



Glebe Farm, Steyning

Comparison Document
November 2025

Comments:

The affordable mix provided didn’t follow close enough to the SHMA mix for Horsham. The number of 2B units in comparison to 3B units is in need of adjustment. 4B units weren’t present in the previous revision (Rev AT) and are necessary to get closer to the SHMA.

Regarding the private mix, there is a small disparity between the number of 2B & 3B units that needs to be resolved.

House Type Summary

Affordable					
House Type	Bedrooms	Persons	NIA (sqft)	Units	Total Area (sqft)
Maisonette GF Flat (Aff)	1	2	764	2	1,528
Maisonette FF Flat (Aff)	2	4	775	2	1,550
1B Apartment	1	2	562	10	5,620
1B Apartment (A)	1	2	753	4	3,012
1B Apartment (B)	1	2	786	1	786
2B Apartment (A)	2	4	753	18	13,554
2B Apartment (B)	2	4	840	2	1,680
T236 (Aff)	2	3	827	2	1,654
M242 (Aff)	2	4	855	45	38,475
T352 (Aff)	3	5	1,012	20	20,240
Totals				106	88,099

Sales					
House Type	Bedrooms	Persons	NIA (sqft)	Units	Total Area (sqft)
M241	2	4	855	17	14,535
T341	3	4	948	2	1,896
M361	3	6	1,126	24	27,024
M356	3	5	1,150	24	27,600
M354	3	5	1,172	6	7,032
M355	3	5	1,172	1	1,172
T364	3	6	1,184	6	7,104
Kirdford	3	5	1,275	5	6,375
M461	4	6	1,297	1	1,297
M472	4	7	1,349	6	8,094
M474	4	7	1,389	27	37,503
T462	4	6	1,404	5	7,020
M467	4	6	1,481	18	26,658
T571	5	7	1,669	4	6,676
T581	5	8	1,774	10	17,740
T591	5	9	1,928	3	5,784
Totals				159	203,510

Grand Total				265	291,609
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Affordable		
Bedrooms	Number	%
1	17	16%
2	69	65%
3	20	19%
Total	106	100%

Sales		
Bedrooms	Number	%
2	17	11%
3	68	43%
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	17	6%
2B	86	32%
3B	88	33%
4B	57	22%
5B	17	6%
Total	265	100%

Redline Area	35.20
Net Developable Area	18.48
Sqft/Acre	15783

FINC:

The revised mix has allowed for a much more appropriate allocation of units across the proposal. The SHMA was looking for more 3B affordable units in comparison to 2B’s and the inclusion of 4B affordable units within the mix. We have accomplished that and reached a general consensus on units.

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	
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Affordable %		40%
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Overall Mix		
1B	34	13%
2B	43	16%
3B	74	28%
4B	75	28%
5B	40	15%
Total	266	100%

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	17	6%
2B	77	29%
3B	92	35%
4B	62	23%
5B	17	6%
Total	265	100%

Redline Area	35.20
Net Developable Area	18.48
Sqft/Acre	15942

House Type Summary

Affordable					
House Type	Bedrooms	Persons	NIA (sqft)	Units	Total Area (sqft)
Maisonette GF Flat (Aff)	1	2	764	2	1,528
Maisonette FF Flat (Aff)	2	4	775	2	1,550
1B Apartment	1	2	562	10	5,620
1B Apartment (A)	1	2	753	4	3,012
1B Apartment (B)	1	2	786	1	786
2B Apartment (A)	2	4	753	18	13,554
2B Apartment (B)	2	4	840	2	1,680
T236 (Aff)	2	3	827	3	2,481
M242 (Aff)	2	4	855	31	26,505
T352 (Aff)	3	5	1,012	28	28,336
M452 (Aff)	4	5	1,178	5	5,890
Totals				106	90,942

Sales					
House Type	Bedrooms	Persons	NIA (sqft)	Units	Total Area (sqft)
M241	2	4	855	9	7,695
T341 (A)	2	4	948	12	11,376
T341	3	4	948	2	1,896
M361	3	6	1,126	19	21,394
M356	3	5	1,150	24	27,600
M354	3	5	1,172	7	8,204
M355	3	5	1,172	1	1,172
T364	3	6	1,184	6	7,104
Kirdford	3	5	1,275	5	6,375
M461	4	6	1,297	1	1,297
M472	4	7	1,349	6	8,094
M474	4	7	1,389	27	37,503
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M467	4	6	1,481	18	26,658
T571	5	7	1,669	4	6,676
T581	5	8	1,774	10	17,740
T591	5	9	1,928	3	5,784
Totals				159	203,588

Grand Total				265	294,530
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Comments:

"Distances from plots close to existing properties along King's Barn Lane are closer than preferred by the Council and the Parish, would prefer for the distance to be further."



