



Shipley Parish

Neighbourhood Plan

2019-2031

Referendum Version

August 2020

SHIPLEY PARISH NEIGHBOURHOOD PLAN

2019 –2031

REFERENDUM VERSION

**FOR FURTHER INFORMATION PLEASE VISIT THE SHIPLEY
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Above: images illustrating the rural character of the Parish

Foreword

Dear Residents,

Welcome to the Shipley Parish Council Neighbourhood Plan (Referendum Version) 2019-2031. The Localism Act 2011 provided communities with the opportunity to shape their own future. Prior to the Act, decisions were taken solely by our local authority, Horsham District Council (HDC). To prepare a robust Neighbourhood Plan and offer residents of Shipley an opportunity to influence the future of the Parish, the Parish Council appointed advisors and put in place a community led Steering Committee (a mix of Parish Councillors, advisors and residents from Shipley, Coolham, Dragons Green and Brooks Green).

Community engagement events were then held in our Village Halls and focus groups formed to identify key issues. In June 2017, a community survey was distributed to every household, business and school. These activities established Parish needs, allowing residents and businesses to express their views and opinions. A strong response was received, and further community events were held to communicate the results. Your responses indicated a desire to protect the rural nature of Shipley Parish, by controlling development at a level that meets the needs of the Parish, without negatively impacting the environment and tranquil nature of the area. You also identified the need for traffic calming initiatives, along with improvements to the available communications infrastructure.

Shipley Parish is an 'unclassified' settlement according to the HDC Planning Framework. As such, HDC will not require any sites to be allocated to Shipley Parish. This means our approach to planning positively for development will be through encouraging and supporting modest windfall proposals that can be satisfactorily accommodated, without undermining the quality of life for local people.

A draft version of the Neighbourhood Plan was subject to a formal six-week period of consultation in September and October 2019. Following receipt of responses a Submission Version of the Plan was prepared and submitted to Horsham District Council for Independent Examination. The Examiner reported back in June 2020 and recommended that the Plan is suitable to be taken forward to a referendum by residents of the Parish. A return of more than 50% of Parishioner votes to accept the Plan will mean our Plan is adopted by Horsham District Council and referred to for Parish development until 2031.

The Parish Council proposes to formally review the Neighbourhood Plan on a five-year cycle or to coincide with the review of the Horsham District Planning Framework if this cycle differs. The review will assess the performance of the Neighbourhood

Plan in influencing the design, quality and housing types, in managing development generally, and in bringing forward other proposed infrastructure improvements.

A huge amount of time and effort has gone into the production of our Plan and I would like to thank everyone who has contributed. This includes all those who completed questionnaires, attended community events and joined Focus Groups. All of whom have helped to shape the content of our Plan along the way. My thanks to all the members of the Steering Group, past and present, our planning consultants at Troy Planning + Design and our contacts at Horsham District Council, who have worked hard to bring our Plan to this stage over the last two years.

I hope that you will be able to take the time to read this plan carefully and give it your support, as this is your opportunity to shape the future of your community.

Nicola Wiltshire

Chair, Shipley Parish Neighbourhood Plan Steering Group

1. Introduction

A new plan for Shipley Parish

- 1.1 This is the referendum version Neighbourhood Plan for the Parish of Shipley, Horsham. It covers the entire Parish, including the villages of Shipley and Coolham, and the hamlets of Brooks Green, and Dragons Green, as illustrated in Figure 1. It sets out the local community's aspirations for Shipley Parish over the period to 2031¹ and establishes policies in relating to land use and development. These are policies that will influence future planning applications and decisions in the area. But the Neighbourhood Plan is much more than this. It represents the community's manifesto for the Parish, bringing together more than just traditional planning matters.
- 1.2 The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places they live and work should change and develop over time. Neighbourhood planning is designed to give local people a very real voice in shaping the look and feel of an area.
- 1.3 Shipley Parish was formally designated as an area for neighbourhood planning purposes in May 2016². The Shipley Parish Neighbourhood Plan Steering Committee has surveyed, spoken to and listened to members of the community, and has used the issues, and opportunities, raised during that process to help inform production of the policies and projects now presented in this draft Neighbourhood Plan.
- 1.4 There are a number of stages involved in preparing a Neighbourhood Plan. The Plan has been consulted upon and subject to independent examination. Following this, a referendum will now be held, where all people of voting age residing in the Parish will be able to cast a vote on whether they think the Neighbourhood Plan should be brought into force ('made'). If more than 50% of those people who turnout vote 'yes', the Neighbourhood Plan will be used to help shape planning decisions and applications in Shipley.

¹ This aligns with the period covered by the Horsham District Planning Framework (HDPF), adopted in November 2015. The new emerging Local Plan for Horsham will cover the period to 2036. This Neighbourhood Plan will be monitored and updated as and when the Local Plan progresses through to adoption to keep it up-to-date and aligned with District level planning policy.

² The Localism Act 2011 (<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>) gave communities the power to develop neighbourhood plans, to be progressed by Town and Parish councils, or neighbourhood forums, as opposed to the local authority.

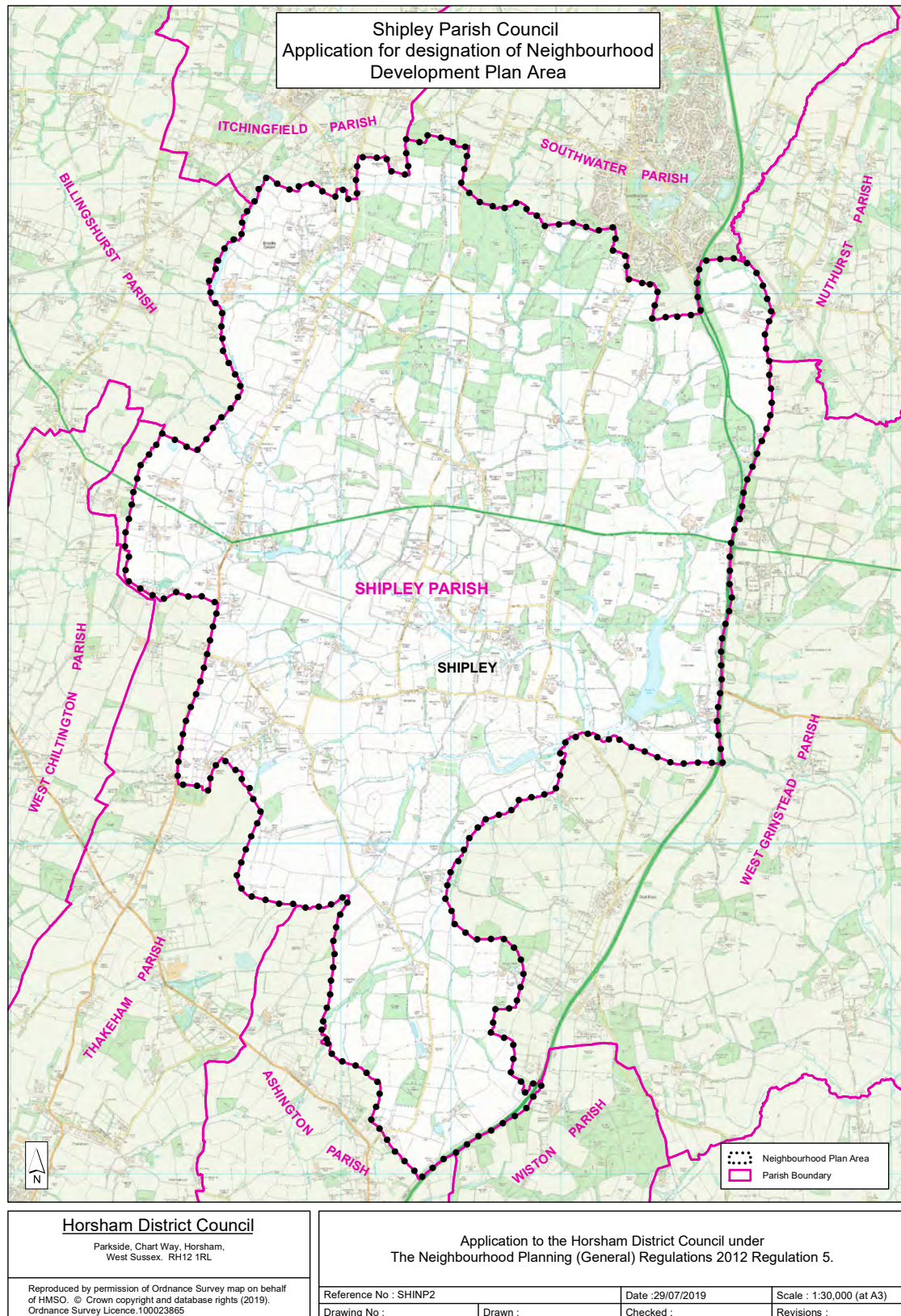


Figure 1: The designated Neighbourhood Plan area for Shipley Parish

Structure of the plan

- 1.5 Following this introduction the draft Neighbourhood Plan comprises seven further sections. These are:
- Section 2: 'Shipley Parish today', presents an overview of the area covered by the draft Neighbourhood Plan, what existing planning policy says for the area, key issues and comments raised during consultation.
 - Section 3: 'Shipley Parish tomorrow', presents the vision and objectives for the Plan area.
 - Sections 4 – 7: These sections present the policies and associated projects for Shipley Parish. These are grouped based upon the objectives outlined in Section 3.
 - Section 8: 'Next steps' outlines the current stage in the plan making process, how to respond to the draft Plan, and what the future steps in the process are.
- 1.6 For the avoidance of doubt, within sections 4 – 7, each topic area includes some introductory and explanatory text, followed by one or both of the following:

Policy Box

The draft Neighbourhood Plan establishes land use and development management policies for Shipley Parish. These are contained in green shaded policy boxes, like this one.

Project Box

The draft Neighbourhood Plan covers more than just traditional planning matters as it presents the community's vision for the area. Items that the community are seeking, but that cannot be delivered through planning policy, are identified and contained in blue shaded project boxes, like this one. These are included within the body of the report, rather than being presented in a separate chapter or appendix, because they relate to the objectives and form a clear and important part of the story.



Above: Coolham pavilion and play area

2. Shipley Parish ‘today’

The neighbourhood plan area

- 2.1 The Neighbourhood Plan area covers the entire parish of Shipley. The Parish lies within the district of Horsham, in the Low Weald area of West Sussex. It is approximately half way between the North and South Downs. The land is gently undulating and includes many woodland areas, some of which are host to a vast number of bluebells and many other wild flowers. The River Adur meanders through the Parish.
- 2.2 The Parish covers an area of approximately 31.25 square kilometres and extends from a boundary with Southwater in the north³ to Ashington in the south. The A24 Worthing Road runs north south along part of the eastern boundary of the Parish, providing direct road links with Horsham and Worthing. The A272 runs east west, bisecting the Parish, linking with Billingshurst and Haywards Heath. This, and many of the other roads and lanes in the Parish lack footpaths and thus make conditions unsafe for walking. Where verges do exist alongside roads, these are often used by vehicles for passing purposes and unsuitable for walking, particularly in wet weather. The A24 and A272 are both busy roads and some of the junctions are considered to be dangerous, with accidents often occurring.
- 2.3 The Parish has a population of around 1,150 people, generally living in the two small villages in the Parish (Shipley and Coolham), or within the hamlets at Dragons Green and Brooks Green. Development is small scale and dispersed: it very much has a rural character, with large areas used for agricultural purposes. However, the agricultural sector employs few people, with most of working age commuting to nearby towns and to London for employment. There is high car ownership in the Parish, with most people travelling to work by this mode.

³ Some housing has taken place in recent years on the edge of Southwater and directly related to Southwater, but are within the Parish of Shipley. There has previously been some discussion as to whether the Parish boundary should be amended, so that the new homes formally become part of Southwater. That change has not taken place.

- 2.4 Original farm houses have been extended over time, but it remains a generally low-density area with housing of different styles, but with common materials. As the Shipley Parish Design Statement notes, *‘there is both similarity and diversity of design’*⁴. Part of Shipley Village is designated as a Conservation Area⁵.

An iconic local landmark

King’s Mill, Shipley is an eight-sided smock mill, is a Grade II listed building, and is the youngest and the largest windmill in Sussex. Of the Mill, Pevsner notes: *‘A splendid smock mill in splendid condition.’*⁶ She was built in 1879 for Mr. Fred Marten by Mr. Grist, millwright of Horsham, and in 1906 Kings Land, the mill and five acres of surrounding land were bought by writer Hilaire Belloc.

Table 1: Descriptive text, Shipley Windmill

- 2.5 There has been a limited amount of new development in the Parish over the last few decades, reflecting its rural character. Where development has taken place it has tended to be in the form of ‘infill development’, the replacement or conversion of existing buildings. The age profile for the Parish is older than that for the district and the wider south east, some of whom are retired. Most people report that they are in good health.
- 2.6 The infographics presented on the following pages illustrate some of the key social economic data for the Parish.

The Knepp Castle Estate

The Estate extends to 3,500 acres of land across Horsham and is a key local landowner and employer, championing conservation and the environment. The estate land at Buck Barn crossroads and Pondtails Farm provides local employment opportunities for Shipley Parish. The remains of the Old Estate Castle are a Scheduled Ancient Monument and the Estate also contains seventeen Listed Buildings and a Registered Park. The Estate is recognised for its conservation work and is currently undertaking a rewilding project.

Table 2: Descriptive text, Knepp Castle Estate

⁴ Horsham District Council, May 2013, Shipley Parish Design Statement, Supplementary Planning Document. Note that this document forms evidence to the Neighbourhood Plan and key findings and recommendations from it are embedded in Appendix 2 of the Neighbourhood Plan as Design Guidance for Shipley Parish. The Statement is saved to the Shipley Parish Council website.

