



# Cabinet

Thursday, 15th July, 2021 at 5.30 pm  
Park Suite, Parkside, Chart Way, Horsham

Councillors:	Paul Clarke	Leader
	Tony Hogben	Deputy Leader and Horsham Town, Parking & Communications
	Chris Brown	Local Economy
	Philip Circus	Environment, Waste, Recycling & Cleansing
	Lynn Lambert	Planning & Development
	Richard Landeryou	Finance & Assets
	Roger Noel	Leisure & Culture
	Claire Vickers	Community & Wellbeing
	Tricia Youtan	Housing & Public Protection

You are summoned to the meeting to transact the following business

Glen Chipp  
Chief Executive

## Agenda

	Page No.
1. <b>Apologies for absence</b>	
2. <b>Declarations of Members' Interests</b>	
To receive any declarations of interest from Members of the Cabinet	
3. <b>Announcements</b>	
To receive any announcements from the Leader, Cabinet Members or the Chief Executive	
4. <b>Public Questions</b>	
To receive questions from and provide answers to the public in relation to matters which in the opinion of the person presiding at the meeting are relevant to the business of the meeting	
5. <b>Horsham District Council Local Development Scheme: January 2021 - December 2023</b>	3 - 34
To consider the report of the Cabinet Member for Planning & Development	
6. <b>Horsham District Local Plan regulation 19</b>	35 - 498
To consider the report of the Cabinet Member for Planning & Development	
7. <b>To consider matters of special urgency</b>	

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## Report to Cabinet

15 July 2021

By the Cabinet Member for Planning and Development

**DECISION REQUIRED**



**Horsham  
District  
Council**

Not Exempt

### Local Development Scheme: January 2021 – December 2023

## Executive Summary

Every Local Planning Authority is required to prepare and maintain a document known as a Local Development Scheme (LDS). This document sets out the timetable for the preparation of planning documents such as the Local Plan.

The current Local Development Scheme for Horsham District requires updating to reflect the latest guidance and requirements on plan making. This report sets out the revised LDS for approval and subsequent publication.

## Recommendations

That the Cabinet is recommended:

- i) To approve the publication of the attached Local Development Scheme January 2021 – December 2023.

## Reasons for Recommendations

- i) To ensure that the Council acts in accordance with the requirements of the Planning & Compulsory Purchase Act 2004 (as amended by the Localism Act 2011).

## Background Papers

Local Development Scheme 2020 -2022

**Wards affected:** All

**Contact:** Catherine Howe – Head of Strategic Planning extension 5505

## **Background Information**

### **1 Introduction and Background**

- 1.1 The Planning & Compulsory Planning Act 2004, as amended by the Localism Act 2011, requires each local planning authority to prepare and maintain a document setting out the programme for the preparation of planning documents. This is known as the Local Development Scheme (LDS).
- 1.2 The LDS is a three-year project plan for preparing planning documents but it is not a policy document itself. It provides a starting point for the local community and stakeholders to find out what planning documents are being prepared by the Council and the timetable for when these documents will be produced. In particular, it sets out the timetable for the review and update of the Council's Local Plan and outlines the dates when there will be formal opportunities to get involved with the plan making process.
- 1.3 The LDS was last updated in March 2021 to reflect the need for the emerging Local Plan to reflect more fully the outcome of work with statutory consultees such as Highways England before the publication of the Regulation 19 Local Plan. These discussions have been ongoing, but resourcing of third party organisations, together with the need for HDC to ensure that its emerging Local Plan evidence base is given the necessary scrutiny, has meant that the timetable (LDS) for the Plan will have to change by a few weeks.

### **2 Relevant Council policy**

- 2.1 The preparation of a new Local Plan is a key priority in the Council's Corporate Plan. Once adopted, the policies within the Local Plan will contribute to the delivery of a number of the Council's corporate aims including the green agenda, with any new development being expected to deliver environmental enhancements including biodiversity net gain and carbon neutrality. The local plan policies will also contribute to economic growth and the delivery of new affordable homes.

### **3 Details**

- 3.1 The Local Development Scheme has been prepared to cover the period from January 2021 to December 2023. The full documentation is attached as Appendix A to this document. The appendices of the LDS also seek to identify in more general terms, what future work is proposed by the Council, beyond the next three years. It should however be noted that there are considerable uncertainties around the Council's Planning Policy timetable beyond the completion of the current Local Plan. This is as a result of the publication by Government of the White Paper 'Planning for our Future'. If progressed these changes will lead to significant changes to the planning system in England.
- 3.2 The Local Development Scheme focus is on the timetable for the production of the Horsham District Local Plan. This document will set the overarching policies for the District, including employment allocations, housing numbers and site allocations. It

will replace the Horsham District Planning Framework (2015). The timetable shows that regulation 18 consultation took place in February and March 2020 and envisages that Regulation 19 consultation will be held in September / October 2021.

- 3.3 The Council's approach to consultation in the event of a further national (or local) Lockdown has been reviewed and is set out in the revised Statement of Community Involvement which was agreed at the Cabinet Meeting held on 24 September 2020. The Council will continue to monitor the situation over the coming weeks and months and take necessary action, including putting in place appropriate measures to ensure public participation during forthcoming consultations and access to Council officers and documentation.
- 3.4 The LDS does not have to include details of any proposed Supplementary Planning Documents (SPDs), but for completeness, the draft Local Development Scheme does include a list of adopted SPDs. The review of the Community Infrastructure Levy Charging Schedule is also outlined in the documentation. It is currently proposed that it will follow the production of the Local Plan. Again, the changes proposed in the Government White Paper mean there are considerable uncertainties in relation to this timetable.
- 3.5 Subject to being agreed for publication, the Local Development Scheme will be monitored. Progress towards the production of the Local Plan will be published as part in the Council's Authority Monitoring Report, which is published in December each year. The reporting of progress against the Local Development Scheme is also a legal requirement of the Planning & Compulsory Purchase Act 2004 (PCPA) (as amended by the Localism Act 2011).

## **4 Next Steps**

- 4.1 Subject to the resolution of Cabinet to publish the Local Development Scheme, it is proposed that the documentation will be made available on the Council's website. This timetable will also be communicated to key stakeholders including local parishes and neighbourhood councils.

## **5 Views of the Policy Development Advisory Group and Outcome of Consultations**

- 5.1 Consultation has taken place with the Councils Monitoring Officer, the Head of Legal and Democratic Services, the Head of Human Resources and Organisational Development and the Director of Corporate Resources. Their comments have been incorporated into this report.
- 5.2 Updates to the Local Development Scheme during the Local Plan preparation process have been reported to the Planning and Development Policy Development Advisory Group.

## **6 Other Courses of Action Considered but Rejected**

- 6.1 An alternative course of action, not to update the Local Development Scheme has been considered. As set out in this report, the production of the LDS is a legal requirement and were this course of action to be pursued, the Council would not be in line with the regulations. It should be noted that the government is monitoring all local authorities to ensure that their Local Plans are prepared in accordance with the published Local Development Scheme. Failure to have an up-to-date Local Development scheme could therefore result in poor national monitoring outcomes with the consequential reputational damage.

## **7 Resource Consequences**

- 7.1 There are no direct financial consequences arising from the publication of the Local Development Scheme in itself. The production of the documents in the LDS, including the Local Plan will continue to be prepared by staff in the Strategic Planning team. From time to time this work will may require additional specialist input and advice from consultants. Although the recent delay to the local plan timetable has required additional consultancy support, this will be managed as part of the Council's budget setting process. The budget for the preparation of the Local Plan will continue to set and reviewed annually.

## **8 Legal Considerations and Implications**

- 8.1 The preparation of a Local Development Scheme and Local Plan are statutory requirements of the Planning & Compulsory Planning Act 2004(as amended by the Localism Act 2011). The Local Development Scheme demonstrates how the council is progressing its Local Plan to adoption. There is a duty to ensure that the Local Development Scheme is maintained as an up to date document. Failure to produce and update this scheme would result in a failure to meet the Council's legal obligations.

## **9 Risk Assessment**

- 9.1 There are no direct risks associated with the publication of the Local Development Scheme in itself. However, the Local Development Scheme documentation identifies a number of key risks associated with the plan preparation process. This includes the need to ensure sufficient resourcing of the plan preparation process, the need for timely decision making and other external factors such as legal delays by the Planning Inspectorate as part of the Local Plan Examination process. The impact of the Covid-19 Pandemic has also been identified as an additional risk. A range of measures is being put in place to minimise these risks and enable the preparation of the Local Plan to take place in accordance with the identified timescales. Monitoring of these risks is ongoing.

## **10 Procurement implications**

- 10.1 There are no direct procurement implications arising from the publication of the Local Development Scheme.

## **11. Equalities and Human Rights implications / Public Sector Equality Duty**

- 11.1 The publication of the Local Development Scheme will have no specific impacts on Equalities or Human Rights. Any direct impacts on these issues which might arise through the preparation of the Local Plan will be documented separately through specific assessment processes including the Sustainability Appraisal which will be carried out as part of the plan preparation process.

## **12 Environmental Implications**

- 12.1 The publication of the Local Development Scheme will have no direct environmental implications. Any direct impacts on these issues which might arise through the preparation of the Local Plan will be documented separately through specific assessment processes including the Sustainability Appraisal which will be carried out as part of the plan preparation process.

## **13 Other Considerations**

- 13.1 There are no direct impacts on matters such as GDPR/Data Protection; Crime & Disorder arising from the publication of the Local Development Scheme.

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**HORSHAM DISTRICT COUNCIL  
LOCAL DEVELOPMENT SCHEME**

**2021 –2023**

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## **1. Introduction**

- 1.1 Planning shapes the places where people live and work. Good planning ensures that the right development takes place at the right location and at the right time. It helps towns and villages thrive by providing jobs, homes and leisure opportunities whilst protecting and enhancing the historic environment and important open spaces.
- 1.2 The Local Development Scheme (LDS) is the Council's timetable for preparing documents for the district that will form part of the 'local plan'. The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires the Council to prepare and maintain a LDS.
- 1.3 The local plan is currently made up of a number of documents called Local Development Documents (LDDs), they include:
- Local Development Scheme (LDS)
  - Statement of Community Involvement (SCI)
  - Development Plan Documents (DPDs)
  - Supplementary Planning Documents (SPDs)
  - Authority Monitoring Report (AMR)
- 1.4 A list of abbreviations and explanation of some of the terms used in this LDS are contained in Appendix 3.

## **2. What is the Local Development Scheme (LDS)?**

- 2.1 The LDS is the starting point for finding out when the Council will be preparing planning policies regarding a particular place or issue and at what stage it is at in the preparation process. It is a three year project plan setting out the timetable for the production of a number of documents. This one runs up until December 2023. Should any unforeseen circumstances result in changes to this timetable, the LDS will be updated.
- 2.2 The LDS also seeks to indicate, in general terms, what future work is proposed by the Council beyond that date. However in light of the Government White Paper and the potential changes to the planning system, updates beyond the completion of the current local plan are not indicated. Further updates will be provided when greater clarity is available on this matter.
- 2.3 The LDS has three main purposes:
- to inform the public and stakeholders of the documents that will make up the local plan, the geographical area they will cover, and the timescale for producing each one and how they relate to each other;
  - to establish and reflect the Council's priorities and to enable work programmes to be set for the preparation of the documents; and
  - to set a timetable for review of the documents.

2.4 The different types of Local Development Document (LDD) that are discussed in this LDS are described below.

## 2.5 ***Development Plan Documents (DPDs)***

These are the key documents in the local plan because they have lawful development plan status and are therefore the starting point for making decisions on planning applications. They are prepared with extensive community involvement and are subject to examination by an independent Inspector. It should be noted that some development plan documents such as Mineral and Waste Plans are prepared by West Sussex County Council, but still form part of the wider development plan that is used to determine planning applications.

There are three stages to preparing a DPD:

- *Early Consultation* – This stage covers regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. At this stage the Council develops its evidence base through consultation with statutory consultees (and often involving both the public and key stakeholders) to help identify the issues that the DPD will need to address and the options available to deal with them. The community and stakeholders may be consulted through targeted or general consultation processes on these emerging *issues and options* consultations. These views are taken into account in the preparation of the next stage of plan preparation.
- *Publication Stage* – the DPD is made available for interested parties to make formal representations regarding the ‘soundness’ of the plan. Minor suggested amendments of clarification and factual updates may be provided to the Inspector before the DPD is submitted. This stage covers regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- *Submission DPD and Examination* – the DPD is submitted to the Secretary of State, together with any representations received. It also becomes Council policy. An independent Inspector will consider the DPD and the representations received, which where necessary, will include hearings at a public examination. The Inspector will determine whether the plan is ‘sound’. An Inspector may consider that a plan requires further modifications to be made sound – further consultation on these proposed modifications may therefore take place during the Examination of the Plan.