FINC:

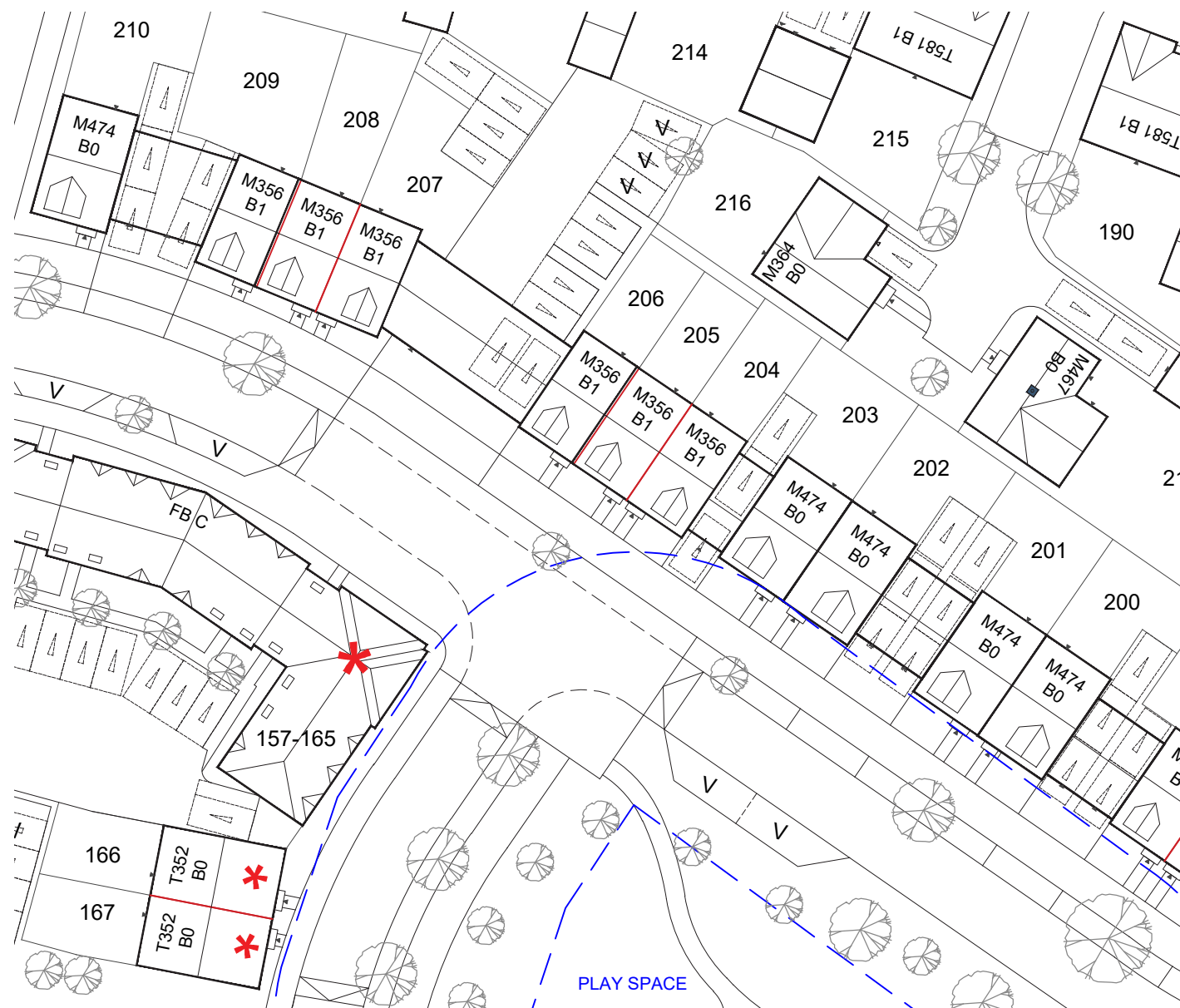
The plot arrangement has been adjusted to further respect the units adjacent to the site boundary. An additional 6m buffer has been provided from the previously submitted layout.