⁵ See map of the Conservation Area in Appendix 1

⁶ See, Pevsner, N. and Nairn, I. 1965, Pevsner Architectural Guides: Sussex (The Buildings of England)



SHIPLEY PARISH NEIGHBOURHOOD PLAN

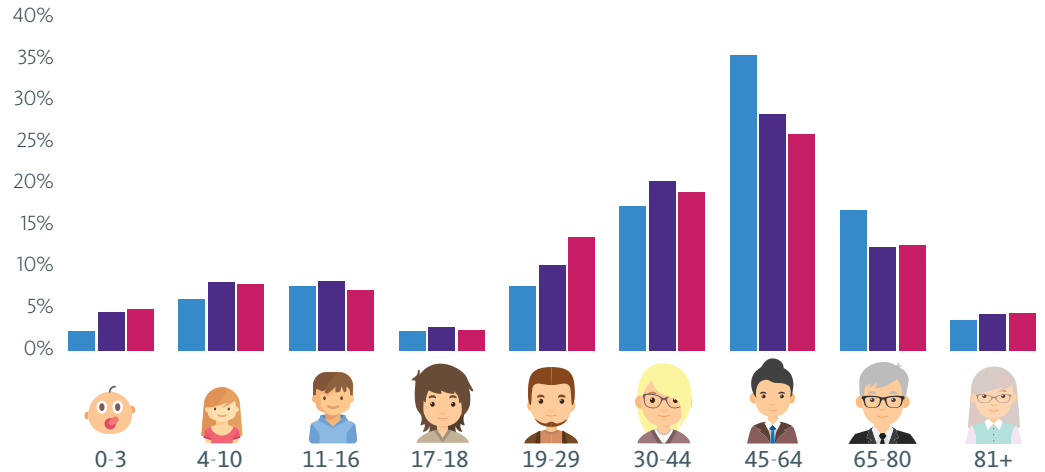
DEMOGRAPHICS KEY FACTS

POPULATION DENSITY

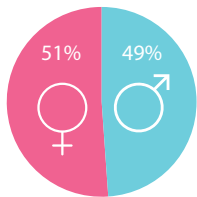
2.72 PEOPLE PER HECTARE^[1]



POPULATION BY AGE - Shipley - Horsham - South East ^[1]



MALE / FEMALE ^[1]



Total Population: 1147
FEMALES: 582
MALES: 565

ETHNIC GROUPS

95% White:
 English, Welsh, Scottish,
 Northern Irish, British

1.7% White: Others
1.4% Mixed/Multiple Ethnic Groups
1.9% Any Other Ethnic Group

HEALTH



0.4% Very Bad Health
2.3% Bad Health

10.7% Fair Health

35% Good Health

51% Very Good Health



3.9% of households have one person with a long term health problem or disability **with** dependant children.



17.92% of households have one person with a long term health problem or disability **without** dependant children.

INDICES OF DEPRIVATION

Index of Multiple Deprivation (IMD) Decile, where 1 is most deprived 10% of LSOAs. The **Horsham** score average is **8 out of 10**.



Households by Deprivation Dimensions:

51% Not Deprived in Any Dimension (252)
32% Deprived in 1 Dimension (157)
13.4% Deprived in 2 Dimensions (66)
3.6% Deprived in 3 Dimensions (18)

RELIGION



757 Christians (65%)

269 Have No Religion (23%)



8 Buddhists



3 Muslims



2 Jews



1 Hindu

106 Religion Not Stated (9.2%)

1 Other Religion

Sources:

[1] UK Census 2011, <http://www.ukcensusdata.com> - Retrieved on June 2016

[2] Indices of Deprivation 2015 - <http://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>

[3] ONS - Office for National Statistics, <http://www.neighbourhood.statistics.gov.uk/> - Retrieved on June 2016

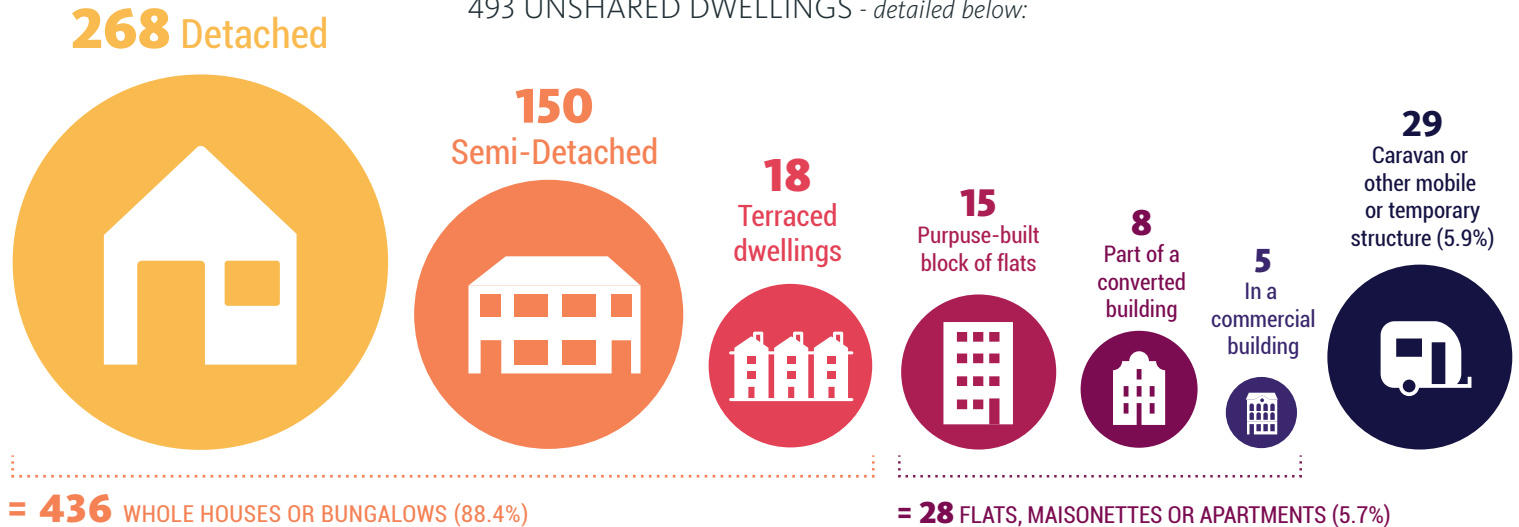


SHIPLEY PARISH NEIGHBOURHOOD PLAN

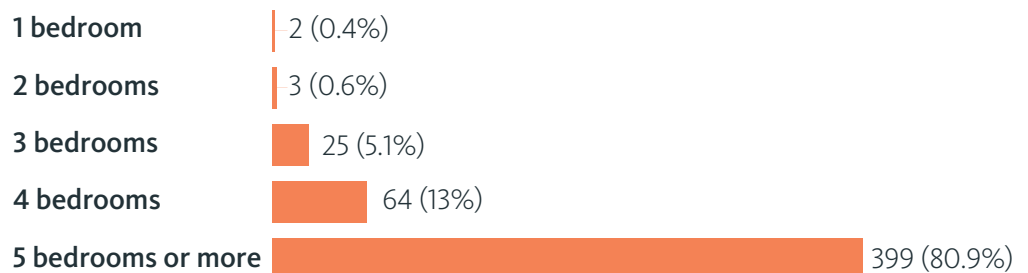
HOUSING KEY FACTS

DWELLING TYPES IN SHIPLEY ^[1]

493 UNSHARED DWELLINGS - detailed below:



DWELLING SIZES IN SHIPLEY ^[1]



Out of 493 households, 191 are owned outright, 143 are owned with a mortgage or loan and 86 are subject to rent from private landlord or letting agency. ^[2]

HOUSING NEED IN HORSHAM

16,000 homes delivered over a **20 year plan period** across Horsham

800 dwellings/year [target set by Horsham District Planning Framework 2015]

Affordable Housing: 225 - 404 dwellings/year in Horsham ^[3]

NEIGHBOURHOOD PLANS & HOUSING DELIVERY

Horsham District Planning Framework, 2015 makes provision for the delivery of

1,500 units to be delivered on sites identified

through Neighbourhood Development Plans over the whole plan period 2011 - 2031.

These are sites identified at parish level to **address the needs of local communities** ^[4]

Sources:

[1] ONS, June 2016

[2] Local Government Association - Basic facts about Shipley Neighbourhood plan area, accessed from www.local.gov.uk, February 2018

[2] Horsham District Council - Strategic Housing Market Area Assessment Affordable Housing Needs Model Update, 2014

[3] Horsham District Council - Housing Authority Monitoring Report Mid Yearly Update, May 2016





SHIPLEY PARISH NEIGHBOURHOOD PLAN

EMPLOYMENT KEY FACTS

COMPARATIVE EMPLOYMENT RATE ^[1]

Shipley - England

ALL USUAL RESIDENTS AGED 16 TO 74: 878 - 38,881,374

ECONOMICALLY ACTIVE: 633 / 72% - 27M / 69.9%

Employed full time: 304 / 34% - 15.01M / 38.6%

Employed part time: 105 / 11% - 5.33M / 13.7%

ECONOMICALLY INACTIVE/RETIRED:

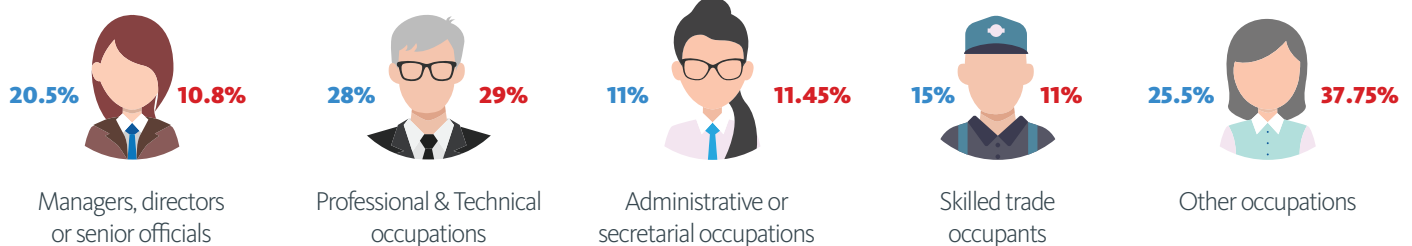
142 / 16% - 5.32M / 13.6%

UNEMPLOYED: 25 / 2.7% - 0.17M / 0.04%

COMPARATIVE WORK PROFILES ^[1]

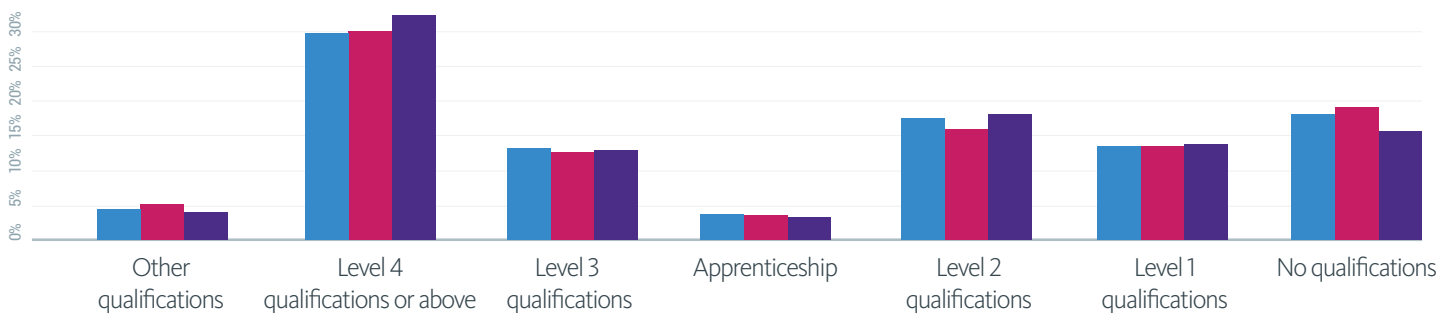
% of the population

Shipley - England



COMPARATIVE HIGHEST LEVEL OF QUALIFICATION ^[2]

Shipley - South East - Horsham



EMPLOYMENT LAND SUPPLY IN HORSHAM

FUTURE EMPLOYMENT LAND NEED

District's labour force will increase: from 66,797 (2011) to 76,815 (2031) or 501/year. this results in a need for an additional 3,457 B class jobs in Horsham over the plan period to 2031 = 173 B-class jobs/year.

The overall Horsham District employment land requirement equates to 185,160m² for all types of B class employment space up to 2031. ^{[3][4]}

FUTURE EMPLOYMENT LAND SUPPLY

60.63 ha of land available for B class uses in 2015.