## 2.6 **Area Action Plans (AAPs)**

These may be used to provide a planning framework for areas of particular change. They can deal with specific parts of a district or geographical area, or specific requirements such as the redevelopment of an area of land and buildings, or the enhancement of an area.

## 2.7 **Supplementary Planning Documents (SPDs)**

These may cover a range of issues, which provide detailed guidance on policies in a DPD. SPDs are produced in consultation with interested parties and stakeholders but are not subject to examination. Supplementary Planning Documents do not set out policies but are a material consideration when considering planning applications.

## 2.8 **Statement of Community Involvement**

The Statement of Community Involvement (SCI) explains how the community and stakeholders can expect to be engaged in the process of planning in their area. It is produced in consultation with the community and stakeholders.

## 2.9 **Authority Monitoring Report**

The Authority Monitoring Report (AMR) is issued at the end of every year and assesses whether policies, targets and milestones have been met and it will inform the review of the LDS.

## 2.10 **Other background or supporting documents**

Extensive technical and other background work is necessary to provide the appropriate robust evidence base to inform the preparation of policies and proposals contained in the Local Development Documents. This will include Statements of Common Ground which are required to address wider strategic matters as part of the Duty to Co-operate.

## 3. **Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA)**

- 3.1 It is a requirement of National Planning Policy that development which takes place contributes to achieving Sustainable Development. To test how Local Plans and other policy documents could affect environmental, social and economic issues a process known as Sustainability Appraisal (SA) is undertaken. This process is used to test different options for a plan, and to suggest ways that a plan could be changed to make sure that the plan removes or minimises or compensates for any adverse impacts. This process also incorporates the similar process of Strategic Environmental Assessment (SEA) which is a legal requirement.

#### 4. A Summary of the Local Development Scheme for Horsham District

- 4.1 The **Horsham District Planning Framework (HDPF)**, was adopted in November 2015, and sets the planning framework for land outside the South Downs National Park for the period until 2031. It is a requirement of the Inspector's report on the HDPF that a review of the plan commences within three years from adoption. This review process has commenced and once complete the new '**Horsham District Local Plan**' will be adopted for the period to 2038.
- 4.2 In the Local Development Scheme published in 2018, the Council indicated that it was in the process of preparing a **Gypsy and Traveller Site Allocation DPD** to ensure the needs of these communities can be met into the future. Following the withdrawal of a site for use by Gypsies and Travellers by the landowner, the Council was unable to complete the preparation of this document and will therefore consider how it should meet the needs of Gypsy, Traveller and Travelling Showpeople population through the Local Plan Review process.
- 4.3 The Council has adopted a Community Infrastructure Levy (CIL). The CIL is a charge local authorities can levy on most types of new development in their areas based on the size, type and location of development proposed to ensure that the necessary infrastructure required for the delivery of the plan. It will be necessary to review the CIL Charging Schedule to take account of the updated Local Plan for Horsham District Council. Any update will also need to take account of any changes to the planning system which emerge as a result of the planning white paper.
- 4.4 Chart 1 below sets out the stages of production of the Local Plan and the review of the CIL charging schedule over the three year period 2021, 2022 and 2023. More detail is provided in Appendix 1; giving an overall profile of the HDPF and other existing adopted Local Development Documents (LDDs) together with the programmed new documents outlined in the paragraphs above. The LDS will be monitored each year through the AMR, and the LDS will be updated to reflect the rolling review process or to incorporate any changes that may arise, for example as a result of changes to national planning guidance.
- 4.5 In addition to development plan documents prepared by Horsham District Council, legislation (introduced by the Localism Act 2011) now enables local communities to prepare Neighbourhood Plans. Neighbourhood Plans, which are successful at Examination and are agreed by the local community at a Referendum, come into force as part of the statutory development plan. They must be 'made' by Horsham District Council within 8 weeks of the referendum except in exceptional circumstances. Once Neighbourhood Plans have lawful development plan status they are used, together with DPDs prepared by Horsham District Council, to make decisions on planning applications.
- 4.6 The Council will work with parishes to facilitate the preparation of **Neighbourhood Plans**. The progress of the production of Neighbourhood Plans will be monitored and reported in the AMR. The most recent status of progress toward neighbourhood plans in the District is set out on the Council's website and can be viewed from this link

<https://www.horsham.gov.uk/planning/neighbourhood-planning/advice-notes-and-forms>

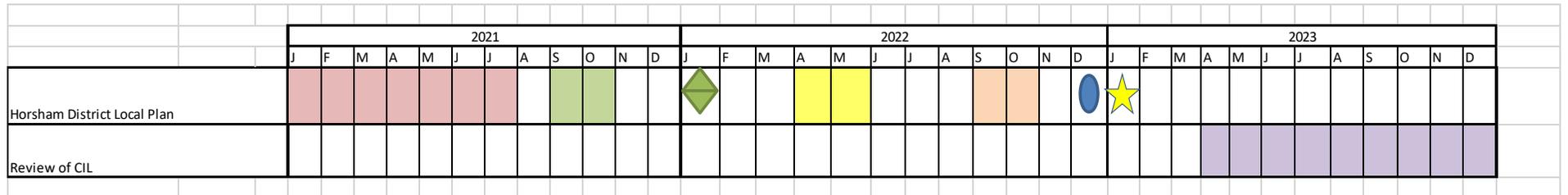
- 4.7 In addition to Development Plan Documents and Neighbourhood Plans, Supplementary Planning Documents (SPDs) are in some cases necessary to amplify and aid the delivery of certain policies. A list of existing adopted SPDs is contained in the AMR and reproduced here at Appendix 2.
- 4.8 The Statement of Community Involvement has been kept under review and the most recent document was published in September 2020. This document takes account of updated Government requirements in light of public health measures that may be necessary (for example in light of the Covid-19 pandemic).
- 4.9 Background evidence documents are produced to assist in the preparation of a local plan. These can be viewed on the Council's website.  
<https://www.horsham.gov.uk/planningpolicy/planning-policy/background-documents>
- 4.10 The Council's *Corporate Plan 2019 -23* gives a clear direction and focus on where the Council's priorities lie. The plan identifies five priority themes for the Council, which are:
- A great place to live – continue creating well balanced communities that meet residents' needs.
  - A thriving economy – work to increase economic growth and create new local jobs
  - A strong, safe and healthy community – ensure Horsham district remains one of the best place in Sussex to live.
  - A cared for environment – prioritise the protection of our environment as we move to a low carbon future.
  - A modern and flexible council – make it easy for our residents to access the services that they need.

This document can be viewed on the Council's website:

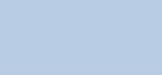
<https://www.horsham.gov.uk>

- 4.11 Other organisations' documents, such as the County Transport Plans and the LEP, which are not formal planning documents will influence and be influenced by the local plan.

**Chart 1**



**Key**

Evidence Gathering	
Regulation 18 / Early Consultation	
Regulation 19 preparation	
Proposed Submission and Period for Representation	
Submission	
Examination Hearings	
Main Modifications	
Inspector's Report	
Adoption	

## **5. Saved Planning Policy Documents**

5.1 In addition to the Horsham District Planning Framework, some older adopted planning documents were not replaced when the HDPF was adopted, and the following adopted Planning Policy documents remain part of the development plan:

- Site Specific Allocations of Land (2007) DPD
- West of Bewbush Joint Area Action Plan (2009) DPD

These documents will be used by the Council to determine applications in accordance with the 'development plan' for the District.

Appendix 1 sets out a profile of those existing adopted documents.

5.2 Supplementary Planning Documents (SPDs) and other supplementary planning guidance that has been adopted will also continue to be considered for relevant development proposals.

## **6. Monitoring and Review**

6.1 The preparation of planning documents will be monitored on an annual basis for the period between the 1 April and the 31 March. Each year an Authority Monitoring Report (AMR) is produced that:

- Sets out how the Council is performing against the timescales set out for that year in the LDS, giving reasons if any Local Development Document is behind the timetable set out in the LDS;
- Provides information on the policy indicators set out in the Local Development Documents, which will help to assess the success of individual policies;
- Identifies whether any Local Development Documents need to be reviewed, in order to update or alter policies, or whether any new Local Development Documents are required, or if any can be deleted from the LDS;
- Provides a progress report on the delivery of housing, including reference to the housing trajectory;
- Includes a list of background and supporting documents and identifies if further updated background or supporting information is required; and
- Guides the annual revision of the LDS.

6.2 The AMR is agreed by the Council and made publicly available. It can be found on the website at <https://www.horsham.gov.uk/planningpolicy/planning-policy/annual-monitoring-report>

## 7. Resources

- 7.1 The Council has a strategic planning team, within the Directorate of Place, which deals with the production and review of the local plan. The Head of Strategic Planning has overall responsibility for Local Plan preparation. The policy team comprises a Team Leader, a principal planning officer, 3.5 FTE Senior Planning Officers, and three Planning Officers. In addition a Senior Neighbourhood planning Officer supports the preparation of Neighbourhood Plans, supported by the Planning Policy team as appropriate. Support in the preparation of the Local Plan is also provided by a small team of specialists, including a Landscape Architect and Conservation Officer.
- 7.2 The expertise of other appropriate members of staff and teams across the Council may be called upon to assist in the preparation of the Local Plan. This includes technical support to aid the development of specific policies, plans and strategies together with communications support. These include staff within Development Management, Economic Development, Leisure, Housing Services and Communications.
- 7.3 Officers from West Sussex County Council (including officers responsible for transport matters and other infrastructure requirements including school provision) will be contributors to some of the documents, particularly with regard to providing background and supporting information, monitoring intelligence and advice on environmental and sustainability aspects.
- 7.4 Expert consultants may be used to assist in producing various elements of the technical background work where either the necessary expertise is not available within the Council or insufficient capacity exists to be able to bring forward the necessary work within the required timescale.
- 7.5 An indication of the resource implications of each of the Local Development Document is given in the Local Development Document Profiles at Appendix 1.

## 8. Risk Assessment

- 8.1 The main areas of risk to the preparation of the Local Development Documents (LDDs) set out in this document relate to:
- *Officer resources available to deliver the LDDs* – Project management and an expert team are essential to deliver the LDDs as will ensuring the necessary resourcing to meet required deadline. On occasions, it may be necessary to consider whether additional resources are required to meet agreed timescales. Consultants may be appointed for project work. The Council has a budget for local plan production.
  - *Political decision making* – The Cabinet Member for Planning and Development seeks advice through Planning and Development Policy Development Advisory Group Meetings. This Group has a cross party membership and meets regularly. It is closely involved in the preparation of the local plan and advises the Cabinet Member for Planning and Development who is the Chairman of the group. **It is not a decision making body.** All Member seminars are also held on an ongoing basis and will provide advice and updates to all members during the preparation of the

local plan. The extent of Member involvement in the preparation of the components of the local plan minimises the risk of proposals reaching Council for approval, which are contrary to a majority of Council membership.

- *Capacity of the Planning Inspectorate (PINS) and other outside agencies* – The resourcing of these bodies is outside this Council's control. The LDS, correspondence and meetings will however ensure that they are fully aware of this Council's timetable. Service Level Agreements are developed between the Council and PINS to ensure that the Examination element of the development plan document timetable can be met. Statutory consultees are involved in the development of policies through early engagement as well as formal consultation. All councils in West Sussex and those in the Gatwick Diamond, West Sussex & Greater Brighton Strategic Planning Board, and Coast to Capital Local Economic Partnership remain committed to working together to solve cross-boundary issues as part of the 'Duty to Co-operate' process.
- *Delivery issues* - The Council is required to demonstrate how its long term planning strategy and any specific site proposals, will be delivered. However, in many instances the Council is not the responsible organisation for delivery. Delivery may also be affected by a range of different factors outside of its control, such as a rapid change to the economic climate or other unforeseen events. The Council will work closely with delivery agencies during the preparation of Local Development Documents. Where appropriate, flexibility and contingencies will be built into the strategy to cope with changing circumstances, for example issues of viability. Monitoring of policies will be used to highlight whether a review of policies, documents or the evidence base is needed to meet delivery targets.
- *Soundness of the DPDs* – The Council will minimise the risk of being deemed to have unsound DPDs by ensuring that documents are supported by a robust and proportionate evidence base. The Council will respond to requests for further information in the Examination period to provide all necessary information to the Independent Inspector.
- *Legal challenge* – The risk of legal challenge will be minimised by ensuring that the DPDs are sound, are founded on a robust evidence base, with duty to co-operate matters and community engagement that is well audited.
- *Major community/stakeholder opposition to a policy or proposal* – The risk of this occurring will be minimised by effective community and stakeholder engagement in the early stages of the DPD preparation process. However, it is considered unlikely that, despite the Council's best endeavours, consensus is reached with regard to many development proposals and that independent examination of the soundness of DPDs will be necessary.
- *Covid-19 Pandemic* – This unforeseen event remains ongoing. In the early stages, it generated delays to the Local Plan production process, as a consequence of the move to remote working. This was universal across all organisations, and slowed

the ability of some key organisations to respond. There is now greater expertise in remote working technologies, and it is also anticipated that the national vaccination programme will also help to mitigate risks over time. The potential for some degree of social distancing / local or more national restrictions remain particularly in the short to medium term, and will be kept under review.