Comments:

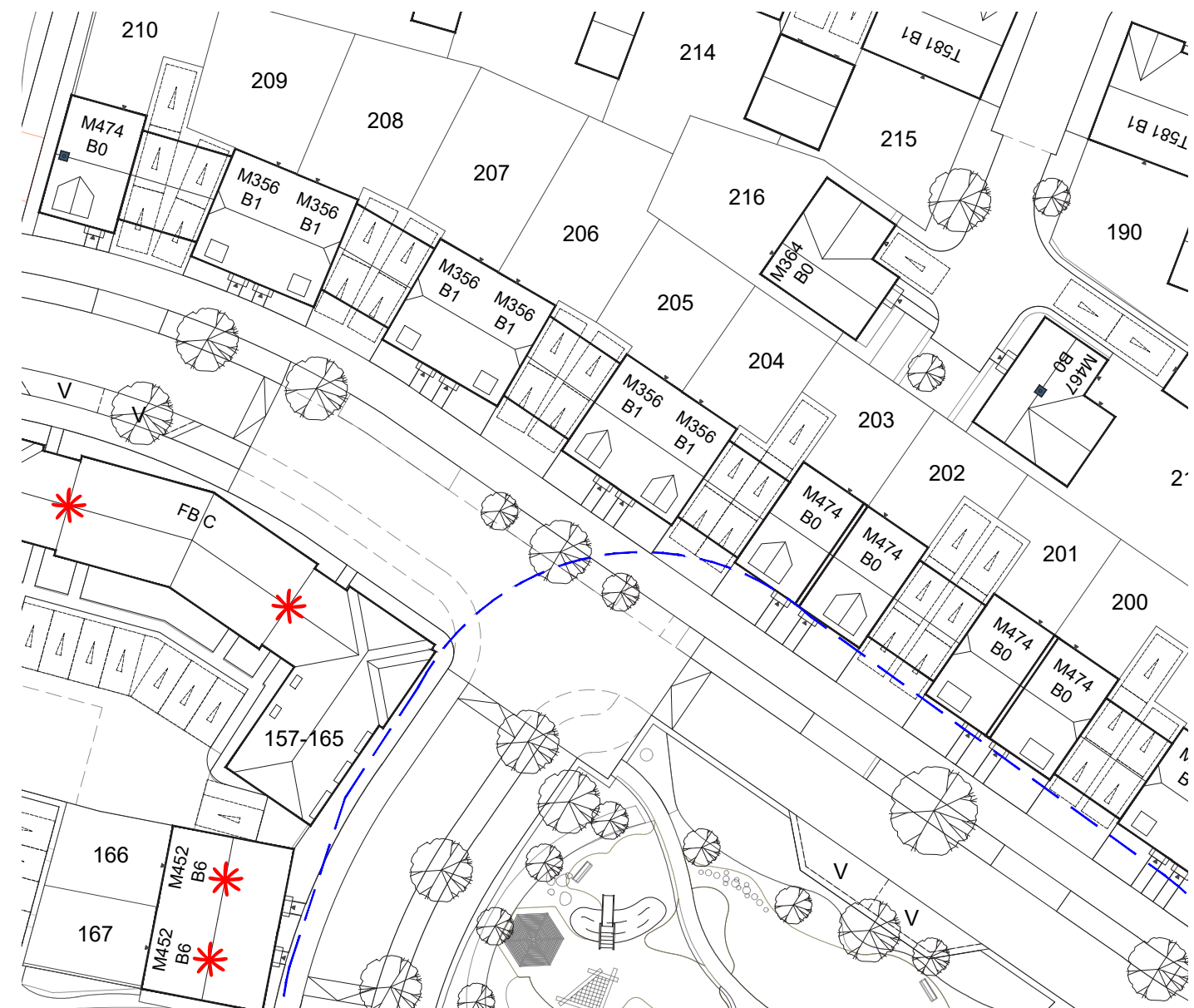
“Principal Street Character Area

Too uniform. More variety in ridge/eaves height as characteristic of Steyning high street was expected (dutch gable?) alongside roof additions/adornment to garage hoods (what is presented is a dilution, please refer to DAS at outline) I could not find elevation detail of the over sail between units 206 -207, please provide."