27.7 ha of economic land deliverable within 6-10 years, through sites identified in the SHELAA. ^[5]



Sources:

[1] UK Census 2011, <http://www.ukcensusdata.com> - Information retrieved on June 2016

[2] ONS Crown Copyright Reserved - from Nomis on 3 June 2016

[3] GL Hearn - Employment growth projections

[4] Horsham District Council - Northern West Sussex Economic Growth Assessment, Supplementary Report for Horsham, April 2016

[5] SHELAA - Horsham District Council Strategic Housing and Employment Land Availability Assessment, 2015

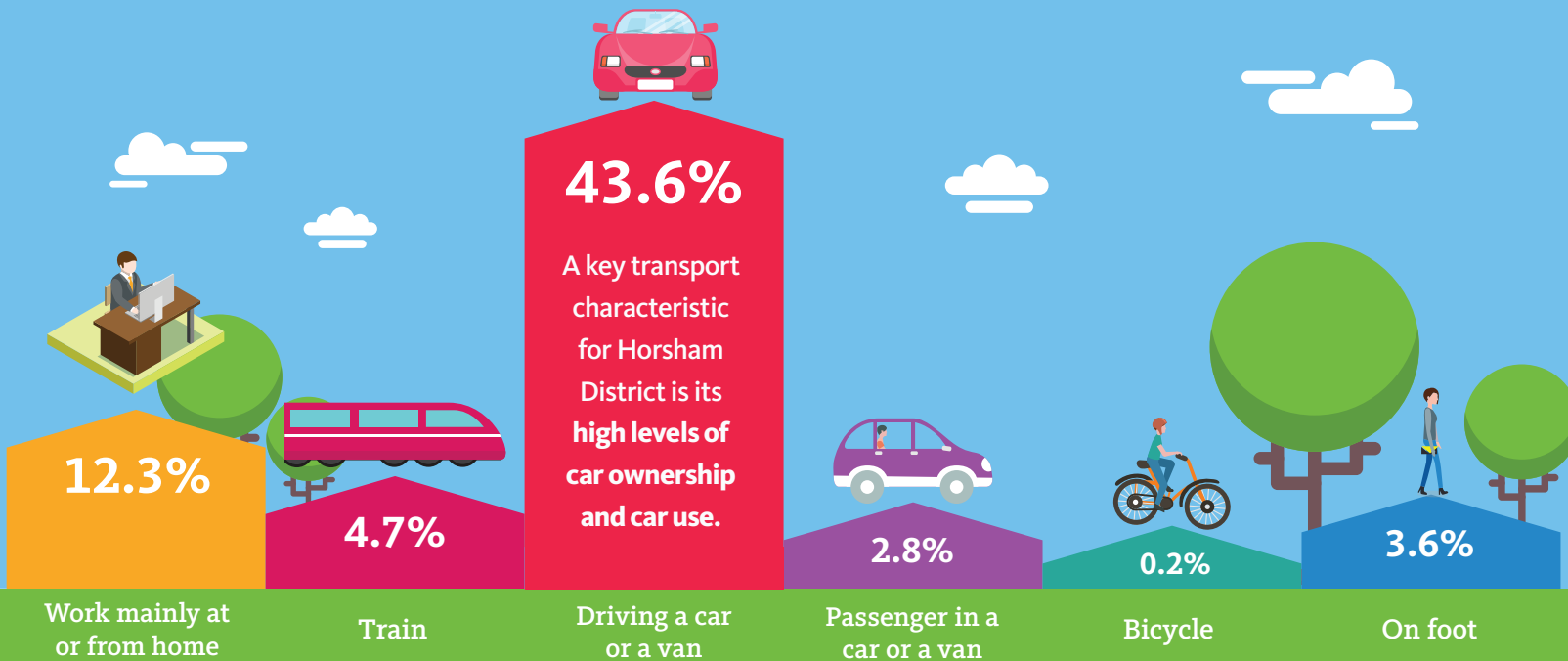




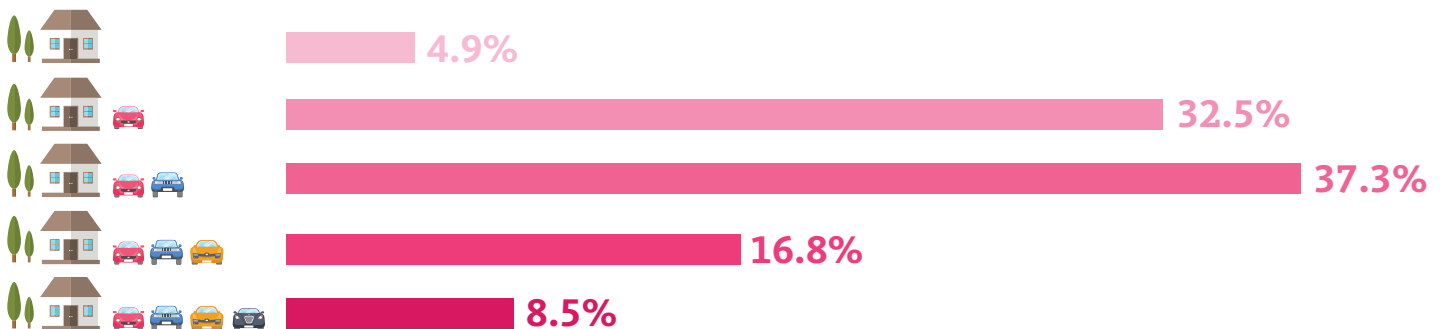
SHIPLEY PARISH NEIGHBOURHOOD PLAN

Transport & Infrastructure

METHOD OF TRAVEL TO WORK IN SHIPLEY ^[1]



CAR OR VAN AVAILABILITY IN HOUSEHOLD ^[1]



Ownership of two or more cars per household is higher in Shipley than it is for Horsham and the wider South East.

Sources:

[1] UK Census 2011, <http://www.ukcensusdata.com> - Retrieved on June 2016

What you told us

- 2.7 The consultation exercises undertaken by the Shipley Neighbourhood Plan Steering Committee, on behalf of the Parish Council, identified a range of issues of importance for addressing in the Neighbourhood Plan. Consultation exercises suggested that:
- The Neighbourhood Plan should include policies that direct growth to previously developed land within the existing settlement areas, and more specifically on brownfield and 'infill sites' within the villages and hamlets.
 - The Neighbourhood Plan should include policies that promote a mix of housing with an emphasis on affordable homes, catering for families and smaller households, balancing housing needs with the rural character of the area.
 - Traffic calming measures, including the slowing traffic speeds, are a main priority and should go hand-in-hand with improved public transport provision, allowing for safe, active, non-motorised mobility that provides access to local facilities.
 - Communication infrastructure is important for the local population and critical for local businesses. In order to encourage and support the local economy, improved mobile phone reception and broadband speeds should be delivered.
 - The Plan should include policies that seek to preserve the rural character of the area.
- 2.8 Although not all of these are 'land-use planning policy' matters, they do reflect the community's concerns and hopes for the area, and are thus embedded in this Neighbourhood Plan through a combination of the vision, objectives and supporting projects.

The development plan

- 2.9 Neighbourhood Plans must be prepared in line with national guidance and legislation including the Localism Act (2011), the Neighbourhood Planning (General) Regulations (2012)⁷, the Neighbourhood Planning Act, the National Planning Policy Framework (NPPF) (2019) and National Planning Practice Guidance (NPPG).
- 2.10 Neighbourhood Plans must be in general conformity with the strategic policies of the development plan⁸. The development plan for Shipley Parish is the Horsham District Planning Framework (HDPF), which was adopted by Horsham District Council in November 2015. This presents the planning strategy for the District for the years up to 2031.
- 2.11 The Policies Map that sits alongside the HDPF indicates that the whole of Shipley Parish is identified as being in an 'area outside the built-up boundary'. This also shows that part of the village of Shipley is designated as a Conservation Area, and that land at Knepp Castle is both a site of archaeological importance and a historic park / garden.
- 2.12 Other relevant policy documents at the district level include:
- Planning Obligations and Affordable Housing Supplementary Planning Document (SPD) (adopted September 2017).
 - Community Infrastructure Levy (implemented October 2017).
 - Shipley Parish Design Statement, SPD (adopted May 2013)⁹. The key findings and recommendations from this are included in Appendix 2 of the Neighbourhood Plan as Design Guidance for Shipley Parish and thus form part of this Plan.
- 2.13 The HDPF is currently being updated, with consultation on an 'Issues and Options' draft undertaken in April and May 2018¹⁰. Once adopted, the new HDPF will cover the period 2018 to 2036. This suggests that Shipley and Coolham should benefit from new settlement boundaries.

⁷ Updated in 2015 and 2016

⁸ See Para 29 / Footnote 16, MHCLG, February 2019, NPPF

⁹<http://www.shipleyparishcouncil.org.uk/Shipley-PC/UserFiles/Files/ShipleyParish-Design-Statement%20May%202013%20-%20FINAL.pdf>

¹⁰ See: <https://www.horsham.gov.uk/planningpolicy/planning-policy/horsham-district-planning-framework/local-plan-review-2018> (accessed May 2018)

- 2.14 This Neighbourhood Plan has been informed by the HDPF documents and the suite of supporting material providing evidence to this, all of which can be accessed via the Horsham District Council website¹¹.

Reviewing the Neighbourhood Plan

- 2.15 Notwithstanding the defined period of the Neighbourhood Plan to 2031, it is recognised that, with further changes to and review of the Local Plan likely, the Neighbourhood Plan will need to be reviewed periodically. This will enable the Neighbourhood Plan to remain 'current' and in conformity with the HDPF and National Planning Policy Framework.



Above: The 1st Shipley Scout Headquarters, Dragons Green, with its thatched roof

¹¹ See: <https://www.horsham.gov.uk/planningpolicy/planning-policy> (accessed February 2018)



Above: Annual Carriage Driving procession (top) and Shipley Church (bottom)

3. Shipley Parish ‘tomorrow’

- 3.1 This section of the Neighbourhood Plan sets out the vision and objectives for Shipley Parish. It has been informed through consultation and establishes the community’s aspirations for the future of the area.

Vision:

Our vision for Shipley Parish in 2031 is:

Shipley will have remained an attractive Parish in its Low Weald area in West Sussex and preserved its unique rural character.

Conservation areas will be protected and local green spaces preserved, with low density development, tranquility, gardens, wildlife and our relationship to the surrounding countryside maintained.

There will have been a modest growth in housing numbers through the provision of new homes, purpose designed to meet local needs. Any future development will not have detracted from the character, design principles and setting of the parish and there will be respect for road safety.

Our Neighbourhood Plan will look to the future by encouraging proposals to enhance telecommunications and broadband, and the parish will have continued to support local employment business.

Objectives:

- 3.2 The objectives below provide a framework for the Neighbourhood Plan policies.

Objective 01:

To ensure that all new development is of a high quality of design and is located within the existing villages and hamlets.

Objective 02:

To maintain the rural setting and character of the Parish, and enhance access to and enjoyment of green space for the benefit of all.

Objective 03:

To enhance accessibility and traffic safety for all across the Parish, including the slowing of traffic speeds.

Objective 04:

To deliver infrastructure that provides for the day-to-day needs of residents and businesses.

- 3.7 The policies, and projects, within this Neighbourhood Plan intend to deliver on these objectives. The next four sections of the Neighbourhood Plan present these, ordered in response to the objectives.
- 3.8 **It is important that the Neighbourhood Plan is read as a whole. All policies should be viewed together in the preparation and consideration of planning applications.**

4. Housing and development

Objective 01:

To ensure that all new development is of a high quality of design and is located within the existing villages and hamlets.

- 4.1 The HDPF does not establish a housing target for Shipley Parish, nor allocate any brownfield sites, gypsy and traveller sites for development. It does though, at Policy 15, note that some of the District's housing requirement will be met through development in Neighbourhood Plan areas and through windfall development.
- 4.2 The Parish does acknowledge that some new housing development is likely to take place over the life of the Neighbourhood Plan. This Neighbourhood Plan does not allocate sites, nor establish a housing target for the Parish, but it does provide general guidance as to the location, mix and quality of any proposed new development.

Policy Ship HD1: New housing development

Applications for housing developments within Shipley and Coolham villages, and Dragons Green and Brooks Green hamlets, will be considered favourably where the proposals meet all of the following criteria:

1. The proposed development is for an infill gap, or on previously developed land, within the continuity of existing buildings.
2. The proposed development will not result in the outward extension of the villages or hamlets onto greenfield land.
3. The proposed development delivers new affordable housing.
4. The proposed development reflects the scale and density of existing development in the village or hamlet where it is located.
5. The proposed development responds positively to Shipley Parish Design Guidance in Appendix 2 of the Neighbourhood Plan.

- 4.3 The HDPF seeks to focus new development at key settlements and within a series of strategic development areas, managing development such that it protects the rural character and landscape. Encouragement is also given to the reuse of previously developed land.¹²
- 4.4 The HDPF also states that:
- ‘Development will only be permitted within towns and villages which have defined built-up areas. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy’.*¹³
- 4.5 The villages and hamlets within Shipley Parish are ‘unclassified settlements’ within the HDPF settlement hierarchy. There are no settlement boundaries associated with these types of settlement¹⁴. Policy 26 of the HDPF states that in such locations, ‘the rural character and undeveloped nature of the countryside will be protected against inappropriate development’. It also requires proposals for development to meet one of four criteria, which are:
- Support the needs of agriculture or forestry;
 - Enable the extraction of minerals or the disposal of waste;
 - Provide for quiet informal recreational use; or
 - Enable the sustainable development of rural areas.
- 4.6 Immediately to the north, and abutting the Parish boundary, is the settlement of Southwater. In terms of the settlement hierarchy established in the HDPF, it is noted that Southwater has a role to play in supporting new development. Land to the west of Southwater is identified as a Strategic Site in the HDPF (see Policy 15), accommodating some 600 homes in the Plan period. Beyond this, the HDPF notes that *‘the future needs of local areas can be met... through the new Neighbourhood Planning system’*.¹⁵

¹² See, for example, Policy 2, Strategic Policy: Strategic Development, Horsham District Council, November 2015, Horsham District Planning Framework

¹³ Policy 3, Strategic Policy: Development hierarchy, *ibid*.

¹⁴ Consultation on the Issues and Options stage for the emerging Horsham Local Plan proposes that Shipley and Coolham villages should benefit from settlement boundaries in the future. Policy Ship HD1 in this Neighbourhood Plan has been drafted with flexibility in mind, such that it also applies if and when the settlement boundaries are drawn and adopted by Horsham District Council.

¹⁵ See para 3.24, *ibid*.