- *Programme slippage* – The Council is committed to producing the Local Development Documents within the timescale set out in this Local Development Scheme. The contingencies detailed above are aimed at ensuring that each Local Development Document is produced to the timescale set out in this document. Careful project management and prioritisation of resources will be required. The preparation of documents will be monitored through the AMR and if necessary, the timetables will be revised through an update to the LDS.

## APPENDIX 1: LDDs PROFILES; PROPOSED AND EXISTING

### DOCUMENTS PROPOSED FOR PREPARATION

<b>Local Development Document Profile</b>	
<b>Title</b>	<b>Horsham District Local Plan</b>
<b>Status</b>	Development Plan Document
<b>Role / Subject / Content</b>	Replaces the Horsham District Planning Framework 2015. Sets out the long-term spatial vision, objectives and strategy for the district. It provides a local plan for delivering development and the key issues for development management
<b>Geographic Coverage</b>	District-wide (excluding the South Downs National Park area)
<b>Prepared jointly with other Local Authorities?</b>	No
<b>Current Status</b>	Evidence gathering / Initial Regulation 18 Consultation
<b>Chain of Conformity</b>	National guidance (NPPF);
<b>Timetable</b>	
<b>Evidence gathering and early community and stakeholder engagement</b>	<i>January 2017– January 2020</i>
<b>Regulation 18 Consultation periods</b>	<i>April – May 2018 February / March 2020</i>
<b>Preparation of Regulation 19 (Submission documentation)</b>	<i>April 2020 – June 2021</i>
<b>Proposed Submission and period of representation</b>	<i>September – October 2021</i>
<b>Submission to Secretary of State</b>	<i>January 2021</i>
<b>Examination Hearings</b>	<i>April / May 2022</i>
<b>Proposed Main Modifications Consultation</b>	<i>September / October 2022 if required</i>
<b>Additional Examination Hearing</b>	<i>Autumn 2022 if required</i>
<b>Inspectors Report</b>	<i>December 2022</i>
<b>Adoption and Publication</b>	<i>January 2023</i>

<b>Arrangements for Production</b>	
<b>Lead Department</b>	Strategic Planning
<b>Management arrangements</b>	PDAG/Cabinet Member for Planning and Development
<b>Resources required</b>	Head of Strategic Planning assisted by all members of the SP team and the Communications Team and Project Management support
<b>Community and stakeholder involvement</b>	In accordance with SCI
<b>Monitor and Review</b>	Monitored annually.

<b>Local Development Document Profile</b>	
<b>Title</b>	<b>Community Infrastructure Levy Charging Schedule Review</b> (note – subject to outcome of Government White Paper)
<b>Status</b>	Charging Schedule
<b>Role / Subject / Content</b>	Sets a Charging Schedule against which proposed development will be expected to contribute in order to bring forward Infrastructure provision to help meet the needs of new development.
<b>Geographic Coverage</b>	District-wide (excludes the South Downs National Park)
<b>Prepared jointly with other Local Authorities?</b>	No
<b>Current Status</b>	Not yet commenced
<b>Chain of Conformity</b>	Horsham District Local Plan documentation
<b>Evidence gathering and early community and stakeholder engagement</b>	<i>April – December 2023</i>
<b>Consultation on Draft Charging Schedule</b>	<i>Jan / Feb 2024</i>
<b>Review of consultation responses</b>	<i>March 2024</i>
<b>Submission</b>	<i>Spring 2024</i>
<b>Examination</b>	<i>Summer 2024</i>
<b>Receipt of Inspector's report</b>	<i>Autumn 2024</i>
<b>Adoption and Publication</b>	<i>Autumn 2024</i>
<b>Lead Department</b>	Strategic Planning
<b>Management arrangements</b>	PDAG/Cabinet Member for Planning and Development /Council
<b>Resources required</b>	Head of Strategic Planning assisted by the SP team and the Communications Team.
<b>Community and stakeholder involvement</b>	Newsletters; workshops; Parish Council and technical meetings.
<b>Monitor and Review</b>	Monitored through AMR. Review will take place when monitoring highlights such a need.

## ADOPTED DOCUMENTS

<b>Local Development Document Profile</b>	
<b>Title</b>	<b>Horsham District Planning Framework</b>
<b>Status</b>	Development Plan Document
<b>Role / Subject / Content</b>	Replaces The Core Strategy (2007) and General Development Control Policies (2007) DPD outside the SDNP. Sets out the long term spatial vision, objectives and strategy for the District. It provides a local plan for delivering development and the key issues for development management
<b>Geographic Coverage</b>	District-wide (excluding the South Downs National Park area)
<b>Prepared jointly with other Local Authorities?</b>	No
<b>Current Status</b>	Adopted November 2015
<b>Chain of Conformity</b>	National guidance (NPPF); and the Horsham District Sustainable Community Strategy.
<b>Timetable</b>	
<b>Evidence gathering and early community and stakeholder engagement</b>	<i>Initial October 2007 – December 2008 Further work 2010 -2013</i>
<b>Consultation on Issues and Options</b>	<i>June – July 2009 Further consultation on Housing Numbers February – April 2012</i>
<b>Consultation on Preferred Strategy</b>	<i>August - October 2013</i>
<b>Proposed Submission and period of representation</b>	<i>April – May 2014</i>
<b>Submission to Secretary of State</b>	<i>August 8 2014</i>
<b>Pre-Hearing Meeting</b>	<i>None held</i>
<b>Examination Hearings</b>	<i>November 2014</i>
<b>Proposed Main Modifications Consultation</b>	<i>April – May 2015</i>
<b>Additional Examination Hearing</b>	<i>3 July 2015</i>
<b>Receipt of Inspector’s report</b>	<i>October 2015</i>
<b>Adoption and Publication</b>	<i>November 2015</i>
<b>Arrangements for Production</b>	
<b>Lead Department</b>	Strategic Planning and Sustainability
<b>Management arrangements</b>	PPAG/Cabinet Member for Living and Working Communities/Council
<b>Resources required</b>	Head of Strategic Planning and Sustainability assisted by all members of the SP team and the Communications Team.

<b>Community and stakeholder involvement</b>	Newsletters; focus groups; exhibitions; workshops; public and technical meetings.
<b>Monitor and Review</b>	Monitored annually. Review will take place commencing with early engagement and consultation in 2017.

<b>Local Development Document Profile</b>		
<b>Title</b>	<b>Community Infrastructure Levy Charging Schedule</b>	
<b>Status</b>	Charging Schedule	
<b>Role / Subject / Content</b>	Sets a Charging Schedule against which proposed development will be expected to contribute in order to bring forward infrastructure provision to help meet the needs of new development.	
<b>Geographic Coverage</b>	District-wide (excludes the South Downs National Park)	
<b>Prepared jointly with other Local Authorities?</b>	No	
<b>Current Status</b>	Submitted for Examination	
<b>Chain of Conformity</b>	Horsham District Planning Framework	
<b>Evidence gathering and early community and stakeholder engagement</b>		
	<i>October 2012 – April 2014</i>	
	<i>May – June 2014</i>	
	<i>May – June 2016</i>	
<b>Production</b>	<b>Consultation on proposed modifications</b>	<i>November – December 2016</i>
	<b>Submission</b>	<i>November 2016</i>
	<b>Examination Hearing</b>	<i>Not required</i>
<b>Adoption</b>	<b>Receipt of Inspector's report</b>	<i>February/March 2017</i>
	<b>Adoption and Publication</b>	<i>April 2017</i>
<b>Lead Department</b>		
	Strategic Planning and Sustainability	
<b>Management arrangements</b>		
	PDAG/Cabinet Member for Planning and Development /Council	
<b>Resources required</b>		
	Head of Strategic Planning and Sustainability assisted by all members of the SP team and the Communications Team.	
<b>Community and stakeholder involvement</b>		
	Newsletters; workshops; Parish/Neighbourhood Council and technical meetings.	
<b>Monitor and Review</b>		
	Monitored through AMR. Review will take place when monitoring highlights such a need.	

<b>Local Development Document Profile</b>	
<b>Title</b>	<b>Site Specific Allocations of Land (2007)</b>
<b>Status</b>	Development Plan Document
<b>Role / Subject / Content</b>	Sets out site specific allocations for development, including any requirements of the development. Sites are identified on the Policies Map
<b>Geographic Coverage</b>	District-wide
<b>Prepared jointly with other Local Authorities?</b>	No
<b>Current Status</b>	Adopted November 2007
<b>Chain of Conformity</b>	Horsham District Core Strategy (2007)
<b>Timetable</b>	
<b>Evidence gathering and early community and stakeholder engagement</b>	<i>October 2002 – April 2004</i>
	<b>Consultation on Issues and Options</b> <i>June – July 2004</i>
<b>Production</b>	<b>Public participation on Preferred Options</b> <i>February – March 2005</i>
	<b>Prepare Submission Draft</b> <i>April – September 2005</i>
	<b>Submission to Secretary of State and public consultation period</b> <i>November 2005 – February 2006 (includes consultation on alternative sites and boundary changes)</i>
<b>Examination</b>	<b>Pre-Examination consideration of representations</b> <i>January 2006 – March 2007</i>
	<b>Pre-Examination Meeting</b> <i>April 2007</i>
	<b>Examination Hearing</b> <i>June - July 2007</i>
<b>Adoption</b>	<b>Receipt of Inspector's binding report</b> <i>September 2007</i>
	<b>Adoption and Publication</b> <i>November 2007</i>
<b>Arrangements for Production</b>	
<b>Lead Department</b>	Strategic and Community Planning
<b>Management arrangements</b>	Local Development & Transport Advisory Group/Cabinet Member for Strategic Land Use Planning/Council
<b>Resources required</b>	LDF Project Manager assisted by all members of the SCP Department and the Graphics Technician
<b>Community and stakeholder involvement</b>	Newsletters; focus groups; exhibitions; workshops; public and technical meetings.
<b>Monitor and Review</b>	The document will be monitored annually and will be reviewed when the monitoring highlights such a need.

<b>Local Development Document Profile</b>	
<b>Title</b>	<b>West of Bewbush Joint Area Action Plan (2009) DPD</b>
<b>Status</b>	Development Plan Document
<b>Role / Subject / Content</b>	A masterplan to include detailed objectives, community and infrastructure provisions and disposition and phasing of land uses, developing the Core Strategy policy approach, for the Strategic Development Location West and North West of Crawley comprising at least 2500 homes, commercial development, infrastructure & facilities.
<b>Geographic Coverage</b>	Land west and north-west of Crawley
<b>Prepared jointly with other Local Authorities?</b>	Yes – Crawley Borough Council
<b>Current Status</b>	Adopted
<b>Chain of Conformity</b>	Horsham District Core Strategy (2007)
<b>Timetable</b>	
<b>Evidence gathering and early community and stakeholder engagement</b>	<i>May 2005 – June 2007</i>
	<b>Consultation on Issues and Options</b> <i>September – November 2006</i>
<b>Production</b>	<b>Public participation on Preferred Options</b> <i>September – October 2007</i>
	<b>Prepare Submission Draft</b> <i>November 2007 – February 2008</i>
	<b>Submission to Secretary of State and public consultation period</b> <i>May – July 2008 (includes consultation on alternative sites and boundary changes)</i>
<b>Examination</b>	<b>Pre-Examination consideration of representations</b> <i>June – August 2008</i>
	<b>Pre-Examination Meeting</b> <i>October 2008</i>
	<b>Examination Hearing</b> <i>January - February 2009</i>
<b>Adoptio</b>	<b>Receipt of Inspector's binding report</b> <i>April 2009</i>
	<b>Adoption and Publication</b> <i>July 2009</i>
<b>Arrangements for Production</b>	
<b>Lead Department</b>	Strategic and Community Planning Department, Horsham District Council and Forward Planning Section, Crawley Borough Council
<b>Management arrangements</b>	Joint Officers Board/ Technical Working Groups/ Joint Member Steering Group/both authority's Executive/Cabinet and Council. NB. Crawley Borough Council's Executive agreed Issues and Options document.
<b>Resources required</b>	Joint Officers Board and Graphics Technician, Horsham District Council. External resources are likely to include West Sussex County Council and as part of the Technical Working Group: - stakeholders, landowners, organisations and companies.
<b>Community and stakeholder involvement</b>	Consultation will be undertaken in accordance with both authorities' Statements of Community Involvement.