FINC:

The Principle Street has been adjusted to introduce differing roof styles, dormer styles and materials. This allows for that previous rigidity to be removed. Further to this, due to the levels, we have been able to introduce the key lack of uniformity that is described within the outline Design Code.

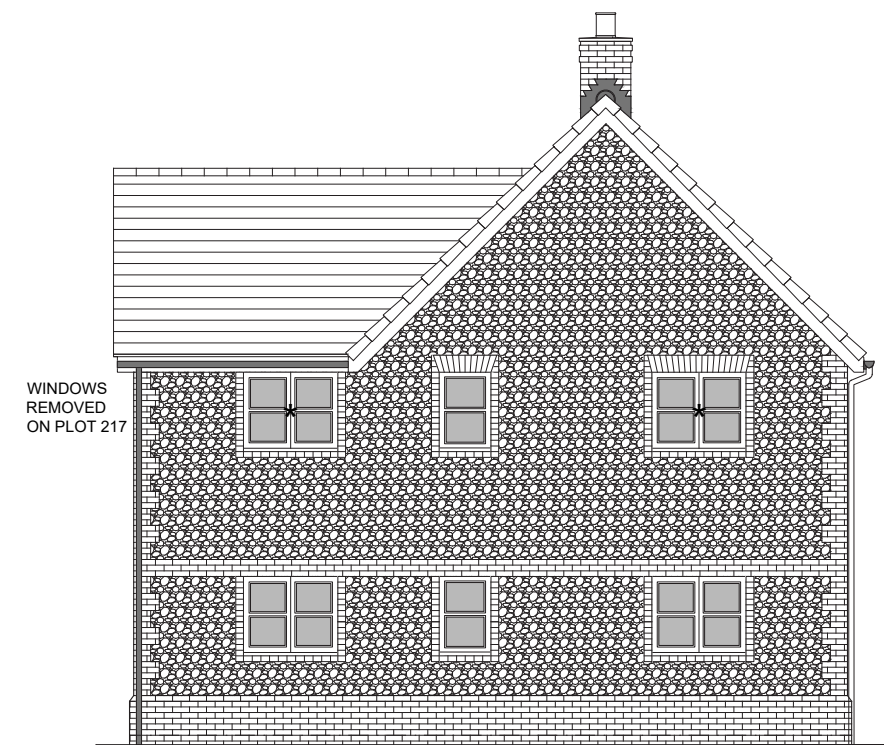


Comments:

"There are quite a few instances where more opportunity could be taken to improve flank treatments to add to character area qualities, such as larger /more fenestration/ adornments/ complete wrap around boarding rather than arbitrary turn in/ full height exterior chimney breast/stack/ buttress etc."

FINC:

Key areas where flanking was highlighted have been improved by wrapping the additional material fully round the side elevation allowing a continuous stretch of detail. In other instances, such as House Type 467, large amounts of windows are utilised on the side elevation to provide overlooking onto POS.



