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Dear Matthew Porter

P2185 Glebe Farm, Steyning, West Sussex, BN44 3YR

Following the close of the consultation period for the above application, and subsequent discussions with Council officers, we have sought to consider and respond to the various matters raised in connection with the consideration and determination of the Reserved Matters (RM) application.

As outlined in our original submission, and to expedite the post-decision stage and implementation, Vistry has provided a substantial level of information upfront within the RM, including details typically covered by conditions attached to the Outline permission. Feedback from consultees on this material is invaluable and will assist in a more efficient future discharge of conditions process. Updated and resubmitted information has been provided where necessary to give the Council comfort that the RM can be supported, while more detailed technical matters will be addressed through the conditions stage, over which the Council retains full control.

The updated submission pack includes revised plans and technical documentation that respond to feedback received from the public consultation exercise, the Parish Council, and comments from both consultees and the Local Planning Authority (LPA).

Design, Heritage and South Downs National Park (SDNP) Authority

The Council's Conservation Officer and Landscape Officer along with feedback from yourself has resulted in a number of layout and design changes to the scheme which in summary now includes a more loose courtyard/ farmstead style layout to the most easterly parcel of the site, adjacent to the listed building and closer to the boundary with the South Downs National Park. In relation to the latter, it is noted that the SDNP Authority raised objection to the proposal as submitted in relation to the setting of the National Park.

Another significant change relates to the proposed flat blocks on plots 134-139 and 149-165, which in response to the council's feedback now have a design which is more akin to a converted store which has a direct historic connection to the location which formerly had a railway station which included now lost wool stores in vicinity. In terms of materials, the use of timber boarding has been reduced across the site and is used on these larger buildings as an appropriate reimagining of a converted larger store/agricultural building. The use of flint has also been increased in appropriate locations across the site. An updated Design and Access Statement and addendum which comparison assessment will also be supplied.

The lighting design for the private streets and spaces has also been updated and resubmitted, along with a corresponding updated bat sensitive plan.

The proposed design is considered to strike the right balance between remaining true to the original Outline Design Code, whilst making slight deviations to better reflect the more detailed understanding of the site and to incorporate the feedback from the consultation process.

Landscape

A comprehensive level of detail has been submitted in relation to landscape which ordinarily could have waited until the discharge of conditions stage; the feedback from the council and the local community has been instrumental in the development of the amended submission package. The majority of the feedback has been accommodated and the landscaping pack updated accordingly however, some of the more granular detail will be updated and resubmitted at the conditions stage.

The information now submitted gives the Authority sufficient comfort that the development will be delivered to a high standard in line with policy and guidance; any residual matters of detail can then be dealt with at the Conditions discharge stage.

Highways

Feedback from the Highway Authority and HDC Waste and Recycling has been carefully considered and the layout updated accordingly to address the remaining issues. The layout has been updated and tracking exercise re-run to ensure sufficient visibility and safe manoeuvres are achievable across the site for all modes, including for refuse vehicles, fire appliances and shared routes. The pedestrian and cycle routes have also been reassessed and the offer enhanced and the routes made more legible. The submission is also supported by an updated Transport Statement.

The site offers a variety of active travel routes across the site including segregated stretches which provide both leisure and commuter routes for both the future and existing community through the site from the safe crossing point on the by-pass east towards the leisure route on the Downs Link and south towards Kings Barn Lane via the ped/cycle and emergency vehicles access point. In addition, a significant number of the extensive network of paths across the site have been widened to 3m to allow for greater shared use for pedestrians and cyclists. The shared routes have also been redesigned to ensure greater legibility for users with all shared pathways covered in a macadam spray and chip surfacing which will differentiate these routes from the main streets and pedestrian routes.

In addition to the above and following public engagement, Vistry explored the inclusion of an additional route through the site to the eastern corner where an existing five bar gate is situated which would create a second ped/cycle access onto Kings Barn Lane. Opportunities to facilitate this route has been explored via numerous routes throughout the site to avoid conflict with the gas easement and the adjacent Listed Building however, the proposed second ped/cycle access onto Kings Barn Lane to the east was ultimately not progressed on the basis of practicality and safety primarily.

The proposed location for the second ped/cycle access is directly opposite the existing access to Kings Barn Farm and the BESS facility, there are also a number of other vehicular access points on the southern stretch of the lane, leading to further potential conflict for users. In addition, the lane is very narrow, has no pavement and or street lighting and order to achieve suitable visibility splays, a significant length of hedging would also need to be removed.

These factors weigh heavily against the limited benefit associated with delivering a second access which would only be c.50m apart from the approved and safe ped/ cycle access on the same stretch of Kings Barn Lane. It is considered likely that the approved access would be used more often as a leisure route for those wishing to walk/ cycle the Downs Link which runs along this section of Kings Barn Lane. Commuter routes from within this area of Steyning and those travelling from nearby Upper Beeding to Steyning, in particular school children, are considered more likely to walk the route eastwards along Kings Barn Lane and then up through the southern access across the site as this route is overlooked, wider, lit and has pavements/ verges and is therefore significantly safer. Further detail on this, along with the highway design amendments, is contained within the amended Highways Statement and designers response to the Road Safety Audit.