<b>Monitor and Review</b>	The document will be monitored annually to ensure that the masterplanning objectives and principles are being met and will be reviewed when the monitoring highlights such a need.
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## **APPENDIX 2: ADOPTED AND PROPOSED SUPPLEMENTARY PLANNING DOCUMENTS**

- Heath Common Village Design Statement SPD 2018
- Planning Obligations and Affordable Housing SPD, September 2017
- Nuthurst Village Design Statement SPD, May 2017
- Billingshurst Village Centre SPD, March 2017
- Shipley Parish Design Statement SPD, 2013
- Pulborough Parish Design Statement SPD, 2013
- Horsham Town Plan SPD, 2012
- Southwater Parish Design Statement SPD, 2010
- West of Horsham Design Principles and Character Areas SPD, 2009
- Brinsbury Centre of Rural Excellence SPD, 2009
- Rudgwick Parish Design Statement SPD, 2009
- Billingshurst Parish Design Statement SPD, 2009
- Henfield Parish Design Statement SPD, 2008
- Warnham Parish Design Statement SPD, 2008
- Horsham Town Design Statement SPD, 2008
- West of Horsham Masterplan SPD, 2008
- Storrington Old Mill Drive Diamond Planning Brief SPD, 2008

## **Appendix 3 - Glossary of Terms**

### **Authority (Annual) Monitoring Report (AMR)**

A report produced by the Council annually to review the progress made against targets and the performance of policies. The monitoring period is 1 April to 31 March for each monitoring period.

### **Area Action Plans**

Area Action Plans are used to provide the planning framework for areas where significant change or conservation is needed. A key feature of Area Action Plans will be the focus on implementation. They will deliver the planned 'growth' areas and resolve conflicting objectives in the areas subject to the major development pressures.

### **Development Plan**

The Statutory development plan is the starting point for the consideration of planning applications for development or use of land.

### **Development Plan Document (DPD)**

The local planning documents which made up the Local Development Framework and now the Local Plan.

### **Duty to Cooperate**

Alongside the production of DPDs, the council undertakes work with adjoining authorities in accordance with the Duty to Co-operate. This work addresses policy areas that have implications for cross-boundary working including housing, employment, gypsies and travellers, and transport. For the purposes of the Local Plan this duty is demonstrated through a statement of common ground.

### **Horsham Community Partnership – Community Strategy/ Action Plan**

The documents produced by the Horsham Community Partnership. The Community Strategy outlines the needs and priorities of the community and shapes the activities of the organisations within the partnerships to fulfil those needs and priorities. The Action Plan identifies the short-term activities and priorities to achieve the visions in the strategy.

### **Independent Examination**

This is a form of inquiry into the Development Plan Documents. The purpose is to consider if the Development Plan Document is sound; also to consider whether the Statement of Community Involvement is sound. An inspector will be appointed by the Secretary of State to conduct the examination.

### **Issues and Options**

This is a non-statutory stage in which the Council chose to bring possible issues and options for the District into the public domain, in order to generate responses to aid the development

of the best possible 'Preferred Strategy', leading to a 'Proposed Submission' document, which is a statutory stage of the local plan preparation for the District.

### **Local Development Documents (LDDs)**

The suite of documents prepared by Local Authorities, which make up the Local Development Framework and now referred to as the Local Plan. These documents include the Statement of Community Involvement, Development Plan Documents (the Local Plan, Site Allocations, Area Action Plans, Policies Map) and Supplementary Planning Documents.

### **Local Development Framework (LDF)**

The Local Development Framework is not a statutory term and is no longer a title used. It grouped together Local Development Documents in the form of a portfolio / folder, which collectively delivered the spatial planning strategy for the local planning authority's area. The LDF comprised Local Development documents and Supplementary Planning Documents (SPDs). The LDF also included the Statement of Community Involvement, the Local Development Scheme and the Authority Monitoring Report (AMR). The phrase LDF has now been replaced through Government changes, now being referred to as a Local Plan. The Local Plan in Horsham District is the Horsham District Planning Framework.

### **Local Development Scheme (LDS)**

This is a public statement of the Council's programme for the production of the local Development Documents. The scheme will be revised when necessary. This may either be as a result of the Authority Monitoring Report, which should identify whether the Council has achieved the timetable set out in the original scheme or if there is a need to revise and / or prepare new development plan documents.

### **Local Plan**

Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate change and securing good design for the area they cover. They are a critical tool in guiding decisions about individual development proposals. Local Plans, together with any neighbourhood plans that have been made, are the starting point for considering whether applications can be approved. It is important for all areas to put an up to date Local Plan in place to guide positively considered development decisions.

### **Neighbourhood Development Plan (NDP)**

Community-based document, which may be initiated by Parish or Neighbourhood Forums. They are ultimately adopted by the Council as part of the development plan. Plans must be prepared to be in general conformity with the Local Plan, which is currently the HDPF.

### **Preferred Strategy**

This stage of preparing Development Plan Documents is part of 'early involvement' and takes into account the communities comments, having regard to them in the next stage which is the

'Proposed Submission' Development Plan Document. The intention is to provide sufficient information to ensure that people can understand the implications of the Preferred Strategy. The aim of the formal public participation on the Preferred Strategy stage is to give people the opportunity to comment on how the local planning authority is approaching the preparation of the particular Development Plan Document and to ensure that the Council is aware of all possible options before it prepares the final 'Proposed Submission' Development Plan Document which is the next stage in the process.

### **Spatial Planning**

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes, which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

### **Statement of Community Involvement**

This sets out the standards which the plan making authority intend to achieve in relation to involving the community in the preparation, alteration and continuing review of all Local Development Documents and planning applications. It also sets out how the local planning authority intends to achieve those standards. A consultation statement showing how the local planning authority has complied with its Statement of Community Involvement will be required for all Local Development Documents.

### **Statutory Organisations**

Organisations the Local Authority is required to consult with at consultation stages of the preparation Local Development Documents.

### **Submission Stage**

The final stage in preparation of Development Plan Documents (DPD). The documents are sent to the Secretary of State and an Independent Examination will be held. Following the successful completion of this process, the DPD may be adopted by the Council.

### **Supplementary Planning Documents (SPDs)**

Supplementary planning documents may cover a range of issues, both topic and site specific, which may expand policy or provide further detail to policies in a Development Plan Document where they can help applicants make successful applications or aid infrastructure delivery.

### **Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA)**

It is a legal requirement that certain documents (e.g. Local Development Documents) are assessed to ensure that they maximise their contribution to sustainable development. This is achieved by carrying out a process usually referred to as Sustainability Appraisal. This process measures the effect a document will have on a range of social, environmental and economic issues and suggests measure that would help improve the sustainability of a plan.



## Report to Cabinet

15 July 2021

By the Cabinet Member for Planning and Development

### KEY DECISION REQUIRED



**Horsham  
District  
Council**

Not Exempt

## Horsham District Local Plan 2021 - 2038: Regulation 19 Consultation

### Executive Summary

It is a legal requirement that Horsham District Council prepare a Local Plan. A draft plan has therefore been prepared which sets out the proposed strategy for considering development proposals in the District for the period 2021 to 2038. This report sets out further detail on the Local Plan preparation process, and seeks agreement that the document be agreed as Council policy and be published for a formal period of comment in accordance with the relevant planning regulations, before being submitted to the Planning Inspectorate for an independent examination of the Plan.

### Recommendations

It is recommended that the Cabinet agree to recommend to Council that it:

- i) Approves the Horsham District Local Plan Regulation 19 document as the Council's policy for planning for the future of the District for the period 2021-2038.
- ii) Publishes the Horsham District Local Plan Regulation 19 document together with the Sustainability Appraisal, Habitats Regulation Assessment and Policies Map and other supporting evidence base documents for a six-week period of representation from Friday 10 September 2021 to Friday 22 October 2021.
- iii) Submits the Horsham District Local Plan to the First Secretary of State for examination following the six-week representation period, together with Regulation 19 representations submitted to the Council.

### Reasons for Recommendations

- i) The recommendations are required to ensure that the Council meets the statutory requirement to carry out a Local Plan review, and to meet the requirements in the Town and County Planning (Local Planning) England Regulations 2012.
- ii) It is both legally necessary and appropriate to invite public and stakeholder participation in the preparation of a new Local Plan for Horsham District. Part of the statutory process is to allow representations to be made on the Local Plan before it is submitted to the Secretary of State.
- iii) To enable the Local Plan to progress to independent examination.

## **Background Papers**

Local Plan Issues and Options – Employment, Tourism and Sustainable Development, April 2018 and summary of representations:

<https://www.horsham.gov.uk/planning/local-plan/local-plan-review-issues-and-options>

Horsham District Local Plan 2019-36 Public Consultation (Regulation 18)

Horsham District Local Plan Regulation 18 Consultations –2020 (Website links) and summary of comments received:

<https://www.horsham.gov.uk/planning/local-plan/regulation-18-consultation>

Horsham District Council Local Development Scheme:

<https://www.horsham.gov.uk/planning/planning-policy/local-development-scheme>

Horsham District Council Statement of Community Involvement:

<https://www.horsham.gov.uk/planning/planning-policy/statement-of-community-involvement>

Local Plan Evidence Base:

<https://www.horsham.gov.uk/planning/local-plan/local-plan-review-evidence-base>

**Wards affected:** All

**Contact:**

Barbara Childs, Director of Place ext 5401

Catherine Howe, Head of Strategic Planning ext 5505

## Background Information

### 1 Introduction and Background

- 1.1 All Local Planning authorities are required to produce a Local Plan to ensure the economic, housing, social and environmental needs for the District are met. Local Plans must be reviewed at least once every five years to ensure that Local Plans are kept up-to-date. The Council is therefore in the process of undertaking a review of the current Local Plan (known as the Horsham District Planning Framework).
- 1.2 The Government is requiring an unprecedented increase in the number of homes that are built, and the new Local Plan will have to consider how to meet this challenge, together with meeting economic and environmental needs for the future.
- 1.3 This Council commenced the Local Plan review process in 2018, with an Issues and Options consultation held between 6 April 2018 and 25 May 2018. This consultation focussed on the future economic strategy, together with sustainable rural development and tourism issues. In addition, a call for development sites was held during 2018 with an updated Strategic Housing and Economic Land Availability Assessment (SHELAA) published in 2019. This consultation was followed by a further Issues and Options consultation, known as the Horsham District Local Plan Regulation 18 consultation, which was held between 17 February 2020 and 30 March 2020.
- 1.4 The preparation of the Horsham District Local Plan Regulation 19 document has taken account of the outcome of the Issues and Options consultations. In addition, a number of updates have been made to the Council's evidence base over the course of 2020 and 2021. This work has informed the content of the draft Regulation 19 Local Plan, which includes sites proposed for allocation for housing development. Section 3 of this report sets out more detail on the content of the plan and the supporting evidence base.

### 2 Relevant Council policy

- 2.1 The Horsham District Corporate Plan provides a focus for the Council's activities and sets out clear priorities for the Council in the period to 2023. There are five key goals:
  1. **A great place to live:** Continue creating well-balanced communities that meet residents' needs.
  2. **A thriving economy:** Work to increase economic growth and create new local jobs.
  3. **A strong, safe and healthy community:** Ensure Horsham District remains one of the best places in Sussex to live.
  4. **A cared for environment:** Prioritise the protection of our environment as we move to a low carbon future.
  5. **A modern and flexible council:** Make it easy for our residents to access the services that they need.

The Corporate Plan influences all areas of the Council's work. In relation the Local Plan, it provides a clear direction when setting the future planning objectives for this area.

- 2.2 In June 2019, the Council approved the Notice of Motion below. This provides a steer for the Council to ensure that we actively contribute to achieving a net zero carbon target through our activities.

*“We agree that there is growing public concern in the face of recent dire warnings from the World Scientific community that we are facing a wide range of environmental issues including a climate emergency. These concerns include matters such as pollution of the oceans, climate change, single-use plastics, disposal of waste, air pollution, deforestation and biodiversity loss and we support action to tackle these matters.*

*This council has an excellent record of dealing with environmental matters, particularly in the area of waste, recycling and biodiversity and we shall be developing and auditing the council’s activities to see what further practical changes we can implement in the form of a plan to reflect best environmental practice and work towards a net zero carbon target.*

*We acknowledge that we shall need to continue with public engagement and involvement and that resources will be required to underpin and support new initiatives that we undertake”.*

### **3 Details**

#### **The Horsham District Local Plan 2021- 2038**

- 3.1 The draft Horsham District Local Plan 2021 -2038 Regulation 19 document is attached to this report as Appendix 1. The document is structured as follows:

*Chapter 1: Introduction*

- 3.2 This chapter introduces the Horsham District Local Plan Regulation 19 document. It contains the proposed dates and details regarding the formal ‘period of representation’.

*Chapter 2: Planning Context*

- 3.3 This section of the document sets out the context in which the Local Plan has been prepared. This includes reference to the National Planning Policy Framework (NPPF) which sets out a number of key requirements which Local Plans must meet and has been the starting point for the preparation of this plan. The chapter also covers the geographic context for the District, introducing the Gatwick Diamond. Finally the chapter also covers the Council’s own Corporate Plan priorities and the local context of Neighbourhood Plans.

