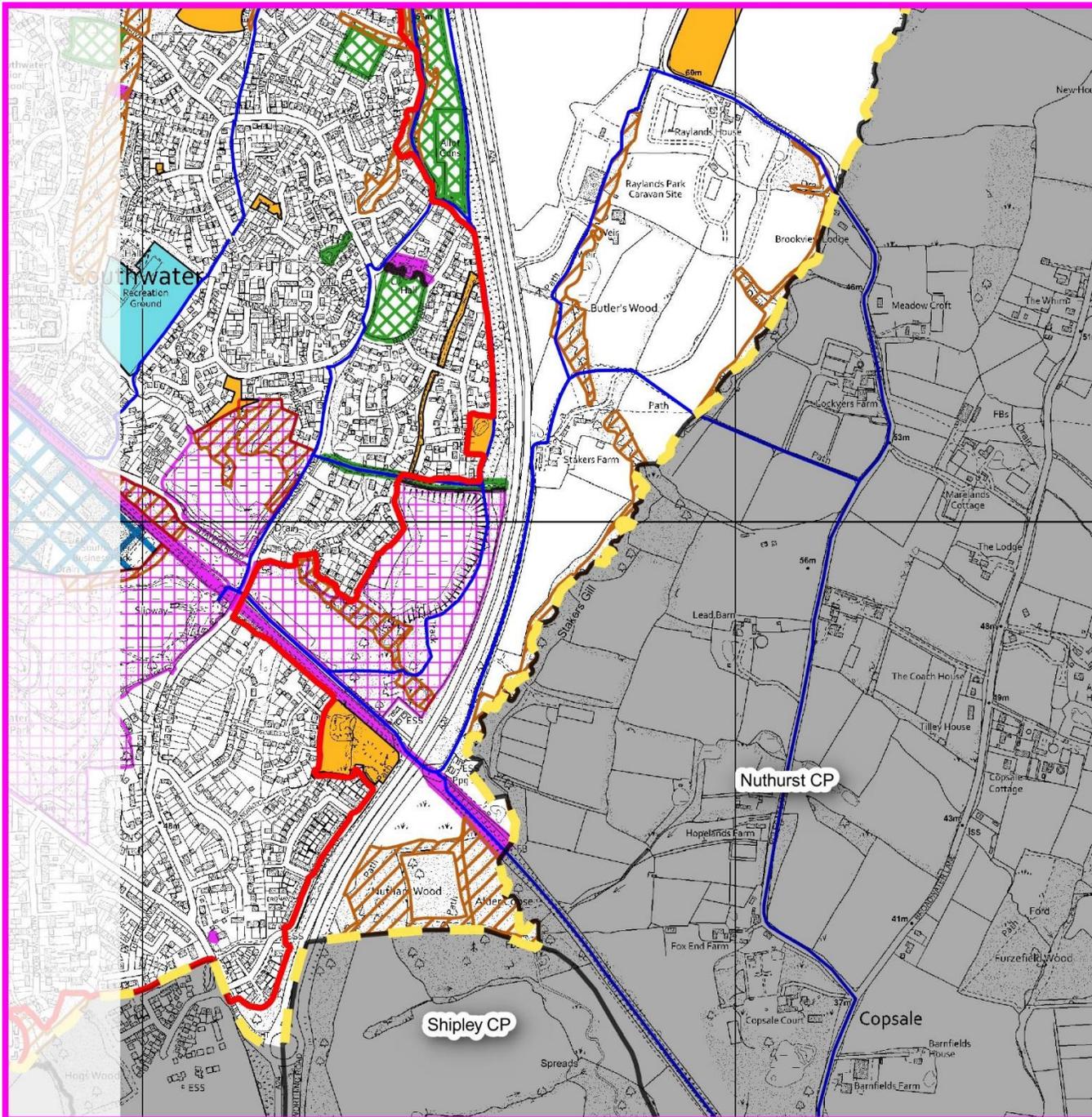


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POLICIES MAP - SOUTH INSET



Boundaries

-  Plan Area
-  Area outside of plan area
-  Parish Boundaries

Neighbourhood Plan Policies

-  SNP1 - Built Up Area Boundary
-  SNP2 - Allocation for residential development
-  SNP3 - Safeguarded land for secondary school
-  SNP5 - Local Green Space
-  SNP6 - Local Community Space
-  SNP7 - Formal/Informal Sports Areas
-  SNP8 - Southwater Country Park
-  SNP13 - Promoted Route
-  SNP18 - Ancient Woodland
-  SNP19 - Parish Heritage Assets
-  SNP21 - Parish Employment Area



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12. ABBREVIATIONS & GLOSSARY

Abbreviations

CIL	Community Infrastructure Levy
HDPF	Horsham District Planning Framework
HDC	Horsham District Council
NPPF	National Planning Policy Framework
SPC	Southwater Parish Council
SNP	Southwater Neighbourhood Plan (this document)

Glossary

Aged or veteran tree:	A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.
All-through school	All-through schools are those that combine at least two stages of a child's education – typically primary and secondary – in one establishment. Many also have Nursery classes and Sixth Forms, and admit children aged three to 19.
Ancient woodland:	An area that has been wooded continuously since at least 1600 AD.
Basic Conditions	Only a draft neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood

plans by section 38A of the Planning and Compulsory Purchase Act 2004. The basic conditions are:

- having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the neighbourhood plan.
- the making of the neighbourhood plan contributes to the achievement of sustainable development.
- the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).
- the making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations.
- prescribed conditions are met in relation to the plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan.

Best and most versatile agricultural land:

Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Community Infrastructure Levy:

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. Where a Neighbourhood Plan is made, 25% of CIL monies gathered within the Plan Area is handed to the Parish Council to spend on infrastructure.

Designated heritage asset:

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development plan:

The adopted Local Plan and Neighbourhood Plan for a given area, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Green infrastructure:

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of

	environmental and quality of life benefits for local communities.		
Gross Internal Area	Gross Internal Area is the area of a building measured to the internal face of the perimeter walls at each floor.		<i>not known whether the development falls within sub-paragraph (c)(i);</i>
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).		<i>(d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or</i>
M4(2):	Requirements M4(2) are 'optional requirements' set out in the Building Regulations and can be required by condition as part of the process of granting planning permission.		<i>(e) development carried out on a site having an area of 1 hectare or more;'</i>
National Planning Policy Framework:	The document that contains planning policy that applies across England and is created and published by central government.	Open space:	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Neighbourhood plans:	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).	Plan Area:	The area to which this Neighbourhood Plan applies as designated by Horsham District Council on 16 May 2016 in accordance with the Neighbourhood Planning (General) Regulations 2012.
'Major' development:	"major development" is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 as: <i>'...development involving any one or more of the following—</i> <i>(a) the winning and working of minerals or the use of land for mineral-working deposits;</i> <i>(b) waste development;</i> <i>(c) the provision of dwellinghouses where —</i> <i>(i) the number of dwellinghouses to be provided is 10 or more; or</i> <i>(ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is</i>	Planning condition:	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
		Previously developed land:	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Strategic Environmental Assessment:	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Transport assessment:	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport statement:	A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travel plan:	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Wildlife corridor:	Areas of habitat connecting wildlife populations.
Use Class C2:	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. This Order is periodically amended, at the time of writing Use Class C2 related to: <i>'Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres'</i>
Use Class C3:	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. This Order is

periodically amended, at the time of writing Use Class C3 related to:

'Dwellinghouses - this class is formed of 3 parts:

C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.

C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.

C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.



SOUTHWATER
PARISH COUNCIL