Housing

Vistry met with the Council's Housing Officer and Planning Case Officer to discuss the housing mix. The views of the council were taken on board and the mix updated accordingly. The proposed mix has been amended to be more in line with the Strategic Housing Market Assessment (SHMA) preferred mix. For the affordable dwellings the mix now includes a greater number of three bedroom properties and reducing the number of two beds and the market properties now include a greater number of two bedroom properties. The amended mix has secured the support of the Housing Officer.

Affordable		
Bedrooms	Number	%
1	17	16%
2	56	53%
3	28	26%
4	5	5%
Total	106	100%

Sales		
Bedrooms	Number	%
2	21	13%
3	64	40%
4	57	36%
5	17	11%
Total	159	100%

Grand Total	265	
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Affordable %		40%
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Overall Mix		
1B	Number	%
1B	17	6%
2B	77	29%
3B	92	35%
4B	62	23%
5B	17	6%
Total	265	100%

 SHMA Mix | Affordable | | | |------------|--------|------| | Bedrooms | Number | % | | 1 | 34 | 32% | | 2 | 35 | 33% | | 3 | 26 | 25% | | 4 | 11 | 10% | | Total | 106 | 100% | | Sales | | | |----------|--------|------| | Bedrooms | Number | % | | 1 | 8 | 5% | | 2 | 48 | 30% | | 3 | 64 | 40% | | 4+ | 40 | 25% | | Total | 160 | 101% | | | | | |-------------|-----|--| | Grand Total | 266 | | |-------------|-----|--| | | | | |--------------|--|-----| | Affordable % | | 40% | |--------------|--|-----| | Overall Mix | | | |-------------|--------|------| | 1B | Number | % | | 1B | 34 | 13% | | 2B | 43 | 16% | | 3B | 74 | 28% | | 4B | 75 | 28% | | 5B | 40 | 15% | | Total | 266 | 100% | |

Figure 1: Proposed housing mix

Community Engagement

Vistry also conducted a number of public engagement sessions both before and during the course of the application and as a result of which have made a number of changes to the application which are summarised as follows.

The Landscape and Ecological Management Plan (LEMP) has now been updated to include the provision of appropriately located swift boxes. This is in line with the Vistry policy of providing swift and bat boxes to every property along with including hedgehog highways in their developments.

The property on plot 121, adjacent to the emergency access has been moved further north to significantly increase the separation distance to the closest existing dwelling on Kings Barn Lane (No.37a). Alternative design options for the proposed covered seating area within the central area for play have also been discussed and an amended design submitted as an example of a potential design, the final design of which could be agreed subsequent to the RM decision.

Vistry have also agreed to the inclusion of electric hook up and water supply to the village green area. In addition and as a separate matter to the RM application but in response to feedback, they will be submitting a Deed of Variation to amend the S106 agreement on the Outline permission (DC/21/2233) to allow for more flexibility on how to spend the secured funds towards the White Bridge Link improvements along with amendments to allow for use of the village green for use for community events, exercise camps and village fates.

In response to concerns raised regarding proposed boundary treatment to the southern boundary, Vistry are continuing to liaise with relevant parties and have sought to provide additional comfort through the submission of indicative sections. This information is submitted for information only on the basis that the final boundary design is reserved by condition and will not therefore form part of the RM approval.

LLFA

In response to the LLFA's comments and the layout amendments, the Drainage Consultants have drafted an addendum to the Drainage Strategy report and updated the drainage plans.

Environmental Health

Environmental Health flagged issues in relation to the noise modelling and in relation to further matters relating to detail reserved by condition which had been frontloaded as part of the RM. This feedback is gratefully received, along with the meeting held with officers and in response the Noise Report has been updated accordingly to address their concerns which focused primarily on potential noise emanating from the Battery Energy Storage System (BESS) facility off site. In addition, design amendments have been made to the elevations of the nearest properties which reduces the number of bedroom windows facing the BESS.

Various conditions remain in place on the Outline Planning Permission which will need to be formally discharged subsequent to an RM approval which relate to noise, overheating, water quality, contaminated land the Construction Environmental Management Plan (CEMP).

In relation to the CEMP, Vistry secured approval to amend the Outline Permission via a Non-Material Amendment (DC/25/0739), this amendment facilitates delivery of the site access off the by-pass as the first phase of development in order to ensure that all construction traffic remains on the main road and away from smaller residential streets; the CEMP which is reserved by condition will align as such.

Overall, Vistry have work proactively with the council, key consultees and members of the community to deliver a updated submission which seeks to addresses their concerns as they relate to the RM. Frontloading the application with a substantial amount of this information which is secured by condition on the Outline will assist in speeding up for formal discharge but does not need to be fully resolved as part of the RM. The submission provides a significant level of detailed information above and beyond that which is required to assesses the RM and robustly demonstrates that the application is fully compliant with adopted policy and should therefore be confidently recommended for approval to ensure swift delivery of much needed housing.

Yours sincerely,



ECE Planning

Kate Brocklebank
Associate Director