- 4.7 The Parish accepts that some new housing will come forward over the Plan period, which will help sustain the life of the area. However, through community consultation exercises it was made clear that the rural character of the Parish should be retained. This reflects earlier work on the Shipley Parish Design Statement, and which comprises supporting evidence to the Neighbourhood Plan, which states, alongside other points, that:

'Any proposed development should:

- Be in keeping with the rural nature of the Parish and not be sporadic development of a greenfield site.*
- Be capable of being absorbed into the locality without adversely affecting the character of the Parish.*
- Not result in the over-development of a site or create a precedent for ribbon development.*
- Not adversely affect the well-being of neighbouring residents, but enhance the way of life and needs of the Parish.*
- Not put undue pressure on the infrastructure.*
- Protect the Conservation Area.*
- Develop only worthwhile and long-standing agricultural buildings'.¹⁶*

- 4.8 Any proposed new development in Shipley Parish should therefore meet the criteria established in the HDPF or any future review, and be located within existing villages and hamlets, protecting the rural character of the Parish in accordance with the above criteria. At such time in the future, should Shipley and Coolham villages benefit from a defined settlement boundary in the new HDPF, then any proposed development in those villages should be confined to those boundaries.

¹⁶ Page 18, Horsham District Council, May 2013, Shipley Parish Design Statement, Supplementary Planning Document. Saved to the Shipley Parish Council website as evidence to the Neighbourhood Plan: <http://www.shipleyparishcouncil.org.uk/Shipley-PC/UserFiles/Files/ShipleyParish-Design-Statement%20May%202013%20-%20FINAL.pdf>

Policy Ship HD2: Housing mix

Applications for new housing in Shipley Parish should respond to the most up-to-date local housing need wherever possible, including two and three-bedroom homes as well as new affordable housing, contributing to a balanced mix of housing in the Plan area. Subject to national thresholds for the provision of affordable housing, the scheme must provide the maximum viable amount of affordable housing.

Rural exception sites to provide local needs affordable housing will be permitted where this need is evidenced and where the development is well related to existing settlements and does not have an unacceptable impact on the visual or landscape amenity of the area. Any market housing within such developments must be demonstrated to be the minimum necessary to deliver a viable scheme.

4.9 The HDPF supports:

*The provision of rural housing which contributes towards the provision of affordable housing where there is a demonstrable need.*¹⁷

4.10 The District Council's review of housing need¹⁸ suggests that although the population of the district as a whole is projected to increase over the twenty-year period from 2011 to 2031, the greatest increase will be in the 60-74 and 75+ age groups. It is anticipated that the population with the 30-44 and 45-59 year age groups will decline. During the same period, it is anticipated that overall household size in the District will fall, reflecting a 'growing number of older people living in smaller households'¹⁹. It estimates that the fully objectively assessed need for housing in Horsham District is 636 homes per year over the Plan period.

4.11 This study also includes an overview of affordable housing need across the District, which it estimates as being between 225 – 404 homes per year over the Plan period, although the study assumes that some of this need could be accounted for by the Private Rented Sector.

4.12 The more recent Housing Mix study²⁰ prepared for Horsham and Crawley Councils notes that over the ten-year period 2001 – 2011 in Horsham:

¹⁷ Policy 2, clause 11, *ibid*.

¹⁸ GL Hearn for Horsham District Council, March 2015, *Housing Need in Horsham District*

¹⁹ Para 2.24, *ibid*.

²⁰ Chilmark Consulting for Crawley Borough Council and Horsham District Council, November 2016, *Market Housing Mix*

'The proportion of owner-occupied dwellings has reduced relative to total stock, but there has been an absolute increase in the number of such dwellings. The private rented sector has seen an increase in the total number of such dwellings, resulting in a substantial increase in the share of the total dwelling stock in Horsham'.²¹

- 4.13 The study goes on to find that three-bedroom owner-occupied housing comprises the largest stock of housing on the District as a whole, with the social rented sector focused on one and two-bedroom properties.
- 4.14 Neither of these studies drill down to the Parish level. However, the Housing Mix study does suggest that within the rural areas and smaller towns in Horsham, there is a need for two and three bed properties, within both the owner occupier and private rented sectors²².
- 4.15 In Shipley Parish, the housing stock is skewed towards larger properties (including those with three and four plus bedrooms). There is also a low proportion of housing for social-rent²³.
- 4.16 Wherever possible, any new housing in Shipley Parish should contribute to a rebalancing of the housing stock, with an emphasis on affordable homes, catering for families and smaller households.

²¹ Para 3.5, *ibid*.

²² Table 5.4, *ibid*.

²³ Office for National Statistics, 2011 Census

Policy Ship HD3: High quality design

All proposals for new development in Shipley Parish are expected to respond positively to local design characteristics and features as set out in the Shipley Parish Design Guidance (in Appendix 2 of this Neighbourhood Plan). New development should be of a size and scale which respects and, where possible, enhances the character of the area or locality, using materials typical of the area.

Applicants are encouraged to demonstrate, through submission documents, how the proposed scheme responds to the Shipley Parish Design Guidance.

Any proposal for new affordable housing should be designed such that it is 'tenure-blind', i.e. it is of an equal quality in terms of its design and use of materials compared to the market element and it should be integrated into the overall proposal.

- 4.17 The NPPF emphasises the importance of high quality design and the role that Neighbourhood Plans can play in setting design expectations. It states:

*'Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.'*²⁴

- 4.18 The Shipley Parish Design Statement provides this local level of understanding and expectation. The key findings and recommendations from that are set out in Appendix 2 of this Neighbourhood Plan as Design Guidance for Shipley Parish.

- 4.19 The HDPF states that:

*'For development to be sustainable, good design is essential. It will need to draw on the local, social and environmental characteristics being considered alongside visual and functional concerns. Good design will ensure that development enhances and complements local character, landscape and open spaces and can also ensure that environmental mitigation is incorporated into development. Ultimately good design should ensure that vibrant and functional communities with a distinctive 'sense of place' is achieved.'*²⁵

- 4.20 It goes on to state that:

²⁴ Para 125, MHCLG, February 2019, NPPF

²⁵ Para 9.8, Horsham District Council, November 2015, Horsham District Planning Framework

‘Consideration of the townscape character of settlements will be informed by broad based studies of historic character, Conservation Area Appraisals, Village or Parish design statements and any emerging Neighbourhood Plans’.²⁶

- 4.21 Policies 32 to 34 then establish the policy position with regard to the quality of new development. Shipley Parish Council strongly agrees with the policies and sentiments expressed in the HDPF. It is why the Parish worked closely with the District Council to prepare a Parish Design Statement, which was adopted as a Supplementary Planning Document by Horsham District Council in May 2013. The Design Statement forms evidence to the Neighbourhood Plan and key findings and recommendations from it are presented in Appendix 2 of the Neighbourhood Plan as Design Guidance. The Statement is saved to the Parish Council website.
- 4.22 The Shipley Parish Design Guidance includes a discussion of characteristic design features within the Parish and which should be used to inform the style, appearance, scale and type of proposed new development. This covers housing, garages, farm and outbuildings, commercial buildings and open spaces. Equally, the Parish Design Guidance identifies those features that are characteristic of the area and which are not considered appropriate for new development.
- 4.23 All proposals for new development should refer to the Parish Design Guidance and demonstrate how the design features within this have influenced the proposals.

²⁶ Para 9.15, *ibid.*



Red Deer Stags in Shipley (top), and Shipley football ground (bottom)

5. Environment and countryside

Objective 02:

To maintain the rural setting and character of the Parish, and enhance access to and enjoyment of green space for the benefit of all

- 5.1 The rural character of the Parish was highlighted through consultation as one of the most important features of the area, which should be reflected in any future development proposals, the quality of the environment and countryside, and access to this, enhanced for all.

“South of Horsham, in a part of the Weald where the whole countryside looks like a tidy landscaped park. More open than the landscape further north and west, with continuous views of the Downs.”²⁷

- 5.2 The HDPF notes that the high-quality environment makes the district a pleasant place to live and work, it contributes to a high quality of life, attracts and retains businesses, and should be maintained and enhanced.
- 5.3 Matters related to the design and character of new development are addressed in the Shipley Parish Design Guidance, as referenced in other policies in this Neighbourhood Plan, and also within policies in the HDPF. This section of the Neighbourhood Plan covers open space, including Local Green Space Designations, and access to the countryside.

²⁷ Quote from Pevsner about Shipley. See, Pevsner, N. and Nairn, I. 1965, Pevsner Architectural Guides: Sussex (The Buildings of England)

Policy Ship EC1: Local green space designations

The following areas are designated as Local Green Spaces, as shown in Figures 16 and 17:

1. Coolham Playing Fields.
2. Church Close / Red Lane.

Planning applications for development on the Locally Designated Green Spaces will not be permitted unless very special circumstances are demonstrated.

- 5.4 Under the NPPF, Neighbourhood Plans can designate Local Green Spaces which are of importance to the local community. The NPPF states that Local Green Spaces should only be designated where the green space is:
- a) In reasonably close proximity to the community it serves;*
 - b) Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and*
 - c) Local in character and is not an extensive tract of land'.²⁸*
- 5.5 The Local Green Spaces listed in Policy Ship EC1 (and mapped in Appendix 3) are both considered to meet the criteria for designation outlined in the NPPF and, in particular, are of recreational value to the local community.

²⁸ Paragraph 100, MHCLG, February 2019, National Planning Policy Framework

Project Ship ECA: Access to the countryside

The provision of improved green routes and, where possible, new green routes, is strongly encouraged.

Many existing routes in the Parish are severed by main roads, including the A24, A272 and B32139. Future enhancements that improve or create new crossings to overcome this severance are welcome. Completing these gaps and connecting the villages and hamlets will aid local community interaction and cohesion.

Where new routes, or improvements to existing routes, are provided, they should accord with best practice design principles, including that established by Sustrans in the 'Handbook for Cycle Friendly Design' and 'Greenway Management handbook', and be acceptable to the County Council as highway authority.

- 5.6 Green routes, for the purposes of this Neighbourhood Plan, refer to existing public rights of way, footpaths, bridleways and cycle paths, which provide access to and enjoyment of the countryside for all.
- 5.7 West Sussex County Council has recently consulted on a Rights of Way Improvement Plan for the period 2018-2028²⁹. It is noted in this that *'the Public Rights of Way (PROW) network enriches quality of life and helps to make West Sussex a special place'*. The County Council's vision for the PROW network is:
- "To enable people to enjoy the countryside on foot, by bicycle and by horse, for health, recreation and to access services, while recognising the need to balance this with the interest of those who live and work in the countryside and the management of special landscapes".³⁰*
- 5.8 The HDPF, notes that *"the population should be given the opportunity to access a high quality natural environment without damaging it."*³¹
- 5.9 Shipley Parish is criss-crossed by a network of existing public rights of way³². Although the network is generally good for people walking, it is less so for cyclists and those riding horses, and is disconnected in parts. Equally, the management of some routes are considered a barrier to use (e.g.: wet and muddy paths). Within the Parish,

²⁹ See: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/rights-of-way-improvement-plan/> (accessed March 2018)

³⁰ Ibid. page 2

³¹ Page 95, Para 11.18, Horsham District Council, November 2015, Horsham District Planning Framework

³² See: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/>

new and improved routes, signage and, where appropriate, traffic calming measures, that complete the network and enhance access for all are encouraged. Opportunities for such improvements will be explored with the District and County Council.

- 5.10 Any new routes, or improvements to existing routes, in Shipley Parish, should be delivered in accordance with best practice principles for design and maintenance. Sustrans, for example³³, recommends that cycle routes should include a smooth surface with good drainage properties and long-term durability. Handbooks for cycle route design³⁴ and greenway management³⁵ published by Sustrans are a source of best practice for implementing and maintaining routes for all. Where works are planned for existing or future public footways or bridleways then standards for design should also be acceptable to West Sussex County Council as highway authority.

³³ See: <https://www.sustrans.org.uk/our-services/our-expertise/route-design/sustrans-design-guidance> (accessed March 2018)

³⁴ Sustrans, April 2014, Sustrans design manual: Handbook for cycle-friendly design

³⁵ Sustrans, June 2016, Sustrans design manual: Greenway management handbook

6. Traffic and transport

Objective 03:

To enhance accessibility and traffic safety for all across the Parish, including the slowing of traffic speeds.

- 6.1 Traffic calming measures in the Parish are a main priority and should go hand-in-hand with improved public transport provision, as well as allowing for safe, active, non-motorised mobility that provides access for all to local facilities. There is currently some provision for cyclists and horses within the Parish. This section of the Neighbourhood Plan outlines policies and projects that respond to local traffic and transport matters.

Policy Ship TT1: Active travel

Support will be given to proposals for development that incorporate improved and extended footpaths and cycle paths where appropriate. They should be direct, convenient and safe to use.

Wherever possible, and in accordance with the Shipley Parish Design Statement, proposed new development should provide natural surveillance of public spaces and a safe pedestrian environment.

Proposals for non-residential use should support and enable active travel through inclusion of safe, secure and convenient cycle parking as well as changing facilities where appropriate.

Proposals for development that reduce the capacity or safety of existing active travel infrastructure, including footpath or cycle space, will not be considered favourably.

- 6.2 The HDPF notes high levels of car ownership across the District but, for those who don't have access to a car (11.8% of the Districts' residents), then access to services and facilities is difficult. This becomes even more so in rural areas. This is exacerbated by the dispersed nature of rural settlements across the District and limited public transport provision. The HDPF promotes healthier lifestyles and more transport choice. It is committed to development of a sustainable transport system, which includes a re-balancing in favour of non-car modes of transport. Walking and cycling is also encouraged by the County Council, including the delivery of new cycle routes³⁶.

Project Ship TTA: Traffic management and safety

The Parish Council will liaise with Horsham District Council and West Sussex County Council (as Highways Authority) to prioritise improvements to the highway network across the Parish, redesigning key junctions to make them safer for all, to redesign roads, particularly those through the villages and hamlets, to reduce traffic speeds and provide improved conditions for pedestrians.