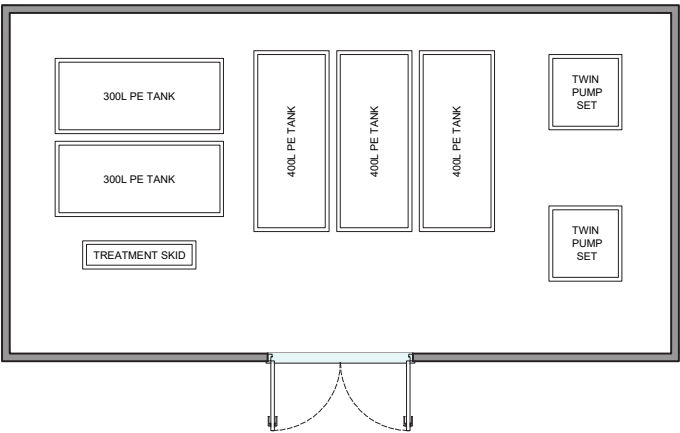
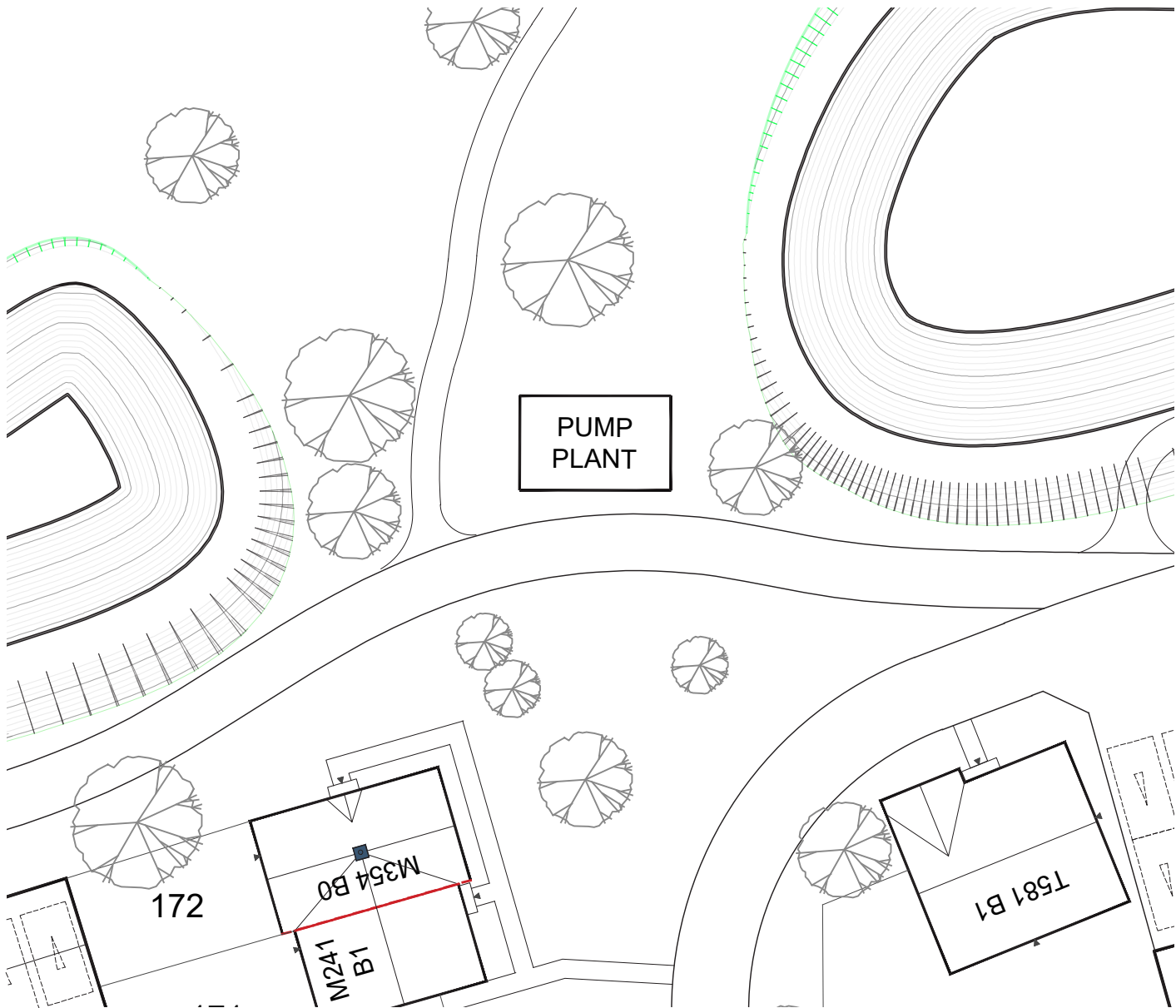
SIDE ELEVATION

Comments:

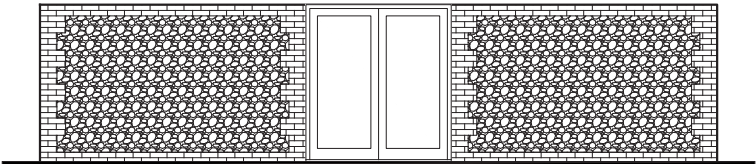
“The position of the pump house is unfortunate. Realise functional drainage systems presents limitations to its location but can it not be explored further? No elevations provided.”

FINC:

The location unfortunately can’t be changed due to levels and drainage restrictions. We have included elevations and plans in the updated pack showing that the key elevation viewed from the site is adorned with flint to create a more appealing elevational treatment.