### *Chapter 3: Spatial Vision and Objectives*

- 3.4 This section provides more detail about Horsham District and the challenges that it is facing. This is used to set the vision for the District. This is followed by a series of objectives to help deliver the vision. The key sections of the plan which cover each objective are signposted within the document.

### *Chapter 4: Policies for Growth and Change*

- 3.5 This chapter sets out the overarching strategy to meet the development needs of the district. This includes the identification of a settlement hierarchy which seeks to direct development to the locations with the most services and facilities in the first instance. Where it is necessary to identify land for development outside existing settlement boundaries, this chapter sets out the overall approach and criteria by which this will be considered, including the selection of a new settlement location.

### *Chapter 5: Economic Development*

- 3.6 This section of the Local Plan contains policies which will protect and enhance the economy, and help the District recover from the Covid-19 pandemic. Key business areas already in the District will be protected for commercial use, and the strategy seeks to enable businesses in urban and rural parts of the district to grow and expand. This includes the identification of additional land to provide new employment floorspace. It is anticipated this will allow many existing businesses in the District to remain located in the District, and help provide jobs that are close to where people live.
- 3.7 This chapter also recognises that the economic health of the District is wider than providing office space and industrial spaces. This chapter also includes policies on Tourism and retail.

### *Chapter 6: Housing*

- 3.8 In recent years, the Government has made it clear that there is an expectation that local plans deliver a step change in housing delivery. The draft Horsham District Local Plan Regulation 19 document therefore identifies the number of homes that are expected to be delivered in Horsham District. Paragraph 11 of the NPPF states that

“Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The need to prepare a strategy that meets objectively assessed needs and is informed by agreements with other authorities is also reiterated in para 35 of the NPPF (see paragraph 4.2 of this report).”

- 3.9 The housing target set out in this Local Plan is based on the Government’s ‘Standard Housing Methodology’ for calculating housing needs. At the current time, this baseline figure is 897 homes per year. Section 33A of the Planning and Compulsory Purchase Act 2004 places a legal requirement on Local Planning Authorities to co-operate with other bodies and organisations on strategic or cross boundary issues. This is commonly referred to as the Duty to Co-operate and continues until the plan is submitted for examination. As part of this duty, it is necessary for this Council to seek to understand the extent to which neighbouring authorities can meet their own housing or other needs.
- 3.10 As part of the Duty to Co-operate process that has been ongoing throughout the Local Plan preparation process to date three authorities have written to this Council to formally set out that they have unmet housing needs. These are Crawley Borough Council Worthing Borough Council and Mole Valley District Council.
- 3.11 Taking account of a number of considerations including the ability of the District’s housing market to accommodate new homes, together with the timescales for the delivery of supporting infrastructure, it is considered that there is some limited potential to meet the housing needs of other authorities. The housing target set out in the local plan is therefore set at 1,100 homes per year. It is proposed that there will be a ‘stepped trajectory’ with a housing target of 900 homes in the first five years of the plan, rising to 1,180 homes per year for the remaining 12 years.
- 3.12 As well as considering the quantity of homes which the Council can realistically contribute towards meeting unmet needs, consideration has been given to the geographical relationship Horsham District has with the wider sub region, to establish how the unmet needs from these areas can be most effectively met in the context of Horsham District. In terms of the economic and housing market, the closest relationship this District has is with Northwest Sussex, which also includes Crawley Borough Council. A proportion of the south east of the District is also located in the coastal West Sussex and greater Brighton housing and economic market. Although geographically close, this District has very limited economic and housing links to Mole Valley, in Surrey. The plan has therefore prioritised meeting the unmet housing needs for Crawley in the first instance and is able to accommodate 193 homes a year. This leaves approximately 20 homes a year towards meeting Worthing’s unmet needs. It is considered that this approach contributes to demonstrating that the legal Duty to Co-operate requirement placed upon the authority and those set out in the NPPF have been met.
- 3.13 In order to meet the housing target set out in the Local Plan, it is necessary to allocate land across the district for housing development. The document therefore sets out a number of draft housing allocations which is based on the settlement hierarchy outlined in Chapter 4. This focusses highest levels of development to the largest settlements such as Horsham, Southwater and Billingshurst as far as this is possible. Smaller allocations equating to at least 2,200 homes are identified in a number of other villages and towns in the District to help support community services and facilities and allow these smaller settlements to remain thriving communities. In order to meet the Government’s housing target, a new settlement has also been identified

as being necessary. Policy 14 of the draft Local Plan identifies how it is proposed that the housing targets for the Local Plan will be met. This includes the following new strategic housing allocations (together with the number of homes to be delivered in the Plan period):

- Land West of Ifield, Crawley: 3,250 homes
- Land West of Southwater: 1,200 homes
- Land East of Billingshurst: 650 homes
- Land at Buck Barn, (new settlement near West Grinstead): 2,100 homes.

It should be noted that the proposals at Buck Barn are for a settlement of around 3,000 homes, but the total quantum of this development cannot be delivered in the plan period.

- 3.14 The policy also identifies other means by which housing will be delivered in the plan period. This includes land which already has planning permission but has yet to be built out and windfall development. In addition, it is considered that there is capacity for a further 500 homes within the existing Land North of Horsham allocation, and where the principle of development has now been established.
- 3.15 In addition to the policy setting out how the Council will meet the Government's housing targets and requirements, this chapter also contains a range of policies which set out how the Council will ensure that the homes which are built are of a high standard. This includes ensuring the homes which are provided are a mix of sizes and types including 2 to 3 bedroom homes for families and those who are downsizing. There is an expectation that homes that are delivered are affordable for local residents, that strategic sites provide a minimum of 35% affordable housing, and that smaller developments of over 10 units or exceeding 0.5 hectares deliver a minimum of 45% affordable units. In line with recent changes to national policy, a proportion of these will be delivered as 'First Homes'.
- 3.16 This chapter also identifies how the Council envisages meeting its identified Gypsy and Traveller needs. This is proposed to be met through strategic allocations, intensification of existing sites followed by the allocation of a new site.

#### *Chapter 7: Conserving and Enhancing the Natural Environment*

- 3.17 Horsham District has a high quality environment. However when compared with much of the south east it has relatively few 'absolute' constraints such as nationally designated landscapes, nature conservation designations (e.g. SSSIs) or land at risk from flooding. This does not mean that the environment of the District is not valued, but it does mean that it comes under more pressure for change and development than many other local authority areas. The policies in this chapter recognise this pressure and seek to ensure that the environment is protected and enhanced as far as is possible. In addition, where development does occur it does so in a way which respects the local environment and brings forward environmental enhancements including a minimum 10% biodiversity net gain.

#### *Chapter 8: Development Quality, Design and Heritage*

- 3.18 Horsham District has a rich cultural history and much of the built environment of the District is very historic in nature. This has a key role to play in attracting people to

live, work and visit the area. In addition, it is recognised that new development is designed in such a way to ensure that development enhances and complements local character, landscape and open spaces, and ensure that environmental mitigation is incorporated into development. This chapter sets out policies to ensure that the historic environment is protected and enhanced and ensure that new development which takes place delivers attractive, vibrant and functional communities with a distinctive sense of place.

#### *Chapter 9: Climate Change and Flooding*

- 3.19 The need to mitigate and adapt to climate change is a key objective of this plan. This chapter sets out policies to ensure that development proposals contribute to achieving net zero carbon emissions by 2050 at the latest, and ensuring that development is adapted to future changes in the climate. This includes policies which set out enhanced criteria when compared with the current HDPF, and seek to ensure that developers consider and provide low carbon energy sources as part of their developments, use of sustainable construction methods including low emissions and on site renewables. Development must also ensure that development which takes place is not at risk from flooding now and in the future, taking account of the increased risk from flooding as a result of climate change.

#### *Chapter 10: Infrastructure, Transport and Healthy Communities*

- 3.20 This chapter seeks to ensure that new development which takes place meets the needs of the new communities and provides community services and facilities, including provision for education, health care, sports facilities and open space. In terms of transport, there is an expectation that the need to travel is reduced in the first instance, with the layout of development designed to ensure greater emphasis is given to non-car based transport including walking and cycling whilst still recognising that journeys will continue to be made by car, and ensuring that necessary upgrades to the transport network are provided. There is a requirement that electric vehicle (EV) charging points are provided for as standard for every new dwelling.

#### *Chapter 11: Housing Allocations*

- 3.21 This chapter sets out the detailed housing allocation policies. The policies cover both strategic and smaller site allocations. This includes a policy which sets out the general development principles which it is expected that sites conform to, such as landscape led development and high quality design. Each separate allocation then sets out additional site specific criterion. Together these policies will ensure that the development which does come forward is of a high quality, and that (read together with other Local Plan policies) appropriate infrastructure improvements, including green infrastructure, are delivered alongside development.

### **Policies Map**

- 3.22 The production of a Policies Map is a specific requirement of the Town and Country Planning (Local Planning) (England) Regulations 2012. The map is a geographical expression of the policies contained primarily within the Local Plan. The Council already has an adopted Policies Map (which accompanies the Horsham District Planning Framework and Made Neighbourhood Plans). The main changes to the

policies map are outlined in Appendix 2. These changes are primarily the new housing and employment allocations. If agreed for publication, the full suite of policies maps will be published together with the Local Plan document and other supporting documentation.

### **Local Plan Evidence Base**

- 3.23 It is a requirement of the NPPF that the preparation and review of Local Plan policies is underpinned by relevant, up-to-date and proportionate evidence. The following paragraphs outline key elements of the evidence base which have helped to inform the preparation of this plan. The evidence base prepared by the Council will be available on the Council's website as part of the Regulation 19 consultation. <https://www.horsham.gov.uk/planning/local-plan/local-plan-review-evidence-base> A list of evidence base documents is appended as Appendix 3.

#### *Sustainability Appraisal and Strategic Environmental Assessment*

- 3.24 In accordance with legislation, the preparation of the Horsham District Local Plan Regulation 19 documentation has taken account of the findings of the Sustainability Appraisal (incorporating Strategic Environmental Assessment) and the Habitat Regulations Assessment. The Sustainability Appraisal report identifies the social, environmental and economic effects of the options and a range of different alternatives for the Council's development strategy. This includes a number of different means of delivering the spatial strategy and alternative sites or combination of sites. The study has concluded that the Local Plan sets out a positive approach to achieving sustainable development which will help meet the needs of the local community up to 2038. A positive outcome identified in the Sustainability Appraisal is the ability of the plan to help address the need for housing in the area, and deliver new affordable homes as well as contributing to the unmet need of neighbouring authorities. The Sustainability Appraisal identifies that many of the sites proposed for allocation are on greenfield sites which has the potential without mitigation to give rise to adverse environmental impacts. However the policy safeguards that have been incorporated into the Local Plan will mean that the potential adverse effects that would otherwise arise can be mitigated. The document also identifies mechanisms as to how any impacts arising from the plan could be offset, reduced or mitigated. This has helped to ensure that the policies within the Local Plan are as sustainable as possible. A non-technical summary of the Sustainability Appraisal is attached to this report as Appendix 4.

#### *Habitat Regulation Assessment*

- 3.25 It is also a legislative requirement that the Council undertake a Habitat Regulation Assessment in order to assess the impact of the proposed plan on sites of international importance, and in particular key sites designated a Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). An assessment of the proposed scale and location of development in the District has indicated that without mitigation there would be potential to harm these habitats. However, a number of mitigation measures have been incorporated into the plan including bat sustenance zone, policy mechanisms to ensure that appropriate bird surveys are undertaken and the potential provision of replacement habitat, if required. Other policy provisions seek to limit as far as possible water use and abstraction arising from new

development and minimise the reliance on cars which contribute to nitrogen dioxide emissions. These measures seek to ensure that the integrity of a number of nature conservation sites of international importance are not affected. A non-technical summary of the Habitat Regulation Assessment is attached to this report as Appendix 5.

### *Site Assessment & Housing Delivery*

- 3.26 In order to meet the future housing and employment needs of the District, it is necessary to allocate new land for development. In order to help identify land which is available for development, the Council held a 'call for sites' in 2018 where landowners and developers had an opportunity to promote land to the Council. There was a further opportunity to promote land to the Council as part of the Regulation 18 Local Plan consultation held in February and March 2020. In total over 800 sites have been considered by the Council during the Local Plan preparation process.
- 3.27 All sites and along with any supporting information submitted to the Council, including proposed masterplans, economic, social and supporting environmental information has been considered against a set of criteria which have considered the suitability, availability and deliverability of sites for allocation in the Local Plan. This has taken account of the Council's own evidence base which has considered the extent to which the market can accommodate new development in the district over the local plan period.
- 3.28 The range of sites considered by the Council ranged from small sites of five or more up to significant strategic allocations of several thousands of homes. Taking account of the findings of the site assessment process, recommendations for allocations have been made for sites which meet the proposed settlement hierarchy and adjoin existing settlement boundaries. The site assessment process has also considered the potential for a number of larger strategic scale developments, including new settlements to help deliver housing to meet the required housing targets. Appendix 6 contains further detail on the conclusions of the site assessment process.