- 6.3 Responses to consultation undertaken to inform the Neighbourhood Plan raised the issue of traffic speed, safety and the maintenance of highways within the Parish. Traffic 'hot spots' identified by respondents to consultation included the Coolham crossroads, the junction at Shipley Paygate, the junction at Smithers Hill, and locations outside schools. In addition, data collected in relation to traffic accidents over the past five years³⁷ identifies a series of accident hot spots, including:
- The junction of the A24 and Mill Straight roundabout, to the south of Southwater.
 - The junction of the A24 and A272.
- 6.4 This safety issue is also identified by West Sussex County Council in the County Transport Plan³⁸ which notes that there are high casualty rates between Ashington and Southwater. It is stated in the Transport Plan that improvements will be made to the A24 to address these high casualty rates.

³⁶ West Sussex County Council, February 2011, West Sussex Transport Plan, 2011-2026

³⁷ Source: <http://www.crashmap.co.uk>, as accessed in February 2018, and presented in Appendix 2 of this Neighbourhood Plan

³⁸ West Sussex County Council, February 2011, West Sussex Transport Plan, 2011-2026

- 6.5 Other more localised incidents have occurred across the Parish, particular between the junction of the A272 and Shipley Road, as well as north along Shipley Road towards Southwater.
- 6.6 The Shipley Parish Design Guidance also references the nature of the road system within the Parish. This notes:
- The historic nature of development in the Parish resulted in narrow carriageways which have widened overtime, with verges often used for passing purposes.
 - That despite the presence of verges in some locations, walking conditions along these are relatively poor.
 - The A272, with its straight stretches and narrow verges, is particularly unconducive to walking.
 - The use of brightly coloured road markings, particularly on the A272, which have been put in place to help prevent accidents, are unsightly and detract from the quality of the environment.
- 6.7 The safety of the highway network, for all users, is of paramount importance to the Parish Council. The Parish Council is keen to work with the Highways Authorities, and other relevant organisations, to identify and deliver traffic management measures, to improve conditions.

Project Ship TTB: Bus provision and non-motorised travel

The Parish Council will liaise with Horsham District Council and West Sussex County Council (as Highways Authority) to promote the use of sustainable modes of travel that provide access for all, and thus reduce reliance upon the car. This may include, but is not limited to:

1. Reintroduction of bus services, including provision of real-time information about bus services.
2. The creation of safer streets and junctions to incorporate walking and cycling infrastructure, and, where appropriate, provision for horse riders.
3. Funding and support for Community Transport schemes.

- 6.8 There is an extremely poor public transport provision within the Parish, with bus services cut in 2017. Walking and cycling conditions are equally poor. There is no choice but for people to move around by car. This of course limits the potential for those who cannot drive, for whatever reason, or do not have access to a car, to move about and enjoy the same opportunities, for employment, leisure and recreation purposes etc, as others do.
- 6.9 Billingshurst Community Transport is a scheme available for the elderly, disabled and frail residents of Billingshurst, Ifold, Kirdford, Plaistow, Loxwood and Shipley. This service enables registered passengers to undertake trips to medical appointments, day centres, shops, leisure and other non-urgent appointments. The scheme requires registration and is dependent upon a group of volunteers. The Parish Council is committed to ongoing support of the scheme.
- 6.10 These projects are closely aligned with support given to sustainable transport measures outlined in the HDPF³⁹.

³⁹ See Policy 40, Sustainable Transport, Horsham District Council, November 2015, Horsham District Planning Framework

7. Community, infrastructure and businesses

Objective 04:

To deliver infrastructure that provides for the day-to-day needs of residents and businesses.

- 7.1 Through consultation it was suggested that the existing retail, community, leisure and sports facilities should be protected and improved, that opportunities for the development of small businesses should be supported, and that communication infrastructure should be improved. This section of the Neighbourhood Plan presents policies and projects associated with these areas.

Retail, social and community facilities

Policy Ship CO1: Retail, Social and community facilities

Applications that would result in the loss of retail or pubs will be resisted unless market evidence is provided demonstrating that:

1. The existing use is no longer viable and supported by a twelve-month marketing strategy; and
2. The proposal would not be detriment to the character, amenity and functions of the immediate vicinity.

Applications to enhance and provide additional community facilities will be supported. Flexible multi-functional buildings that allow for the widest possible use and activity will be supported. All proposed development should demonstrate how it responds to the characteristic design features set out in the Shipley Parish Design Guidance.



Pubs in Shipley Parish, from top: The Selsey Arms, The Countryman Inn, The George and Dragon

Village Halls in Shipley Parish:

Coolham Village Hall opened its doors around 1950 when the current building replaced a small wooden hall. Since then it has always been managed by a small committee of local volunteers, who offer their various skills and services. The management committee look after the fabric of the building, organise hirings and run social events for the village and surrounding areas.

Coolham is a very small village with few facilities. It has only a pub and the village hall - so the hall is a very important resource for the village community, and the committee are determined to ensure that it remains fit for purpose.

We have a number of regular users, including a Montessori nursery school, a karate and martial arts school. All of these provide social, creative and educational opportunities for the local community, and the committee are dedicated to supporting as many of these as possible. The hall is also used for Dog training, music practice, community meetings and social events.

Located at: Billingshurst Road, Coolham

The Andrew Hall was built in 1888 and is a Grade II listed building with great facilities for any function. The main hall is 20ft wide by 80ft long and there is also a stage which is 16ft wide by 8ft deep. The hall has a well-equipped kitchen, toilet facilities and a grassed area to the rear.

It has many regular users, ranging from community meetings, social events, clubs and societies, short mat bowls and art classes.

Located at: Red Lane, Shipley

Table 3: Descriptive text, Village Halls in Shipley

- 7.2 The HDPF, at Policy 12, recognises the importance of retail within towns and villages, *'so that they continue to be the prime focus for community life'*.
- 7.3 The presence of and provision of social and community infrastructure is also critical to sustaining the life of a rural Parish, providing access to essential services and facilities. Equally, and in responding to earlier surveys and questionnaires, residents of Shipley Parish also noted the importance of local shops and pubs, and the important role they play in strengthening social networks, sense of community and identity. There are three pubs in the Parish (The Selsey Arms, The Countryman Inn and The George and Dragon). These provide important social facilities as well as supporting the local economy and serving the tourism industry, with B&B facilities also located at The George and Dragon.
- 7.4 The HDPF seeks to retain and enhance existing facilities and services. It states that: *'Communities will only be sustainable if they are fully inclusive and deliver necessary standards of services and facilities'*.⁴⁰
- 7.5 Policy 43 of the HDPF outlines the approach to provision of new facilities. It also establishes the process by which the loss of facilities should be restricted.



Coolham Village Hall



The Andrew Hall

⁴⁰ Para 11.18, Horsham District Council, November 2015, Horsham District Planning Framework

Project Ship COA: Locally important Community and Heritage Assets

The following are recognised as important local assets:

1. 1st Shipley Scout Headquarters
2. Coolham Advanced Landing Ground War Memorial
3. Observation Post / Radio Station

Further work will be undertaken by the Parish Council to explore whether they should be designated as a local asset.

The sensitivity of these should be reflected in any planning application.

- 7.6 The community and heritage assets identified in Project Ship CO2 are important to the local community, local character and identity. Further work will be undertaken by the Parish Council to considered appropriate designations for these.
- 7.7 The 1st Shipley Scout Headquarters, at Dragons Green, is a former Methodist Church and is the only scout hut in the country with a thatched roof. The Group celebrated their 85th anniversary in 2019.
- 7.8 The War Memorial is located at the site of the former Advanced Landing Group, a temporary airfield built to support Operation Overlord in 1944. The memorial commemorates those who died during the operation and is inscribed in English and Polish.
- 7.9 The Shipley Observation Post⁴¹, also known as 'Shipley (Sussex) Zero Station', is one of three 'Zero Stations' in Sussex. The station was effectively an underground hideout where coded messages and intelligence reports on German troop movements during the Second World War were received from radio operators. These stations formed part of a network under control of the Special Duties Organisation, a branch of the Auxiliary Units. From these stations messages were relayed back to the Special Duties Headquarters at Hannington Hall, Wiltshire. Maintenance of radio equipment was the responsibility of The Royal Corps of Signals.

⁴¹ For more information on the station see: http://www.subbrit.org.uk/sb-sites/sites/s/shipley_zero_station/index.shtml

Employment

Policy Ship CO2: Employment

Proposals that include units for start-up businesses, small scale employment units and other businesses will be supported.

Applications for such development will be supported where they comprise infill sites or involves the reuse or conversion of existing farm and rural buildings and the erection of well-designed new buildings and accord with other policies in the development plan.

All proposals should demonstrate how proposed buildings and associated parking arrangements respond to the characteristic design features within the Shipley Parish Design Guidance (in Appendix 2 of this Neighbourhood Plan) and maintain the quality and character of the area.

7.10 The HDPF⁴² notes that:

- Opportunities for small and medium businesses and business start-ups need to be provided in settlements across the district.
- There is an on-going need to enhance the rural economy. This includes enabling diversification of rural employment space.
- There is a need to ensure that communications and technologies in the district (e.g.: high speed broadband) are present in order to meet business demands.

7.11 The Thornhill Business Estate falls within the Neighbourhood Plan area. It is home to a number of high value companies and is completely occupied. The HDPF recognises the important role and contribution that home working and home-based businesses can make towards the district's economy.

7.12 Policy 10 of the HDPF specifically addresses rural economic development. This encourages new development and enterprises, where it maintains the quality and character of the area. It also includes criteria related to the location and suitability of buildings for employment uses.

7.13 The Shipley Parish Design Guidance notes that there have been few new commercial buildings constructed recently, though there have been some conversions of older traditional buildings for office use. Where such buildings are to be reused and or

⁴² Chapter 5, Horsham District Council, November 2015, Horsham District Planning Framework

refurbished, then materials and landscaping should wherever possible reflect local materials and character.

Policy Ship CO3: Broadband and Mobile Reception

Proposals to provide access to a super-fast broadband network and improved mobile reception to serve the Parish will be supported.

New developments should provide suitable ducting capable of enabling the provision of up-to-date electronic communications infrastructure.

The location and design of any above-ground network installations shall be sympathetically chosen and designed to not adversely affect the character of the local area.

- 7.14 Current Broadband speeds across Shipley Parish are very low, particularly when compared to nearby towns and villages (see Figure 2). The Parish is keen to see this addressed.
- 7.15 The NPPF states that *'advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being'*.⁴³ Equally, the HDPF notes the importance of high speed broadband, as well as other infrastructure, to meet the social and economic needs of rural communities. Policy 37 of the HDPF states that *'new homes and workplaces should include the provision of high-speed broadband access and enable provision of future technologies where available'*. However, it is not just providing improved speeds as part of new development that is important, but delivering improvements for all residents and businesses.
- 7.16 Although West Sussex County Council has been in the process of rolling out its 'better connected' scheme to deliver faster broadband services across the County⁴⁴, many properties in Shipley Parish do not yet benefit from fibre broadband and faster speeds. Equally, mobile phone reception across the Parish is weak in many places (see Figure 3). As with Broadband speed, the Parish is keen to see coverage improve. Ofcom (the UK Telecoms watchdog) has recently launched plans to improve mobile phone reception in rural areas⁴⁵, including provision of new masts. Where these are to be provided, it is important that they respond to the character of the area.

⁴³ Para 112, MHCLG, February 2019, NPPF

⁴⁴ See <http://www.westsussex-betterconnected.org.uk/> for more information, accessed February 2018

⁴⁵ <https://www.ofcom.org.uk/about-ofcom/latest/features-and-news/getting-rural-areas-connected>

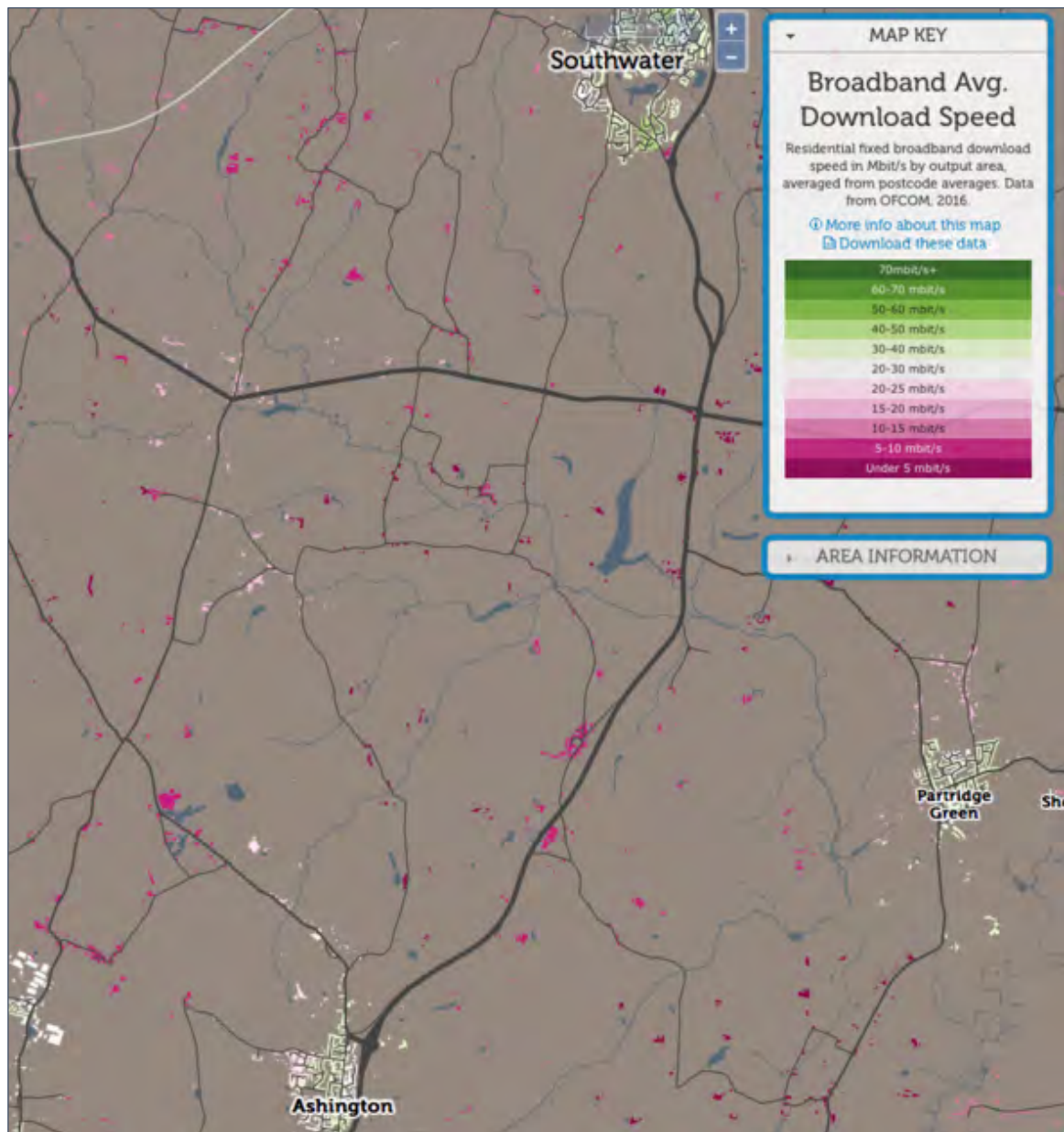


Figure 2: Average residential broadband download speeds (Mbit/s)

source: Consumer Data Research Centre, based on OFCOM data, 2016.