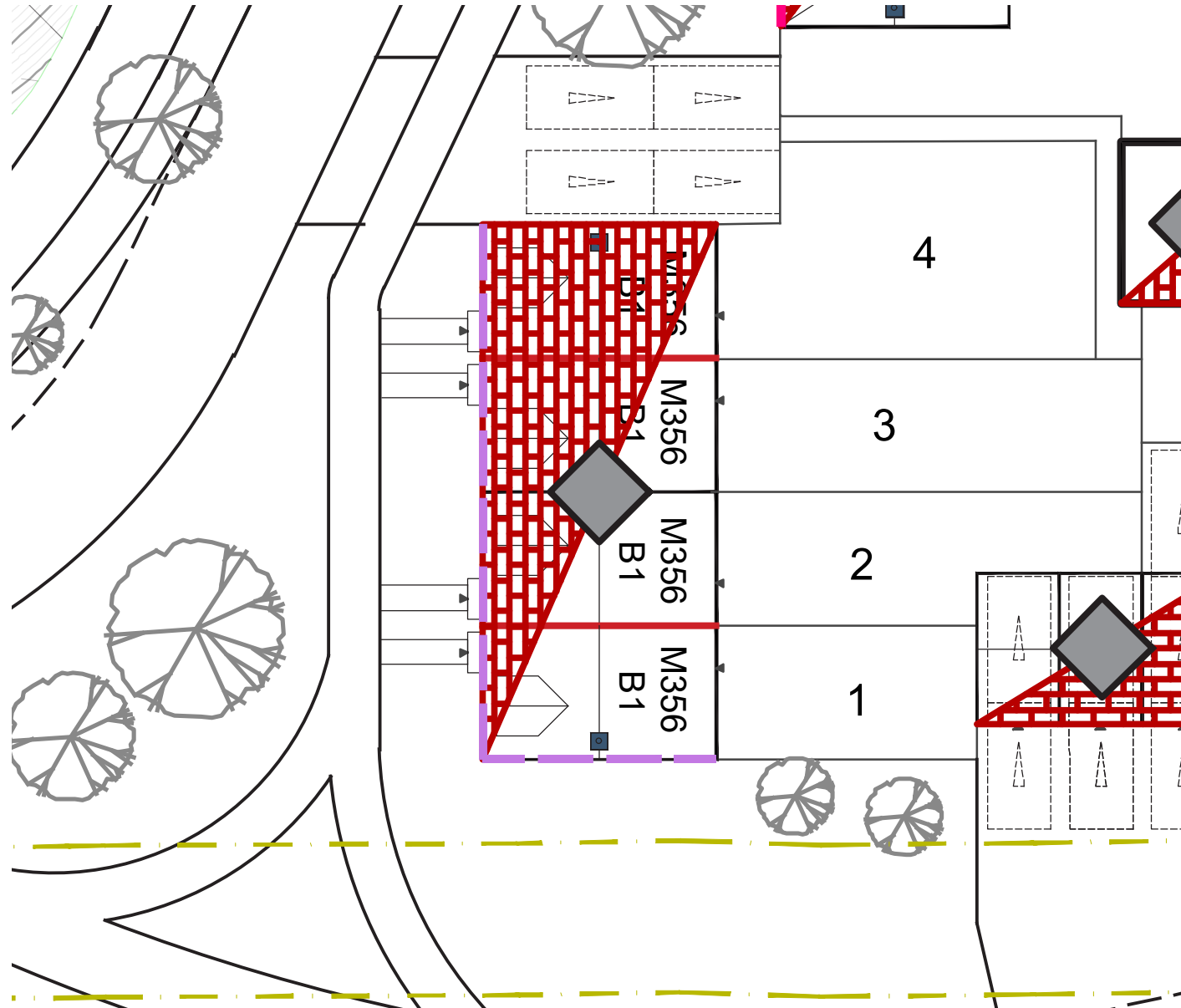
GROUND FLOOR PLAN



FRONT ELEVATION

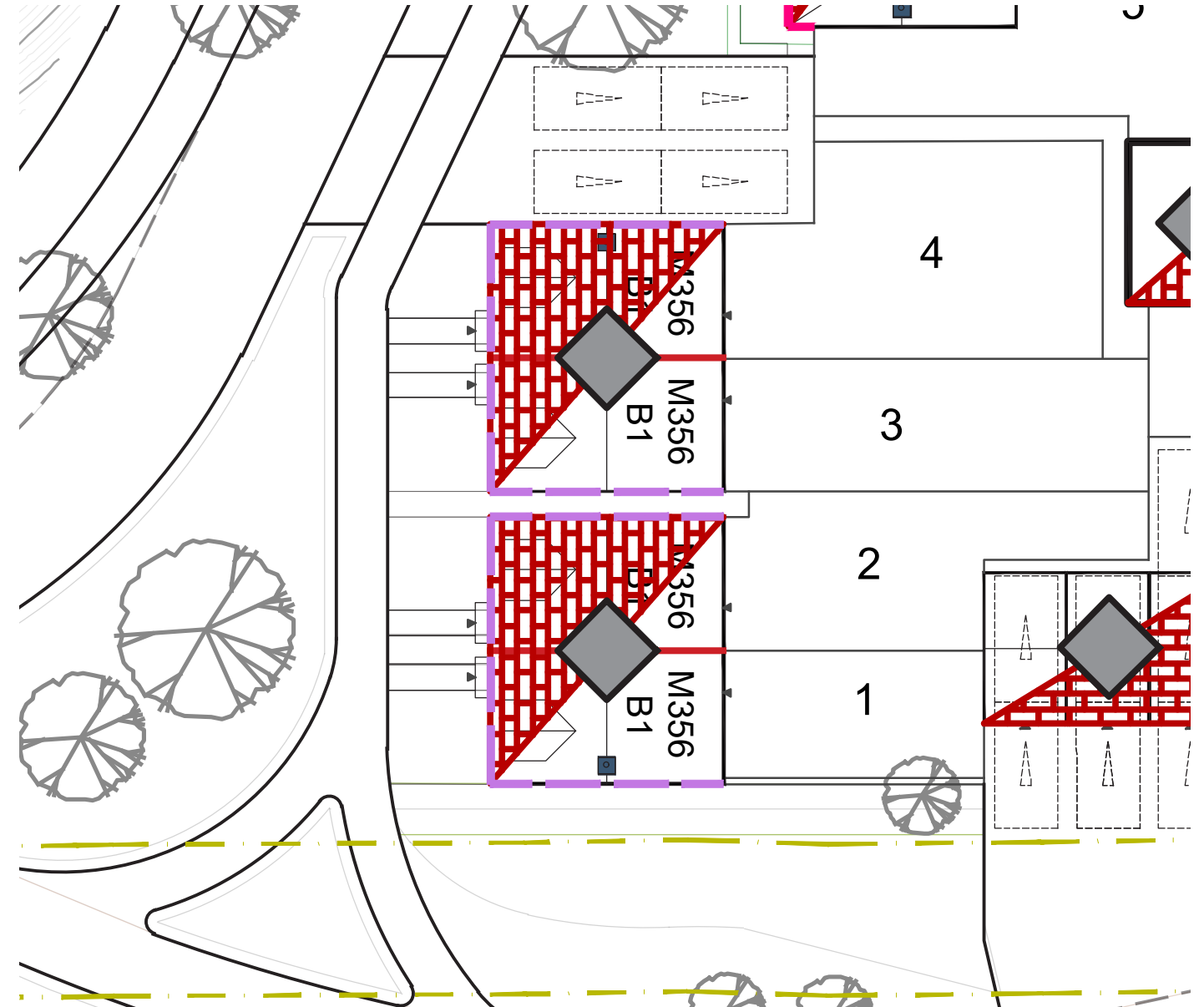
Comments:

"Where there is instance of flint on units 1 -4, it would be pleasing for all-public frontage elevation receive flint treatment."



FINC:

The materiality to those additional elevations have been adjusted as per council's request. This has also been implemented across the site.

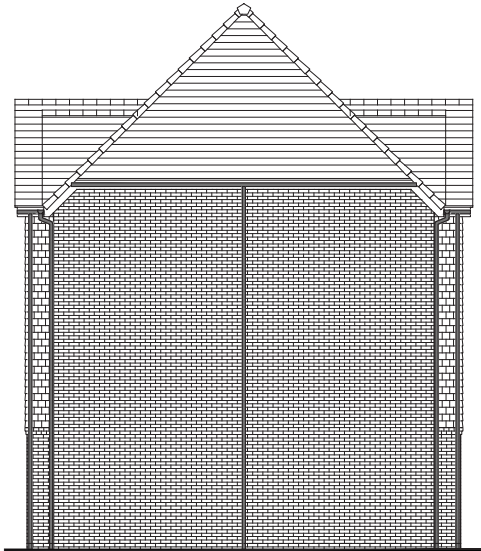


Comments:

“The relationship in scale between FB B and unit 148 is quite awkward. There should be articulation in west flank.”