### *Transport*

- 3.29 New development which takes place in the District will have an impact on the transport network in the District. A detailed transport assessment of the local plan has been undertaken, to ensure that the cumulative impact of developments within and beyond the District on highways in and around the District has been considered. A summary of this assessment work is set out in Appendix 7. This has concluded that there are likely to be some significant impacts on the road network that arise directly from sites being allocated in the Local Plan. Notable impacts include delays or safety issues occurring at a number of junctions, however most of these impacts can be successfully mitigated through a combination of improving sustainable transport measures and re-prioritising the phasing of traffic lights. Such measures do not however fully address problems occurring at four junctions along the A24 or the northern mini roundabout at Cowfold, therefore junction upgrades of the A24 junctions, and encouraging traffic away from Cowfold through changes on other parts of the network, are likely to be necessary. It will further be necessary to address potential delays on the A23/A2300 southbound slip road onto the A23, which requires further discussion with Highways England. However in all cases, the report identifies that there are realistic and achievable mitigation measures. In summary therefore the

proposed strategy is not considered to have any 'showstoppers' and the impacts identified can be addressed.

### *Viability*

- 3.30 It is a requirement of the NPPF that the policy requirements delivered from development are viable. Without this, the delivery of development can be impacted. In addition, an Infrastructure Delivery Plan (IDP) has been prepared which will be published as part of the Regulation 19 consultation. This document will set out the key infrastructure which is necessary to support the delivery of the local plan, including open space, education and transport.

The policies in the Local Plan, informed by the IDP has been subject to a viability assessment. This has included an assessment of the viability of a number of potential strategic sites. This has concluded that the plan policies and the proposed allocations can be delivered whilst also providing good quality development (including affordable housing) and infrastructure in a timely manner. A summary of the Viability Report is attached as Appendix 8.

### *Environmental Considerations*

- 3.31 As set out in paragraph 3.15, Horsham District has relatively few 'absolute' environmental constraints. In order to ensure that the high quality environment of the District is protected and enhanced as far as is possible, the development of the local plan has taken account of a range of environmental evidence. In addition to the SA/SEA process and the HRA process outlined above, this has included a wide range of other data including the existing Green Infrastructure Strategy, the presence of Air Quality Management Areas in the District, and an update to the Council's Strategic Flood risk assessment and the Landscape Capacity of the District.
- 3.32 In addition, new evidence has been prepared. This includes a Carbon Reduction Study to assist the Council in delivering its commitments to achieving net zero carbon and a Heritage Impact Assessment, which has considered the potential impact of new development on archaeological and historical assets within the District, and sets out recommendations to ensure impacts can be mitigated.
- 3.33 In addition, the Council has been mindful of the emerging Environment Bill. This legislation has yet to be enacted, but is expected to place a requirement on local authorities to deliver biodiversity net gains and assist the delivery of a Nature Recovery Network. Pilot studies are taking place across the country to assist the Government's understanding of how Nature Recovery Networks and planning will interact, and until guidance is published this will remain uncertain. The Council has however worked proactively with the Wilder Horsham initiative to help understand features and opportunities to help deliver any eventual nature recovery network, in rural and urban parts of the District. However it is important to note that at this time, no formal NRN has been designated and the designating authority, mechanisms, stakeholder involvement in this process have yet to be established.

## *Economic Considerations*

- 3.34 The Council has carried out an Economic Growth Assessment (EGA) which sought to understand the amount and type of economic development which would be needed to support growth in Horsham District, and contribute to the health of the wider Gatwick diamond as a whole. A focussed update to this report has been carried out to take account of the impacts of the Covid-19 pandemic so far as they can be determined at this stage. The findings of the EGA indicate that Horsham District is in a strong position to support economic and employment growth over the plan period despite the short to medium term challenges of the pandemic. The study demonstrates that there is a need to provide sites that meet modern business requirements and assist existing businesses in the District to expand and flourish thereby providing new local jobs, as well as providing some additional employment land to meet the needs arising from additional housing growth.

## **4 Next Steps**

- 4.1 It is proposed that the Horsham District Local Plan Regulation 19 document is published for a six week 'period of representation' between Friday 10 September 2021 and Friday 22 October 2021 in accordance with Regulation 19 of the Town and Country (Local Planning) (England) Regulations 2012.
- 4.2 Section 20(2)(b) and 5(b) of the Planning and Compulsory Purchase Act 2004 require that the plan which a local authority submits for examination is one that it thinks to be 'sound'. The NPPF paragraph 35 sets out the tests of soundness against which a plan will be tested. These will test whether the plan is:
- a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
  - b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
  - c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
  - d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework.
- 4.3 It is considered these four tests have been met. As set out in section 3 of this report, the starting point for preparation of the plan has been the NPPF. Policies have therefore been drafted to ensure that they are consistent with national policy. The plan is also considered to be positively prepared as the plan sets out a strategy for development which meets our own housing targets and makes a meaningful contribution to meeting unmet housing needs. The plan preparation process has also considered a number of other alternative strategies and options, as part of the SA/SEA process and the preparation of other evidence base documents, leading to the recommended strategy. This is considered to be justified. The plan preparation process has also been effective with consideration of strategic cross boundary issues (such as the provision of unmet housing needs) which has been undertaken as part of our Duty to Co-operate discussions with a range of organisations.

- 4.4 This representation period will provide stakeholders and the general public with the opportunity to prepare and submit a response indicating whether they consider the Council's strategy is sound, legally compliant including whether the Duty to Co-operate has been met, together with their proposed amendments to the plan in order for the Local Plan and the Council to meet these tests.
- 4.5 The Horsham District Local Plan Regulation 19 document will be published online and hard copy documentation will be made available in local libraries. The main methods of submitting representations will be online, but email and hardcopy responses can also be submitted.
- 4.6 The Council will ensure that the representation period is well publicised through a range of media including online, local newspapers and a range of community publications, in accordance with the Council's Statement of Community Involvement. During the representation period, the Council will ensure there are opportunities for Parish and Neighbourhood Councils, stakeholders and businesses to learn more about the draft Local Plan and how to make comments as part of this process, including through Parish/Neighbourhood Council workshops, and social media. Where possible hard copy information panels will be made available in public libraries. It should be noted that whilst it is currently anticipated that Covid restrictions will have been fully relaxed by September, arrangements for publicity will be kept under review as necessary.
- 4.7 Representations that are made to the Council on the content of the Local Plan will, be formally submitted by the Council to the Planning Inspectorate, together with the Local Plan and supporting evidence.
- 4.8 Taking into account the representations which are made during the six week representation period, it is good practice that the Council provide the Planning Inspectorate with its initial response to the issues identified. As part of this process it is envisaged that it may be appropriate to provide the Inspectorate with a schedule of minor amendments the plan (such as points of clarity or typographical errors) which the Council ask the Examining Inspector to consider as part of his or her examination of the plan. In the event that the Council consider that a change needs to be made to the plan in response to the representation period or as a change to the evidence base, it would be necessary for this to be reconsidered by the Council and if necessary be subject to a further period of comment under Regulation 19.

## **5 Views of the Policy Development Advisory Group and Outcome of Consultations**

- 5.1 The proposed content of this document has been discussed at regular meetings of the Planning and Development Policy Development Advisory Group throughout the preparation of the Local Plan. These meetings have provided advice and feedback to the Cabinet Member for Planning and Development on matters including the emerging evidence base, the site allocation process and the envisaged policy content of the Local Plan.
- 5.2 A number of all Member seminars and events were held between June 2017 and December 2020, during the Horsham District Local Plan preparation process. All Members have also been provided with written advice and guidance from independent planning specialists in relation to legal matters and the proposed strategy for the plan. These have allowed debate on the economic, rural and environmental strategies, together with discussion on the level and location of new housing that the Local Plan is required to deliver. Members' views were taken into account in the preparation of the proposed consultation document.
- 5.3 The process of Local Plan preparation requires that the views of stakeholders and the community be taken into account. This has been undertaken through a number of means, including the two Regulation 18 consultations, as well as Parish/Neighbourhood Council workshops and public exhibitions held in February/March 2020. The summary of the public consultation feedback is available on the Council's website <https://www.horsham.gov.uk/planning/local-plan/regulation-18-consultation>. Since the close of the Regulation 18 consultation in March 2020, correspondence and petitions relating to the Local Plan have continued to be received, particularly in relation to potential housing allocations identified at the Regulation 18 stage of consultation. The content of these have been noted but they have not raised any new views or concerns that had not already been made by others at the Regulation 18 consultation. The process for further public engagement will continue with the publication of the Regulation 19 document as set out in section 4 of this report.
- 5.4 As outlined in section 3 of this report, HDC has a legal Duty to Co-operate. In addition to the consideration to direct requests to meet unmet housing needs, the authority has also actively engaged with other Local Authorities and other key organisations such as Highways England (on transport matters) and Natural England (ecological matters) during the plan preparation process to help inform plan preparation, and therefore ensures that the Council has met its legal obligations in this respect. These discussions will continue until the point at which the plan is submitted. The outcome of this work will be set out in Statements of Common Ground between the various parties involved.
- 5.4 The comments of the Monitoring Officer and the Director of Corporate Resources are incorporated in this report.

## **6 Other Courses of Action Considered but Rejected**

- 6.1 As set out in paragraph 3.24 a number of alternative options for the Local Plan have been considered as part of the Sustainability Appraisal process. Other options for development have been considered as part of the wider evidence base work set out

in this report. Ultimately it is considered that the proposed Local Plan strategy is an appropriate means of delivering its own needs and making a meaningful contribution to meeting the unmet needs from the wider sub-region. This strategy reflects the District's unique geography and the relationship it has with the surrounding area, including Crawley and the South Coast.

- 6.2 Another alternative course of action would be not to review the existing Horsham District Planning Framework. However, it is a legal requirement that local plans are monitored and reviewed regularly to ensure that they are kept up-to-date, and would leave the Council in breach of this legal duty.
- 6.2 The decision not to progress a plan would not stop new development taking place, but without an up-to-date Local Plan, the Council would have limited control about the location, nature and type of development that would take place. In addition, it would be more difficult for the Council to require the infrastructure requirements needed to support development on a comprehensive and district wide basis.

## **7 Resource Consequences**

- 7.1 Budgetary provision has been made for the Local Plan Review in the current and forthcoming financial years. There are no direct financial consequences arising from this report in addition to those that have already been identified in relation to the preparation of the Local Plan. These include the normal staff and publication costs associated with the publication of this document for consultation. In addition it will also be necessary to seek specialist consultant and legal advice to support any updates of the Council's evidence base and to support the forthcoming Local Plan Examination. Whilst some costs are best estimates, these have as far as possible been included in the agreed budget.

## **8 Legal Considerations and Implications**

- 8.1 The Local Plan is required by statute and the Council's constitution to be adopted by Full Council. The Planning and Compulsory Purchase 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) set out the requirements and the statutory procedure for the preparation of a Local Plan. All aspects of the Local Plan preparation have been undertaken in accordance with this legislation and is deemed to be legally compliant. Many of the key requirements of the Planning and Compulsory Purchase Act 2004 (such as the Duty to Co-operate) are addressed elsewhere in this report.

In addition, it is considered that the legal obligations set out in Section 19 (3) and the provisions cross referred to in 20(5)(a) of this Act have been met. In particular, the Council has complied with its Statement of Community Involvement as part of the plan preparation process, and has also prepared a local Development Scheme which sets out the timetable for plan preparation. This document has been kept under regular review during the plan preparation process and has been updated when required to ensure that the preparation of the plan is in accordance with the outlined timetable. We have sought to ensure that the appropriate legal advice has informed the preparation process of the Local Plan and will continue to do so to ensure compliance with relevant regulations.

- 8.2 This document will meet the Council's stated intention to review its adopted Local Plan (the Horsham District Planning Framework).
- 8.3 If the Horsham District Local Plan document is agreed for publication, this will need to be undertaken in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, and in particular Regulation 19. In addition, a Sustainability Appraisal Scoping Report incorporating the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 together with a Habitat Regulations Assessment has been undertaken as part of this work. This documentation, along with other evidence base documents will be made available as part of the consultation process.

## **9 Risk Assessment**

- 9.1 With the preparation of any Development Plan Document, there is a risk that the process could be subject to a Judicial Review on the adoption of the plan. By following the required legal processes as set out in the relevant legislation, the risk of a successful challenge is considered to be low. Other risks include organisational capacity to incorporate unexpected additional work arising from the examination process, and potential impact on other projects such as the capacity to support Neighbourhood Plans (albeit the latter has been mitigated through the procurement of external resources).