<https://maps.cdrc.ac.uk/#/metrics/bband/default/BTTTTT/10/-0.1500/51.5200/> (accessed February 2018)

Note: Some improvements have been made since the OFCOM data shown in the above figure was produced, but further improvements are still required.

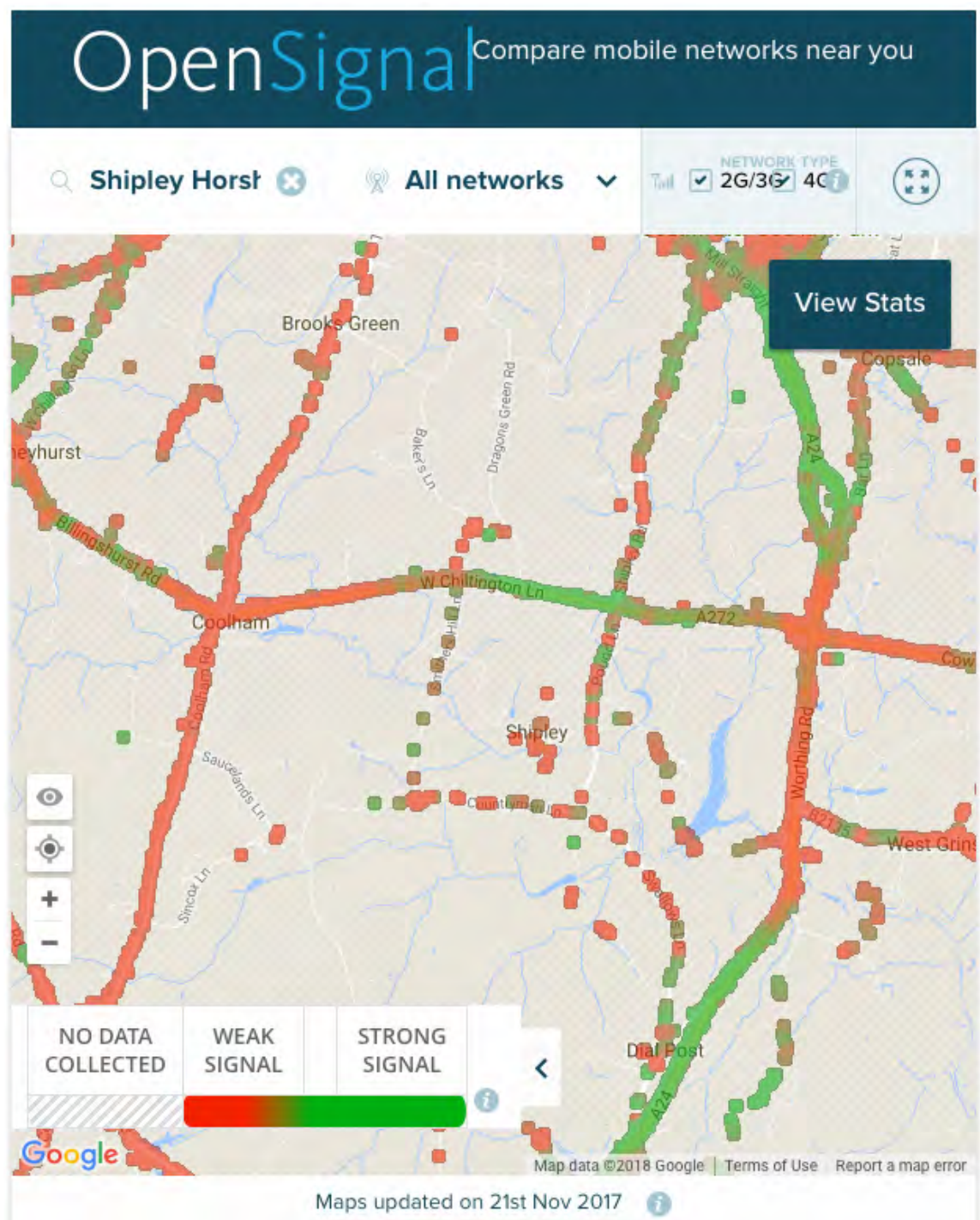


Figure 3: Mobile phone reception (3G and 4G) across Shipley Parish

Source: <https://www.which.co.uk/reviews/mobile-phone-providers/article/mobile-phone-coverage-map>
(accessed April 2018)

Community Infrastructure Levy

Project Ship COB: Community Infrastructure Levy (CIL)

Where development projects trigger the requirement for CIL payments and s106 agreements these will be made in accordance with Horsham District Council's CIL Charging Schedule.

Monies payable to Shipley Parish Council will be used to help support delivery of the projects outlined in the Neighbourhood Plan, in the blue Project boxes, which are:

1. Project Ship ECA: Green routes and links
2. Project Ship TTA: Traffic management and safety
3. Project Ship TTB: Bus provision and non-motorised travel

7.17 The Community Infrastructure Levy (CIL) is a charge levied on development which is payable to the local authority and is intended to be spent on infrastructure projects in the District that help address the demands placed on an area resulting from growth. This might include, for example, spending on new transport infrastructure, health and educational facilities, open spaces and sports facilities.

7.18 A portion of CIL is payable to the Parish Council for spending on local projects in the Neighbourhood Plan area. When the Neighbourhood Plan is made the Parish Council will receive 25% of all CIL monies paid to Horsham District Council. In regard to what this money can be spent on, advice suggests⁴⁶:

"The neighbourhood portion of CIL can be used for a wider range of planning issues than infrastructure as long as they are concerned with addressing the demands that development places on an area."

7.19 The Horsham District Council CIL Charging Schedule was approved in April 2017 and implemented on 1 October 2017⁴⁷. All applications for development that are above the necessary thresholds will be subject to this charging schedule, or any subsequent updates to it. Associated with the Charging Schedule is a 'Regulation 123 List' which outlines the infrastructure items that the District will spend CIL receipts on.

⁴⁶ My Community / Locality, 2017, Community Infrastructure Levy; Neighbourhood planning toolkit

⁴⁷ <https://www.horsham.gov.uk/planningpolicy/planning-policy/community-infrastructure-levy>

- 7.20 Through consultation and work on the Neighbourhood Plan a series of projects have been identified which the Parish Council intends to direct the neighbourhood portion of CIL towards. These are referred to through the Neighbourhood Plan, in the blue 'projects' boxes and referenced within the CIL policy above. These projects will be kept under review by the Parish Council.
- 7.21 Alongside CIL, the District Council will continue to negotiate Section 106 agreements with applicants which can provide funds or works to make development more acceptable in planning terms. The Parish Council will liaise with the District Council as to the most appropriate form of Section 106 agreement relating to applications within the Neighbourhood Plan area.



William Penn School



8. What Happens Next?

- 8.1 This is the Referendum version Neighbourhood Plan for Shipley Parish. It has been subject to independent examination and has been recommended for referendum. The Examiner's report was received in June 2020, stating:
- "I congratulate Shipley Parish Council and its Steering Group on the quality of this neighborhood plan. It is a professional document focused on responding to what the community has identified as being important for it to address. The Plan will provide a sound basis for determining planning applications in the parish into the future."*
- 8.2 The Neighbourhood Planning Regulations require the local authority (Horsham District) to outline their actions in response to the Examiner's recommendations. The District Council issued a decision statement on 4 August 2020 agreeing with the Examiner's recommendations.
- 8.3 As a result of the COVID-19 pandemic new legislation has been passed that prevents any referendum on neighbourhood plans being held until 5 May 2021 at the earliest. Until such time as a referendum can be held, Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority (Horsham District Council) must have regard to a post examination Neighbourhood Plan (i.e.: a Referendum Version Plan), so far as material to the application.
- 8.4 As and when the referendum can be held this will be organised by Horsham District Council. All people of voting age in the Parish are eligible to vote on whether the Plan should be brought into force ('made') or not. If more than 50% of all people who turnout vote in favour of making the Plan, then it will be 'made' and become part of the suite of planning policies used by Horsham District Council to help shape and determine planning applications in the Parish.



Knepp Castle (top), War Memorial (bottom)

Appendix 1: Shipley Conservation Area

The map presented overleaf shows the extent of the designated Conservation Area in Shipley.

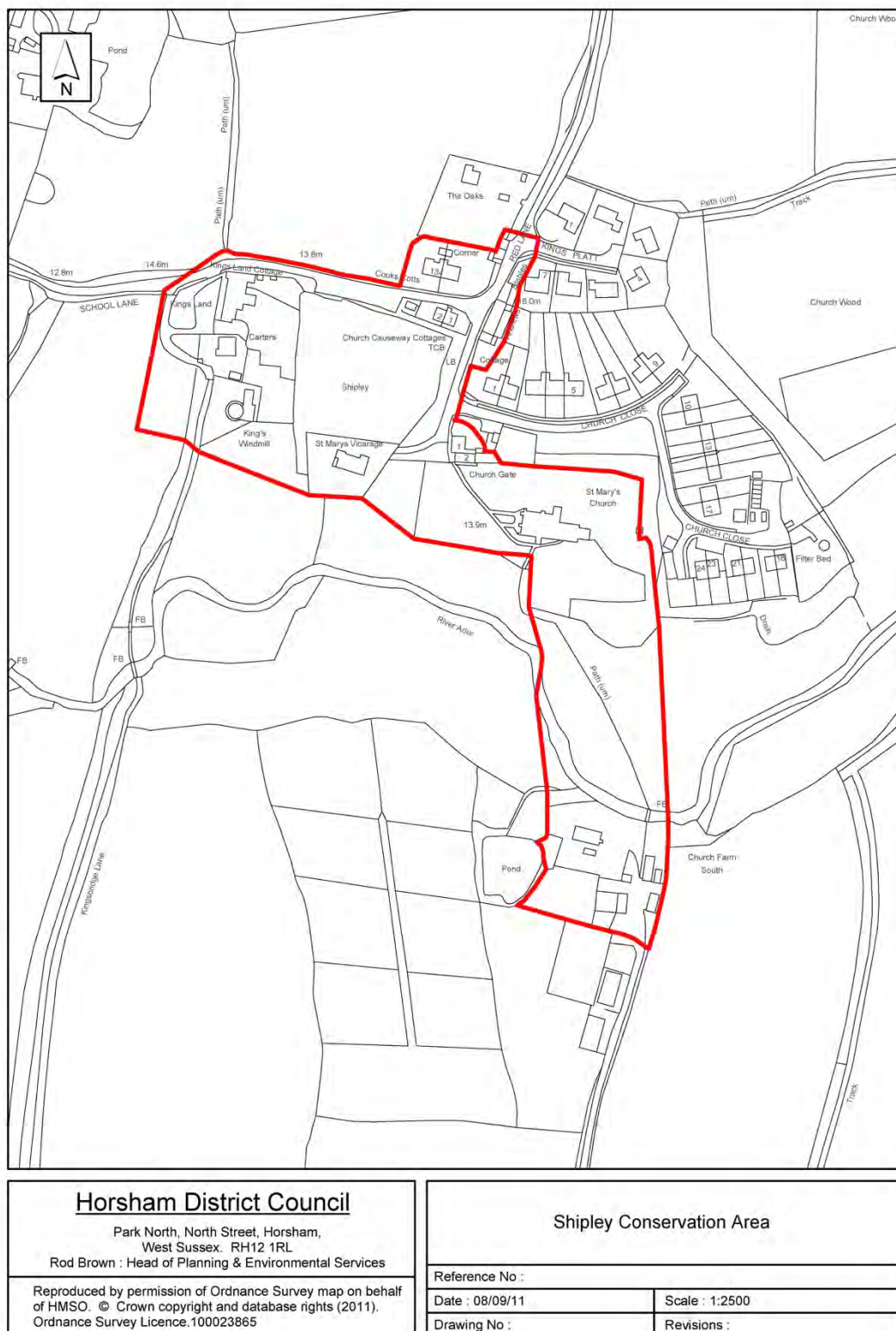


Figure 4: Shipley Conservation Area

Source: Horsham District Council

Appendix 2: Shipley Parish Design Guidance

The document included in this appendix comprises Design Guidance for Shipley Parish. It represents a summary of the key points and recommendations from the Shipley Parish Village Design Statement SPD. The Statement forms evidence to the Neighbourhood Plan and is available for download via the Shipley Parish Council website:

<http://www.shipleyparishcouncil.org.uk/Shipley-PC/UserFiles/Files/ShipleyParish-Design-Statement%20May%202013%20-%20FINAL.pdf>

Note: All images in this document are sourced from the Shipley Parish Design Statement, May 2013

APPENDIX TO SHIPLEY PARISH NEIGHBOURHOOD PLAN



SHIPLEY PARISH VILLAGE DESIGN GUIDANCE

December 2018

Introduction

The Neighbourhood Plan

The stated objectives of the draft Shipley Parish Neighbourhood Plan include:

“To ensure that all new development is of a high quality of design and is located with the existing villages and hamlets”.

and

“To maintain the rural setting and character of the Parish, and enhance access to and enjoyment of green space for the benefit of all”.