FRONT ELEVATION



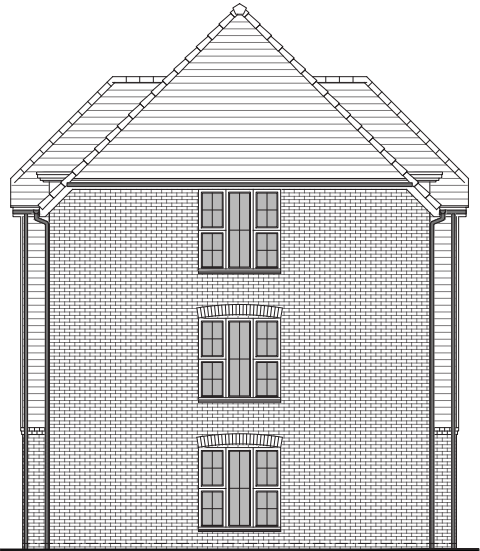
SIDE ELEVATION

FINC:

The side elevation has been adjusted to provide POS views from the flats to the open space, while providing a more aesthetically pleasing elevation as people access the Roman Road character area.



FRONT ELEVATION



SIDE ELEVATION

Comments:

"FB C needs more articulation at first/second floor at rear, as would be visible across the parking court.

Not at all convinced the slight drop in the ridge to break up mass would be discernible from street level. Should be readily appreciable."



REAR ELEVATION



FRONT ELEVATION

FINC:

Utilising the precedent provided by the council, a redesign of the built form and material palette has resulted in an improvement across the board. Windows have been added to the rear elevation to suit focal point comments.

The elevational treatment has been adjusted in order to create a lack of uniformity while also emphasising the central core as it wraps around the corner. The use of cladding alongside the lift hoist replicates the key precedents within the "mill" design style.



REAR ELEVATION



FRONT ELEVATION

Comments:

“As it stands the proposed dwellings would have a suburban form, and layout which do not reference the Springline Village character as previously outlined and proposed, particularly plots 242 – 244.”



FINC:

The design of the roads to the east have retained their spinal structure due to the cycle and pedestrian routes, however a more organic approach has been taken to the extended areas of private drives. Alongside this, the plots have been rotated to suit the revised road and open space structure to further create the organic approach to the urban design.

The courtyard to the east (plots 242 - 244), has retained the mews court style aesthetic, while adjusting the angle of the entrance plot and there is now the addition of a carport, which will provide the Springline Village character dictated in the outline design code.



Comments:

"It is also noted that the current scheme appears to extend the materials palette using a significant amount of timber cladding which is a less traditional domestic building tradition for Steyning. It would be suggested that the extent of cladding is reconsidered with the use of brick, stone, painted brick, hanging tile and flint panels prioritised to better reflect the character of the area."

FINC:

The material palette has been revised in order to show an emphasis towards tile hang, brick and flint as opposed to cladding. The northern line of housing has remained as a mix of cladding and brick due to the continuous run of pathway along the boundary, but towards the centre and eastern areas an expansion of the local vernacular has been brought forward.



Comments:

"As presented, there appears to be a lack of continuity of cycle route through site. This was raised at the pre-application stage. As such, the applicant should consider improving this by upgrading and extending the routes marked in blue on the extracts below (see the blue lines)"



FINC:

Key areas of pedestrian paving has been adjusted to 3m cycle routes in order to expand beyond the primary route as per the request. There is also a newly produced path hierarchy parameter plan that highlights the specific areas in which expansion has occurred.



Comments:

"Where turning heads are shown like this (see overleaf), these should be clearly defined with kerbing around them to make it clear that they are turning heads and to attempt to minimise parking on them. A margin between the kerb line and sides of the adjacent houses should be provided to cater for any vehicle overhang (recommend 1.5m)."

MfS recommends 4.0m bellmouth radii to control vehicle entry and exit speeds. Applicant to show what bellmouth radii are proposed and where and to see if 4.0m radii can be achieved, particularly on secondary streets away from the spine road.



FINC:

As much as possible the turning heads have been given the relevant buffer, alongside the overhang.

The relevant bellmouths across the site have been brought to a 4m radius, however due to consultant advice there is the necessity to have 6m radii in certain locations in order to allow refuse and fire access to those areas.





Glebe Farm, Steyning

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