## **10 Procurement implications**

- 10.1 There are no direct procurement implications arising from this report. From time to time it may be necessary to procure the advice from consultants to support the preparation of the Council's evidence base. This will be undertaken in accordance with the Council's procurement policies.

## **11. Equalities and Human Rights implications / Public Sector Equality Duty**

- 11.1 The Equalities Act 2010 places a duty on local authorities to consider the impact of its activities on age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Authority must have regard to the need to eliminating unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups. In order to consider these issues, the Sustainability Appraisal process which has been undertaken during the preparation of the Local Plan has incorporated an Equalities Impact Assessment to ensure that the impact of the plan on Race, Disability, Gender including gender reassignment, Age, Sexual Orientation, Pregnancy and maternity, Religion or belief has been considered. The local plan contains specific policies to address identified equalities issues. For example, this includes the allocation of land to make sure that the housing needs of Gypsies and Travellers within Horsham District can be met.

- 11.2 This Council has a positive obligation to ensure that respect for human rights is at the core of its day to day work, and must in particular consider Article 6 (Determination of Civil Rights), 8(A Right to Family Life etc) and Article 1 of the First Protocol (Right to Property). The preparation of a local development document, and the involvement of the community at each stage, will potentially contribute to improving the quality of life in the District and will therefore have a positive impact on human rights.

## **12 Environmental Implications**

- 12.1 If adopted, the Local Plan will provide a key mechanism of delivering a wide range of environmental benefits to the District, and therefore delivering the objectives of the Corporate Plan. This includes protecting and enhancing air quality, delivery of green infrastructure and a minimum 10% biodiversity net gain. The policies also seek to ensure that the District achieves net zero carbon by 2050 at the latest.

## **13 Other Considerations**

- 13.1 There are no direct crime and disorder consequences arising from the content of this report. Comments submitted to the Council as part of the representation period will be processed in accordance with Data Protection and GDPR regulations.



**Horsham District  
Local Plan  
2021 – 38**

**Regulation 19 Draft Copy**

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# 1 Introduction

## The Horsham District Local Plan 2021-2038

- 1.1 The Horsham District Local Plan 2021-2038 has been prepared as the main planning document for Horsham District, outside the South Downs National Park (SDNP). The aim of the plan is to help bring forward the social, economic and environmental needs for the land in Horsham District that is outside the South Downs National Park. The West of Bewbush Joint Area Action Plan 2009 and a growing number of 'Made' Neighbourhood Plans also form part of the Development Plan, together with the Joint Minerals Local Plan and Waste Local Plan prepared by West Sussex County Council. In addition, Policies SD1 to SD11 set out in the Horsham District Planning Framework 2015 -2031 are saved and will remain part of the Development Plan until such time as these proposals are built out.

## The Horsham District Local Plan Regulation 19 Document

- 1.2 The new Local Plan will cover the period from 2021 to 2038. The plan aims to deliver the social, economic and environmental needs of Horsham District, as well as looking beyond our boundaries. The new Local Plan will also set the framework that allows local communities to prepare Neighbourhood Development Plans.
- 1.3 This document sets out the draft vision, objectives and strategy for the District over the coming years and contains a number of Strategic Policies and general planning policies which identify development locations to meet employment, housing, retail and other needs in the District. It also sets out the framework for the protection and enhancement of the natural and built environment.
- 1.4 This document does not apply to land inside the South Downs National Park. The planning policies for the National Park are set out in the South Downs Local Plan (SDLP). For the avoidance of doubt, any reference in this document to Horsham District/'the District', does not include the land within the South Downs National Park.
- 1.5 The Local Plan does not exist in isolation and should be read in conjunction with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) or other relevant national and local guidance. Other local documents will also form part of the Local Plan, including the Community Infrastructure Levy (CIL) charging schedule, Supplementary Planning Documents, Masterplans and design guidance for Strategic sites and Neighbourhood Plans.
- 1.6 All policies are related to one another and the document should be read as a whole, including the vision, spatial objectives and spatial strategy. The document has a number of Strategic Policies. Once the Local Plan is adopted, any Neighbourhood Plan that is prepared will be expected to be in general conformity with these Strategic Policies.

## Strategy Development

- 1.7 This Plan has been positively prepared in accordance with National Policy and Guidance to deliver the needs of the District and, where possible, the wider area beyond our boundary. The plan preparation was undertaken during a very challenging period, with the backdrop of the Covid-19 Pandemic, and the publication of two Government consultations proposing changes the planning system both in the shorter and longer term. This included proposed changes to the national 'standard methodology' for calculating the District's local housing need. It is however important to note that the minimum amount of housing to be delivered within the Local Plan period is now set by national government. In this context, we recognise that meeting future housing and economic needs, together with providing environmental protection and maintaining healthy and happy communities, presents enormous challenges.
- 1.8 In order to understand the needs and issues facing the District in the future the Plan has taken account of the outcome of a collection of studies is known as our evidence base, and includes topics such as housing and employment needs, flooding and infrastructure. The preparation of the plan involves testing strategy and policy options against environmental, social and economic objectives using the Sustainability Appraisal process. The evidence base takes account of the impacts of the Covid-19 Pandemic as far as possible. Our evidence base documents can be viewed on the Council's website [www.horsham.gov.uk/localplan](http://www.horsham.gov.uk/localplan).
- 1.9 The preparation of this document has been informed by feedback on the 'Issues and Options – Employment, Tourism and Sustainable Rural Development' document which was published for consultation in Spring 2018, and the Horsham District Local Plan 2019-36 Regulation 18 Consultation which was held in February and March of 2020.
- 1.10 In addition to formal consultation there has been extensive ongoing discussion during the preparation of the plan. This has included consultation with the community, Parish and Neighbourhood Councils, businesses, services providers and adjoining authorities as part of the legal Duty to Co-operate, in order to understand the needs and best way forward for the District. These have included face to face discussions and, following the Covid-19 pandemic, online meetings.

### **Next Steps**

- 1.11 This document will be published for a formal 'period of representation' from Friday 10 September 2021 to Friday 22 October 2021. The document will be available to view on the Council's website [www.horsham.gov.uk/localplan](http://www.horsham.gov.uk/localplan). Subject to any Covid-19 restrictions, hard copies will also be available in local libraries and at the Council office.
- 1.12 This is a formal stage of Local Plan preparation. All correspondence which is submitted to the Council during the representation period will be passed on to an Independent Planning Inspector who will be appointed to conduct a formal Examination of the plan. If you wish to send in your views, it will be important that you make clear whether you support or object to the plan. If you are objecting to the plan you will need to set out what changes to the plan would resolve your objection.

- 1.13 For details and guidance on how to make representations and to sign up for Local Plan updates please visit the Horsham District Council website [www.horsham.gov.uk/localplan](http://www.horsham.gov.uk/localplan). If you require further advice on how to submit comments please email [yoursay@horsham.gov.uk](mailto:yoursay@horsham.gov.uk) or telephone 01403 215100.
- 1.14 Any comments submitted at the Regulation 19 consultation will be formally submitted to an independent Planning Inspector, together with the Local Plan and supporting evidence base. The Planning Inspector will then conduct an independent examination of the Plan. If the Planning Inspector concludes that the plan is 'Sound' it will be formally adopted and will replace the Horsham District Planning Framework as the main planning document for the District.

## 2 Planning Context

2.1 The Horsham District Local Plan is informed by a number of other documents and strategies. Each of these documents is discussed in the following section, in order to fully explain the context of the new Local Plan.

### National Planning Policy Framework and National Planning Practice Guidance

2.2 The [National Planning Policy Framework \(NPPF\)](#) sets out the Government's planning policies for England. The document provides a framework within which Local Plans should be produced. In addition to the NPPF, further guidance on the preparation of Local Plans is set out in National Planning Guidance (NPPG). The key requirements of the NPPF for the preparation of a Local Plan for Horsham District are as follows:

#### Achieving Sustainable Development

2.3 The need to achieve sustainable development is a core principle of the NPPF. This means balancing the need for economic growth with social and environmental requirements and ensuring that the ability of future generations to meet their needs is not compromised. Key provisions are:

- the need to support economic growth by ensuring that sufficient land is available at the right time and right place
- to support communities, including by ensuring that a sufficient number and range of homes can be provided
- the provision of accessible services, facilities and open spaces to support the health, social and cultural wellbeing of communities
- protecting and enhancing the natural built and historic environment, including improving biodiversity, using natural resources prudently and minimising and adapting to impacts of climate change, and the provision of high-quality design
- the provision of infrastructure including for transport and telecommunications

#### Plan Led

2.4 The NPPF sets out that the starting point for making planning decisions is the 'development plan'. The development plan is any up-to-date Local Plan along with any 'Made' Neighbourhood Plans. Local Plans are a key document for making decisions about the scale and location of development, providing an effective means of involving communities in decisions about the future of their areas, and providing a strategic framework for the preparation of Neighbourhood Plans.

#### Duty to Co-operate

2.5 The NPPF requires that local planning authorities and county councils are under a 'Duty to Co-operate' with each other and other key bodies, on strategic matters that

cross administrative boundaries. This can include a range of issues from infrastructure provision, economic and housing growth to strategic recreation routes. Where appropriate, this Local Plan takes into account the needs and requirements of other authorities, as well as taking account of other development plans which cover the District.

## Evidence Base

- 2.6 The preparation and review of all policies in the Local Plan should be underpinned by relevant, proportionate, and up-to-date evidence. This means we must carry out a Sustainability Appraisal and Habitats Regulation Assessment that meets the relevant legal requirements. The Sustainability Appraisal process has been carried out during the process of plan preparation. The Sustainability Appraisal, including the non-technical summary, is available alongside this document, together with other supporting evidence base documents.

## The Gatwick Diamond and Coast to Capital Local Enterprise Partnership

- 2.7 The majority of Horsham District is located within the Gatwick Diamond economic area which extends from Croydon in the north, around Gatwick Airport and down the A23 corridor to the south coast. Residents of Horsham District contribute to this wider regional economy.



Figure 1: The Gatwick Diamond area

- 2.8 The Coast to Capital Local Enterprise Partnership (LEP) is focused in the Gatwick Diamond area. This LEP is a business-led partnership between local authorities and businesses and plays a central role in determining local economic priorities and

undertaking activities to drive economic growth, investment and the creation of local jobs. The LEP have produced a strategic economic plan known as Gatwick 360°, which identifies eight economic priorities ranging from the delivery of prosperous urban centres, developing skills and improvements to digital networks. This Council will work with the LEP to ensure that the Local Plan can contribute to the delivery of these objectives. This will include supporting the sub-regional economy as it emerges from the Covid-19 Pandemic.

## The South Downs National Park

- 2.9 Some of the land in Horsham District is located in the South Downs National Park. Horsham District Council is not the planning authority for this area, and a separate Local Plan has been prepared for this landscape. It is however recognised that there is potential for any development and change that takes place outside the National Park to have an impact on this area. The Council has therefore been mindful of the duty to have regard to the two purposes of the National Park, namely to conserve and enhance its natural beauty, wildlife and cultural heritage and to promote the opportunities for public understanding and enjoyment of its special qualities. This extends to decisions about development and infrastructure that could affect areas within the National Park.

## Minerals and Waste

- 2.10 West Sussex County Council has worked in partnership with the South Downs National Park Authority to produce the [Waste Local Plan](#) and the [Joint Minerals Local Plan](#). Within the Minerals Plan policies M9 and M10 which relate to the safeguarding of mineral resources for the future are of particular relevance.

## The Horsham District Corporate Plan 2019-2023

- 2.11 The Horsham District Corporate Plan provides a focus for the Council's activities and sets out clear priorities for the Council in the period to 2023. There are five key goals:
1. **A great place to live:** Continue creating well-balanced communities that meet residents' needs.
  2. **A thriving economy:** Work to increase economic growth and create new local jobs.
  3. **A strong, safe and healthy community:** Ensure Horsham District remains one of the best places in Sussex to live.
  4. **A cared for environment:** Prioritise the protection of our environment as we move to a low carbon future.
  5. **A modern and flexible council:** Make it easy for our residents to access the services that they need.
- 2.12 The Corporate Plan influences all areas of the Council's work. In relation to the Local Plan, it provides a clear direction when setting the future planning objectives for this area.

- 2.13 In June 2019, the Council approved the Notice of Motion below. This provides a clear steer for the Council to ensure that it actively contributes to achieving a net zero carbon target through its activities.