These objectives frame policies in the Plan. Policy Ship HD3 sets out the policy for high quality design in the Parish. It states:

“All proposals for new development in Shipley Parish are expected to respond positively to local design characteristics and features as set out in the Shipley Parish Design Statement. New development should be of a size and scale which respects and, where possible, enhances the character of the setting, using materials typical of the area.

Applicants should demonstrate, through submission documents, how the proposed scheme responds to the Shipley Parish Design Guidance.

Any proposal for new housing should be designed such that it is ‘tenure-blind’.”

Further references to the Shipley Parish Design Guidance and qualities established in it are made in Policy Ship TT1 (Active Travel), Policy Ship CO1 (Retail, Social and Community Facilities) and Policy Ship CO2 (Employment).

The Shipley Parish Design Statement

The Design Statement was adopted by Horsham District Council as a Supplementary Planning Document (SPD) in May 2013, following a formal consultation period.

The Shipley Parish Design Statement describes the character of Shipley Parish and sets out guidance for the design of all development in the Parish based on its character. It should be used to guide all development within the Plan area, including new development as well as extensions to existing buildings. The Design Statement assists Planning Officers and the Parish Council in determining planning applications in the area.

Embedding the Parish Design Statement into the Neighbourhood Plan

Following advice from Horsham District Council **the key points and recommendations from the Shipley Parish Design Statement have been summarised and are presented in this document, which forms an Appendix to the Neighbourhood Plan. This now comprises Design Guidance for Shipley Parish, embedding the recommendations and guidance within the Neighbourhood Plan, drawing out key planning and design matters that should be used to shape planning applications and help inform decisions.** The summary underpins design policies in the Neighbourhood Plan and is intended to provide clarity for all involved in the planning process. The main Shipley Parish Design Statement forms evidence to the Neighbourhood Plan and should continue to be referred to.

This summary document makes reference to the character of Shipley Parish and form of development within it. It presents guidance and recommendations in regard to:

- The Built Form, including:
 - Shape and Massing
 - Roofscape
 - Windows
 - Doors
 - Garages and sheds
- Materials, including:
 - Brickwork
 - Façade Design
 - Roof Materials
- Street Frontages, including:
 - Boundary Treatments
- Farms and Commercial Buildings
- The Street Scene, including:
 - Exterior lighting
 - Road signs
 - Services

Built Form

Shape and Massing

The majority of properties in Shipley Parish are formed of simple shapes, often rectangular with the eaves line running parallel to the road frontage. New development should seek to complement this.

Two-storey detached and semi-detached buildings are the predominant typology within the Parish. Three storey dwellings are uncharacteristic, however two storey dwellings may have habitable space within the attics. New development should seek to complement this.

Single storey dwellings are not common in the Parish. However, it is recognised that single storey dwellings may suit the needs of some residents within the Parish and should be designed to complement the built form in the area: where single storey dwellings have a long ridge line they complement well traditional single-storey farm buildings in the Parish. One-and-a-half storey houses, where the eaves line is part way up the upper storey, are also complementary.

Where extensions to existing properties are proposed they should be subservient to the original building.

Roofscape

There are a range of roof styles on buildings within Shipley Parish. New development and extensions should seek to incorporate these within their designs. The main types are summarised below.

Roof Pitch

Most properties in Shipley Parish have been constructed with steep roofs between 40° and 45° with pitches to abutments, hips and dormers at the same angle. Roof pitches on both sides of the ridge are the same.

Partial/Barn Hips

The typical half-hip on barn buildings within Sussex is found on many houses within Shipley Parish (see Figure 5). Where present these tend to consist of a small hipped end to a gable of 1/3 or 2/3 of the gable end triangular height, thus softening the massing of the building in question. The upper point of the gable is replaced by a small hip squaring off the top of the gable and the lower edge of the top of the gable and the lower edge of the partial hip usually has a gutter which leads back to the remainder of the roof on both sides.



Figure 5: Example of 'Partial Hip' roof

Catslide Roofs

Outshots or lean-tos with cat-slide roofs, where the roof line comes down from the second to first storey level, and do not necessarily extend to the full length of the building, are common on older buildings. The pitch of the cat-slide roof should generally be the same as the roof which is still being extended.

Dormers

Roof dormers are common in Shipley Parish (see for example Figure 6 and Figure 7). They are typically narrow with hipped roofs. Wide dormers or dormers with shallow sloped or flat roofs are not characteristic. There are also a number of houses with wall dormers, where the dormer is integral with the face of the wall below, breaking the line of the eaves of the building.



Figure 6: Example of 'Dormer' found in Shipley Parish



Figure 7: Example of 'Dormer' found in Shipley Parish

Gablets

Many of the oldest houses in Shipley Parish have gablets (Figure 8). These are small open gables above the hipped line of the roof. They can be glazed to allow small amounts of light into roof spaces.



Figure 8: Example of a 'Gablet' in Shipley Parish

Chimneys

Chimneys are a dominant feature within the Parish (Figure 9), and should be included wherever possible to maintain the same characteristics. Many of these have been constructed using locally sourced clay brick, are often large and elaborately detailed.



Figure 9: Example Chimney found in the Parish

Windows

Most common in Shipleigh Parish are white painted timber Georgian Bar style windows (cottage windows). There are also many examples of windows composed of diamond and leaded panels. Most commonly windows are fixed or hinged. Bow and sash windows are not characteristic of the area.

Windows in new buildings and extensions should complement the above styles. It is acknowledged that the use of PVC windows can achieve good results in modern buildings with a sympathetic appearance.

Doors

Front doors are almost all of braced plank construction and are typically placed in the centre of the road-facing façade.

Many of the dwellings have porches over the front doors. These may be small porticos suspended from the front wall. They are sometimes carried on upright posts; in this case the roof is tiled to match the main roof and is of the same pitch.

The porches are characteristically of modest size and open fronted and sided.

Garages and sheds

Garages and sheds should match the houses that they are associated with and should use the same design criteria as houses.

Although they are likely to be constructed from less expensive materials, they should have the same external appearance.

Typically they may have timber frames or breeze block walls with timber weatherboarding down to ground level. Painted un-rendered blocks should be avoided.

The massing and relative positioning of these buildings should be in harmonious proportion with the houses and surrounding buildings that they are associated with.

Large garage doors should be painted only in muted countryside colours.

Materials

Brickwork

Traditional brickwork with contrasting brick quoins is a strong detail in much of the Parish. Where present there are subtle contrasts between the brickwork and the quoins (Figure 10).

On many older buildings the brickwork has been painted, often to give homogeneity of presentation on mixed materials, and is normally painted off white. Bright white and colours (including pastel colours) are uncharacteristic.

Many dwellings incorporate red/dark brickwork, often with blue headers in Flemish Garden Wall bond. Sourcing these special bricks can prove difficult. Staffordshire Blue bricks has been used as a sympathetic alternative.



Figure 10: Example of brickwork displaying contrasting 'brick quoins' in the Parish

Façade Design

Weatherboarding

Timber weatherboarding has often been used in conjunction with natural or painted brickwork or tile hanging in Shipley Parish. It is almost always applied only to the upper floor (Figure 11).

The boards may be painted white or black or be treated with a preservative and left unpainted to develop the attractive silver-grey of weathered timber.

The boards should be narrow and parallel-sided and have the feathered profile.



Figure 11: Example of 'weatherboarding' in the Parish

Tile Hanging

Tile hanging is used extensively across the Parish, often in conjunction with natural brick to the lower half.

There are sometimes contrasting colour bands within the tile hanging (Figure 12), but in most cases single colour tiles incorporating decorative feature club tiles (Figure 13).

Care should be taken not to over use this feature.



Figure 12: Example of building with contrasting tile work in the Parish



Figure 13: Example of building with decorative, single colour feature tiles in the Parish

Rendering

There are some properties within the Parish that have utilised render. Where this is the case the surface finish should be flat and relatively rough. A lime render finish can blend in well.

Guttering and Downpipes

Black half-round guttering and round downpipes are found on the majority of buildings within the Parish.

Often seen on some of the older buildings within the Parish is the omission of fascias, with guttering fixed via rafter brackets to the ends of exposed timber rafters.

Roofing Materials

Plain clay tiles are the most characteristic roofing material and are often accompanied by either white or black bargeboard and fascias. The tiles are characteristically uneven, without the flatness of 'machine-made' tiles.

Decorative shaped tiles are common on walls, but uncharacteristic on roofs. Ridge tiles are plain half-round with no decoration.

The colour of most roofs is a mixture of red and brown tiles giving an attractive rural look. Welsh slate tiles are also frequently used within the parish.

Historic buildings utilising the traditional Horsham Stone tiles should aspire to maintain this roofing material⁴⁸.

In any extension, the materials of the original building should be matched as closely as possible, but where original roofing material has been uncharacteristic the whole roof may be replaced with more suitable material.

Roofing materials uncharacteristic of the Parish are:

- Wooden shingles
- Large format tiles, interlocking roof tile systems and concrete tiles.



Figure 14: Traditional housing in Shipley Parish displaying a mix of materials, roof styles and architectural features considered characteristic of the area

⁴⁸ Guidance published by the Stone Roofing Association in respect of Horsham Stone roofs should be referenced: <http://stoneroof.org.uk/Horsham%20guide%20v2.pdf> (accessed March 2019)

Street Frontages

Boundary Treatment

The front boundaries in the villages and hamlets are generally low. Tall front walls, fences or hedges are unsuitable, even where the property is set back from the road, as they compartmentalise the streetscene.

Walls are generally brick, not stone or stone/brick mix. They have flat tops along their length, not being scalloped or castellated with buttresses not protruding above the top edge.

Hedges may be dense imported species or rougher native species.

Front gates should be low, open and made of wood.

Rear garden boundaries can be tall and dense to give privacy, as long as they do not affect the street scene and so long as neighbours are not adversely affected.

Where a side garden has a road frontage, a low boundary is preferred, but requirements for privacy must be taken into consideration.



Figure 15: Typical country lane within Shipley Parish, with mature vegetation and wide grassed verges

Farms and Commercial Buildings

Farm Buildings

The conversion of farm buildings should seek to maintain the original appearance of the building.

Agricultural uses of farm buildings should be preserved where possible to maintain the rural character of the area.

Where agricultural buildings are closed up for an alternative use, nesting boxes for owls should be provided.

Commercial Buildings

Where traditional buildings are converted to office uses it is desirable that the original external appearance is maintained.

The cladding of commercial buildings should be in muted countryside colours.

Hedging and tree planting should be used to help soften the appearance, where appropriate.

The Street Scene

To preserve darkness, external lights, including street lights, should be angled so that they light the ground and no light spills out above the horizontal. The light source should not be visible at night is looked at from the side.

This can be achieved by using the nationally recommended screened flat glass light fittings, installed with the glass horizontally.

Road signs should be kept to the minimum required for safety and direction.

Appendix 3: Local Green Space Designations

This section provides information about the two Local Green Space Designations in the Neighbourhood Plan including, on this page, a matrix of assessment against the NPPF criteria.

Criteria	LGS 1: Coolham Playing Fields	LGS2: Church Close / Red Lane
Is it publicly accessible?	Y	Y
Is it subject to other designations?	N	N
Does it have planning permission?	N	N
Is it allocated / proposed for development?	N	N
Is it in close proximity to the community?	Y	Y
Is it an extensive tract of land?	N	N
It is demonstrably special to the community with regard to:		
- Beauty	N	N
- History	N	N
- Recreation	Y	Y
- Tranquillity	N	N
- Wildlife	N	N

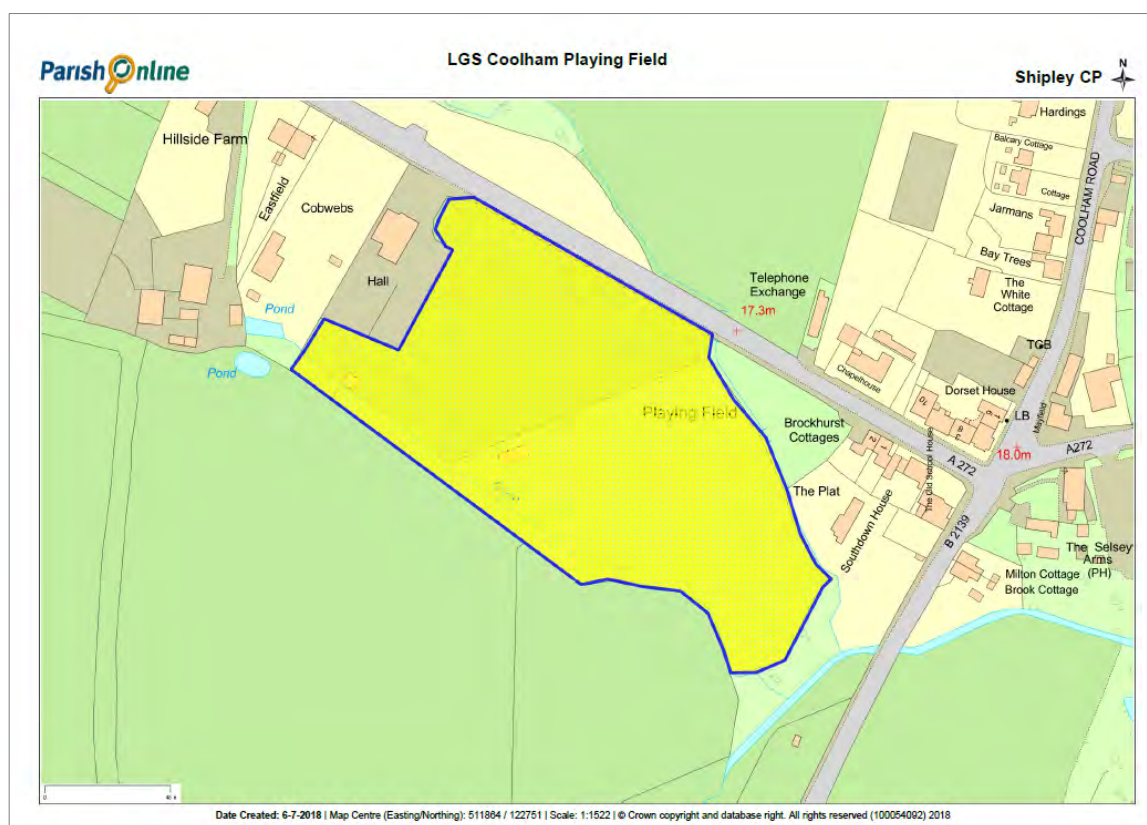
LGS 1: Coolham Playing Fields

Edge of settlement recreation ground linking the village hall to the main part of the village. The site is a clearly defined area containing playing fields, informal space, youth shelter and a playground as well as landscaping. It is an attractive, good sized, flexible recreation ground suitable for many uses and was being used at the time of the visit. It is well located, adjoining the small community at Coolham and positioned alongside a village hall with car parking.

Its value in terms of beauty, tranquillity and wildlife it is typical of a recreation ground in a rural location. It is considered demonstrably special to the community due to its recreational value.

To the east of the site is a listed building (The Plat).

Figure 16: Location Plan, LGS 1: Coolham Playing Fields



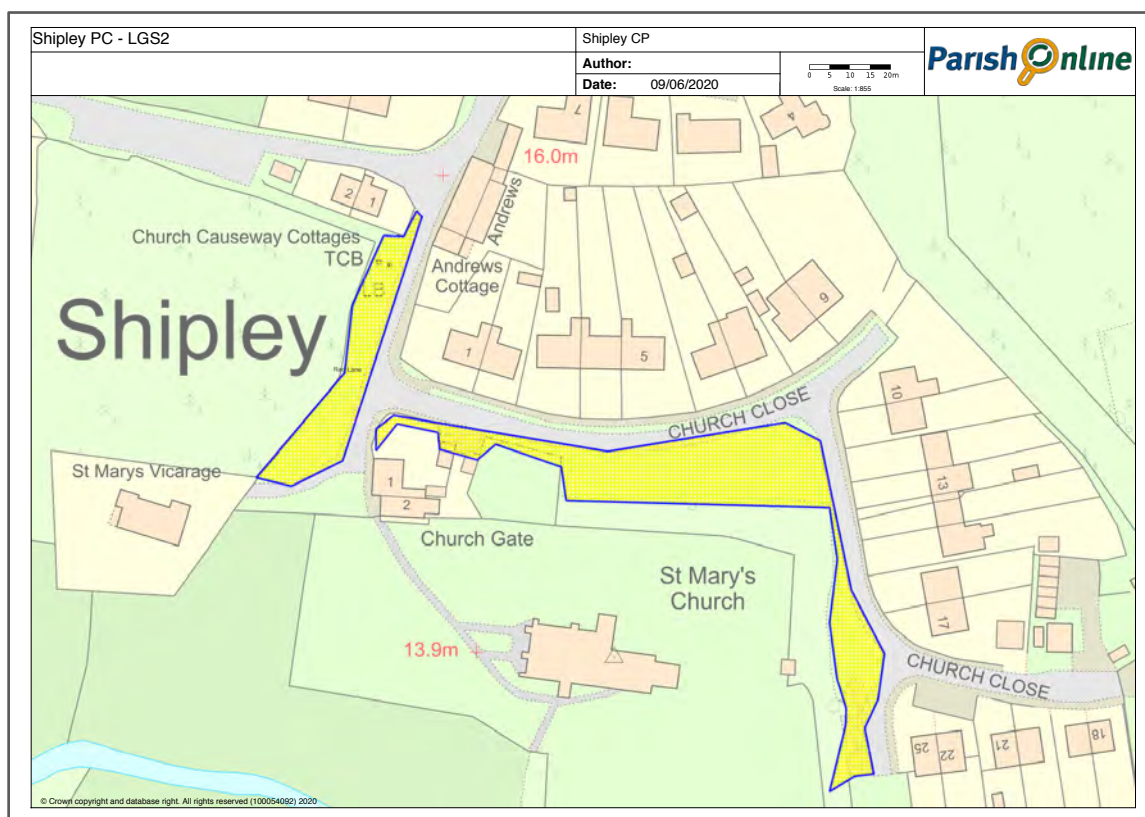
LGS 2: Church Close / Red Lane

Located within Shipley, this is a moderately sized area of informal greenspace adjoining the post war housing in Church Close. It clearly forms part of the setting to the houses, it is attractive with a number of mature trees within. It borders the Churchyard, separated by a wide band of trees and shrub with a small brook.

Its level of tranquillity is typical of a small village location and it is likely to have some wildlife value. It is however considered to be demonstrably special for its recreational value and it is likely that children through the generations have played on this area of open space, which appears to be safe, secure and well cared for.

The LGS is located on the boundary of the Shipley Conservation Area.

Figure 17: Location plan, LGS 2: Church Close / Red Lane



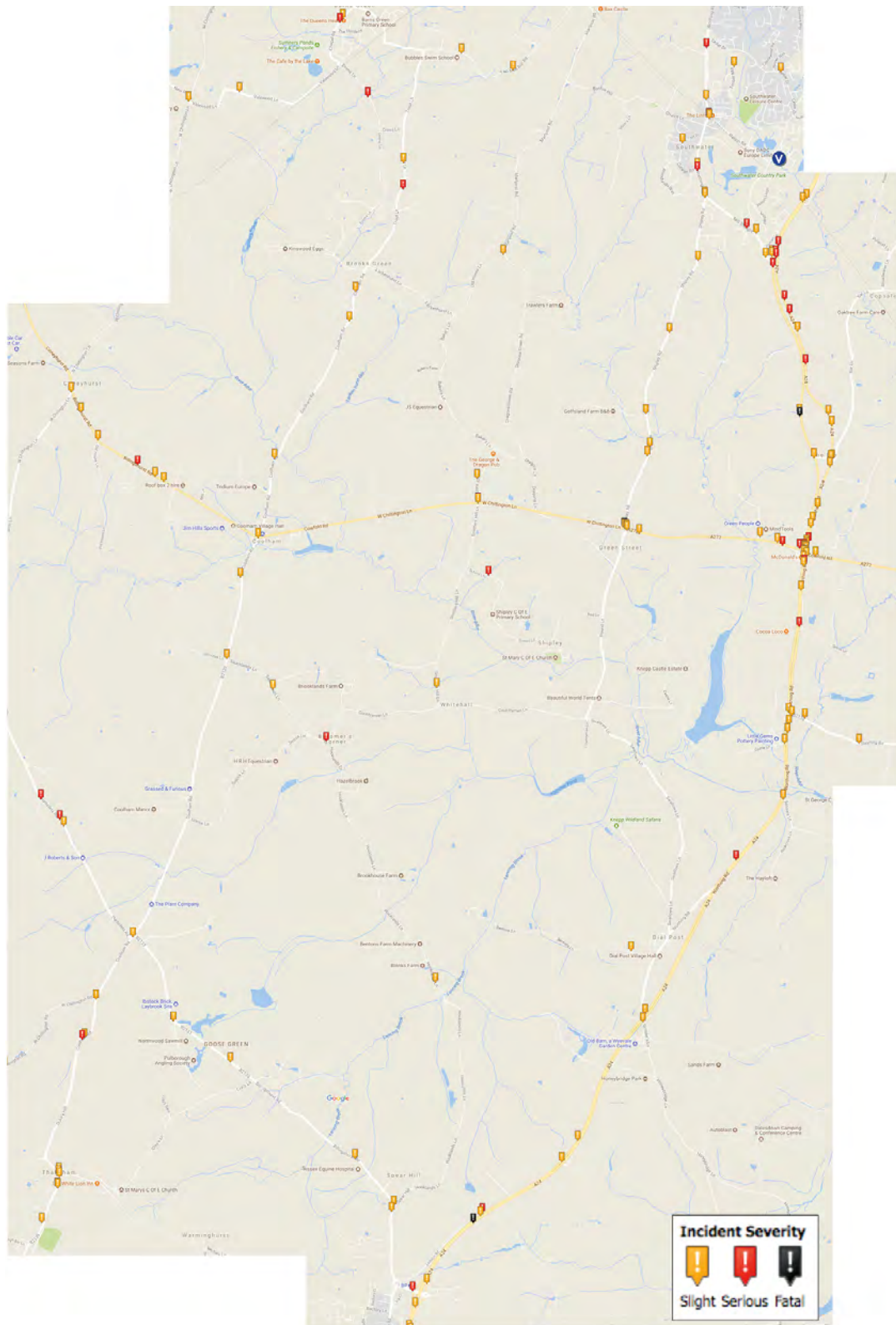
Appendix 4: Traffic Safety

The plans attached overleaf indicate the location and severity of all traffic incidents recorded over the five-year period 2013 – 2017, including all vehicle types and casualty types.

The information is taken from Crashmap.co.uk, which uses data collected by the police about road traffic crashes where someone has been injured. The data is approved by the National Statistics Authority and released by the Department for Transport.

The plan overleaf is taken from <http://www.crashmap.co.uk>, as accessed in February 2018.

Figure 18: Map of traffic incidents, and severity of incident, 2013-2017



Source: <http://www.crashmap.co.uk>

Glossary of Terms

Adoption – The final confirmation of a development plan by a local planning authority.

Affordable housing - includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Ministry of Housing, Communities and Local Government - is the Government department with responsibility for planning, housing, urban regeneration and local government (MHCLG). Previously known as the Department for Communities and Local Government (DCLG).

Community Infrastructure Levy (CIL) - allows Local Authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools, health centres, leisure centres and parks. Parishes with a Neighbourhood Plan will receive 25% of any community infrastructure levy arising from developments in their area compared to parishes without a Neighbourhood Plan who will receive 15%.

Conservation Area - an area of special architectural or historic interest, the character or appearance of which is preserved by local planning policies and guidance.

Development Plan - Includes the adopted Horsham District Planning Framework (HDPF), and any future adopted Local Plan which may replace it, and Neighbourhood Development Plans which are used to determine planning applications.

Evidence base - The background information that any Development Plan Document is based on and is made up of studies on specific issues, such as housing need for example.

Greenfield site - Land where there has been no previous development, often in agricultural use

Green-space - Those parts of an area which are occupied by natural open space, parkland, woodland, sports fields, gardens, allotments and the like.

Housing Associations / Registered Social Landlords / Registered Providers – Not-for-profit organisations providing homes mainly to those in housing need

Independent Examination - An assessment of a proposed Neighbourhood Plan carried out by an independent person to consider whether a Neighbourhood Development Plan conforms with the relevant legal requirements.

Infrastructure – Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

Infill Development – small scale development filling a gap within an otherwise built up frontage.

Listed Building – building of special architectural or historic interest.

Local Planning Authority - Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, county council, a unitary authority or national park authority. For Shipley Parish this is Horsham District Council and West Sussex County Council.

Neighbourhood Development Plan – A local plan prepared by a Parish Council for a particular Neighbourhood Area, which includes land use topics

Permitted Development – comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

Planning Permission - Formal approval granted by a council (e.g. Horsham District Council) in allowing a proposed development to proceed.

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.

Public Open Space - Open space to which the public has free access.

Rural Exception Sites - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Section 106 Agreement – Planning obligation under Section 106 of the Town & Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal.

Settlement Development Limits Boundary – Settlement or development boundaries (village envelopes) seek to set clear limits to towns and villages. They are designed to define the existing settlement and to identify areas of land where development may be acceptable in principle, subject to other policies and material planning considerations.

Soundness – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified (founded on robust and credible evidence and be the most appropriate strategy), whether the plan is effective (deliverable, flexible and able to be monitored), and whether it is consistent with national and local planning policy.

Stakeholder – People who have an interest in an organisation or process including residents, business owners and national organisations and government departments

Sustainable Communities – Places where people want to live and work, now and in the future.

Sustainable Development – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Use Classes Order – The Town and Country Planning (Use Classes) Order 1987(as amended) is the statutory instrument that defines the categories of use of buildings or land for the purposes of planning legislation. Planning permission must be obtained to change the use of a building or land to another class.

Acknowledgements

Shipley Parish Council would like to thank everyone who participated in consultation and engagement events to help shape and inform the Neighbourhood Plan.

We are also grateful to members of the Neighbourhood Planning Steering Group, who have committed their time, energy and passion to preparing the Neighbourhood Plan and helping to shape a better future for Shipley Parish.

We would also like to thank consultancy Troy Planning + Design for their help in preparing the Neighbourhood Plan (www.troyplanning.com).

Shipley Parish Council

Neighbourhood Plan for Shipley Parish, 2019-2031

(Referendum version: August 2020)

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