*“We agree that there is growing public concern in the face of recent dire warnings from the World Scientific community that we are facing a wide range of environmental issues including a climate emergency. These concerns include matters such as pollution of the oceans, climate change, single-use plastics, disposal of waste, air pollution, deforestation and biodiversity loss and we support action to tackle these matters.*

*This council has an excellent record of dealing with environmental matters, particularly in the area of waste, recycling and biodiversity and we shall be developing and auditing the council’s activities to see what further practical changes we can implement in the form of a plan to reflect best environmental practice and work towards a net zero carbon target.*

*We acknowledge that we shall need to continue with public engagement and involvement and that resources will be required to underpin and support new initiatives that we undertake”.*

## **Neighbourhood Plans**

- 2.14 This Local Plan will also set the framework for the preparation or review of existing Neighbourhood Plans. Neighbourhood Plans provide local communities with a means to help shape where new development will go and what it will look like. Although not all parishes in Horsham District have opted to prepare a Neighbourhood plan, many communities have chosen to do so. Within Horsham District, a number of Neighbourhood Plans have already been 'made' and form part of the development plan, and others are well advanced. Where these plans identify sites for economic or housing development they will contribute to the overall delivery of the identified development needs for the District. Neighbourhood Plans also identify other, more locally specific, issues and objectives such as the identification of 'Local Greenspaces' or key views of importance.

# Chapter 3: Spatial Vision and Objectives

## Spatial Context

- 3.1 Horsham District is located in West Sussex, within the South East of England. It covers an area of 530km<sup>2</sup> (205 square miles) and is predominantly rural in character, containing a number of smaller villages and towns. The largest urban area is the market town of Horsham, situated in the north-east of the District. 95km<sup>2</sup> (36.49 square miles) of the District falls within the South Downs National Park. Although not covered by the policies in this Plan, this nationally important landscape provides a key visual backdrop from locations across the plan area.
- 3.2 The District is close to both central London (around 1 hour by train from Horsham station), and towns on the south coast, including Worthing and Brighton. There are also connections globally, with Gatwick Airport located on the northern boundary of the District. Road and rail links and proximity to nearby ports on the south coast also ensures the area is connected to the rest of the UK and mainland Europe. It is recognised that there is an existing transport infrastructure deficit, which requires wider infrastructure investment to reduce unresolved and ongoing congestion issues, rail overcrowding and slow journey times.
- 3.3 Horsham town is the main urban area in the District, and currently supports a wide range of jobs including a number of creative and knowledge based industries. Other smaller towns and villages in the District also provide a range of employment opportunities more locally. An example is the high-quality design and manufacturing company Tesla, based in Storrington. The rural nature of the District also supports a thriving rural economy, including businesses such as brewing and viticulture. In addition to more office or industrial based jobs, other businesses also generate employment including leisure, tourism and retail. It is recognised that the impact of changing travel and retail patterns, including as a result of Covid-19, together with recent planning reforms such as permitted development rights have the potential to change the character of the District's towns, villages and high streets.
- 3.4 60% of the residents of Horsham District live and work within the District, with 40% commuting beyond the District boundaries. Many of these people are employed locally in Crawley and Mid Sussex, which together with Horsham District forms part of the wider North West Sussex market area. The labour force in Horsham District is highly educated and contributes to the 45,000 businesses and 500 international businesses within the Gatwick Diamond as a whole. Central London is also an important employment destination for a number of residents. There is potential for some changes to these travel patterns as a result of the Covid-19 pandemic with the potential for increased home working in the future. Covid-19 may also have impacted travel patterns due to concerns about the safety of crowded public transport. It is however too early to determine any definitive changes to long term working and travel patterns.

- 3.5 The towns and villages in the District are very attractive, with many historic buildings. The character of the settlements is varied, and each has a unique identity, with different sizes, building types and relationship with the surrounding landscape. There are a range of building materials seen across the District, from tile hanging and flint to the particularly distinctive Horsham stone, which is used as a roofing material in a number of towns and villages. The historic character and high-quality built environment, and the surrounding rural landscape make the District's villages and towns a very appealing place to live, work and visit which is backed up by a number of surveys which have repeatedly identified Horsham District as a desirable place to live and work. It is therefore important that this high-quality built environment is retained in the future.
- 3.6 Residents of Horsham District generally comprise a mix of young families and older retired households. Younger individuals often move away from the area during their twenties and return in their 30s and 40s when they start a family. However, the cost of housing is high which means it is increasingly hard for people to stay in or move back to the District.
- 3.7 The District falls within two main housing market areas. The North West Sussex Housing Market area, which also includes Crawley Borough and Mid Sussex District. A small area in the south east of the District also falls within the Sussex coast housing market area. The latter housing market area primarily covers the south coast authorities of Worthing, Adur and Brighton and Hove. There are therefore population flows in and out of the District from these two areas, with some smaller population flows between the District and south London boroughs.
- 3.8 Many of the local authorities within the wider housing market area have not been able to identify land to meet their own housing needs. Horsham District has historically made a significant contribution to meeting unmet needs for the wider sub region, meeting needs for Crawley Borough, with the development of new neighbourhood at Crawley - Kilnwood Vale - which falls within Horsham's administrative area. The Horsham District Planning Framework (HDPF) adopted in 2015, also made provision for 150 homes per year to meet unmet housing needs for Crawley.
- 3.9 The countryside of the District is very attractive, comprising a network of predominantly small fields bounded by thick hedgerows and interspersed by areas of woodland. Together with other districts, these woodland areas combine to make West Sussex one of the most wooded counties in the UK. Two landscapes in the District are of national importance; the High Weald Area of Outstanding Natural Beauty and the South Downs National Park. The District is also home to an abundance of wildlife, some of which is noted for its importance internationally and / or nationally.
- 3.10 It is recognised that environments and habitats are under increasing threat from a range of factors. In common with the rest of the UK, biodiversity is, overall, deteriorating as a result of changing land management practices and increased pressure for development. Any growth and development which takes place will need to deliver biodiversity net gains and contribute towards the provision of a nature recovery network.

- 3.11 Compared with many other areas within the south-east, Horsham District has a smaller proportion of land which is subject to environmental or other designations such as green-belt. It is however important to recognise that the land which is not designated for its environmental importance is still highly valued, particularly by local communities. These areas also perform critical environmental services, such as preventing flooding, noise attenuation, air quality enhancement and carbon sequestration. These areas often form part of a wider network of green spaces which provide space for informal leisure and recreation, which contributes to healthy lifestyles and mental health and wellbeing.
- 3.12 Whilst the District does have a high-quality environment it is facing many challenges in addition to habitat loss. Public transport provision within the District is poor and there is a high reliance on the car. In addition to traffic congestion, this also contributes to emissions of air pollutants. There are two Air Quality management areas in Cowfold and Storrington. Climate change is one of the biggest challenges facing Horsham District, including increased risk from flooding, and impacts to health and the natural environment from a warming climate and changing weather patterns. Transport emissions are also one of our highest contributors to carbon emissions. Any growth and change which takes place will need to consider impacts of changing weather and climate and contribute to net zero carbon targets.
- 3.13 The key challenge for the District is how it can balance the pressures for development and growth whilst maintaining a high quality of life for its residents. It is recognised that the District must consider the extent to which it can continue meet housing and other development needs for both its own population and those in districts and boroughs who have unmet development needs. Whilst superficially unconstrained environmentally, there are still physical, environmental and practical limits to the level of growth which can be accommodated sustainably both now and in the future. This includes the need to ensure the timely delivery of sufficient new infrastructure that meets the needs of new development and ensuring there are benefits to existing as well as future communities.

The vision for the Horsham District Local Plan is therefore:

**“A place where people from all backgrounds can choose to live and work, with access to high-quality jobs, services and facilities that are close to home, in a low carbon economy and high-quality natural environment.”**

By 2038 Horsham District will have become a place where:

### **Economy**

- 3.14 There is a vibrant economy that has recovered from the economic challenges of the Covid-19 pandemic. Economic growth fits within the wider context of the Gatwick Diamond and the nearby South Downs National Park and builds upon the existing

market offer within Horsham District, including creative and knowledge based industries, as well as employment which contributes to a low carbon economy.

- 3.15 There is a diverse, resilient and flexible range of business premises which provide high-quality jobs that match housing growth and offer the opportunity of working close to home. This includes support for the retention and growth of existing employment land and ensuring there are high quality modern communications and connections in place. New employment floorspace will include both high-quality offices and commercial development. A range of employment requirements will be catered for, including starter units and larger 'moving on' accommodation to nurture and support growth of smaller businesses and retain inward investment.

### **Horsham Town**

- 3.16 Horsham Town has retained its unique historical and cultural market town character. Horsham Town will be a highly accessible destination of choice in the Northern West Sussex area, retaining and enhancing the high quality experience it offers for shopping and leisure time. It will also be attracting investment and growing positively with mixed-use development of high-quality that enhances the town's status as a hub for the whole District for both employment and key services.

### **Villages and Small Towns**

- 3.17 The District has retained its rural identity maintaining a settlement pattern of separate villages and smaller towns, each with their own distinctive and historic character. Settlements have been able to meet local housing, economic and community needs, through appropriate development, investment in village centres and supporting local services and facilities and schools to help meet day to day needs. Local communities will continue to have a say in how their communities evolve and consider the need for local growth and design through the preparation and review of Neighbourhood Plans.

### **Housing**

- 3.18 New housing has been provided that helps contribute towards the Government's step change in housing growth. This will meet the needs of the District's residents, and so far as it is possible, contribute towards the provision of unmet needs from other authorities.
- 3.19 Where new housing is delivered, it provides homes which local people can afford. The homes are a range of sizes, types and tenures that ensure that the needs of families, young people and older residents alike are met, and include opportunities for homeworking. Alongside new homes will be enhanced and new community facilities and services to create vibrant places and communities, with high levels of walking, cycling and public transport and contribute to net zero carbon targets.

### **The Natural Environment and District Character**

- 3.20 The rich heritage and high-quality natural environment, and the significant contribution this makes to the overall attractiveness, economic competitiveness and identity of the District is recognised and promoted, developing the close links with the South Downs National Park area. The historical and cultural character of the built environment will also be protected and enhanced as will ecological resources. This will include contributing to the wider nature recovery network and delivering biodiversity net gain within and outside areas of new development. Green spaces and the landscape are valued, enhanced, and promoted, ensuring an attractive place for communities, business and welcoming additional visitors.

### **Environmental Quality and Climate Change**

- 3.21 The environmental resources and environmental quality, (such as air quality) of the area have been maintained or enhanced. There will be a zero-carbon economy with energy efficient development, including District heating and renewable energy together with new development that has been designed to meet net zero carbon targets and is flexible to ensure that new technologies can be incorporated as they become available. Development will be adaptable to the impact of climate change and will mitigate these effects.

### **Transport Infrastructure**

- 3.22 Opportunities for non-car-based transport including walking, cycling and community transport services are prioritised to help reduce the reliance on private vehicles and contribute to low carbon based futures and healthy lifestyles. The transport infrastructure, especially public transport, is continually improved to offer high-quality, reliable and frequent services. IT and communication facilities are developed to support a sustainable, resilient economy, including opportunities for people to live close to where they work. Transport networks will be designed with electric vehicles and other changes in technology in mind.

### **Community Services and Facilities**

- 3.23 There are inclusive, vibrant communities with a greater quality and range of services and facilities which are close to homes and areas of work. There will be significant investment in the leisure offer and community facilities to provide choice for all, thereby sustaining the high-quality of life and making Horsham District a destination of choice and promoting health and wellbeing. There will be a focus on healthy communities that provide green spaces alongside opportunities for exercise as part of day to day living, in order to improve general health.

### **Design**

- 3.24 Development which takes place delivers high quality buildings and places. The form and function of new development will provide attractive, safe, welcoming and vibrant environment with a clear 'sense of place' that are desirable place to live, work and visit. Development will make a positive contribution to the health and wellbeing of residents

and visitors alike, catering for young and old, and those with additional needs. Development will be attractive, using high quality materials and landscaping.

## Spatial Objectives

- 3.25 In order that the vision for Horsham District can be met, the detailed objectives for the plan are set out in table 1. They have equal weight and are not set out in any order of preference.

**Table 1: Spatial Objectives for Horsham District**

<b>Corporate Plan Themes</b>	
<b>A Great Place to Live</b>	<b>A Thriving Economy</b>
<b>Strong, Safe and Healthy Community</b>	<b>A cared for Environment</b>
<b>Objectives</b>	
1	Ensure that future development in the District is based on sustainable development principles that strike the correct balance between economic, social and environmental priorities and deliver thriving communities with a strong sense of place.
2	To meet employment needs and create opportunities to foster economic growth and regeneration, including a low carbon economy. Employment growth will provide high-quality local jobs that maintain high employment levels in the District, help reduce commuting distances and facilitate and promote innovation in business with support for technological upgrades and change, including full-fibre broadband.
3	To protect and promote the economic viability and vitality of Horsham Town, the smaller market towns and the rural centres and promote development which is appropriate within the existing hierarchy and diversity of settlements in the District, including the appropriate re-use of brownfield land.
4	To recognise and promote the role of Horsham Town as the primary focus for the community and business whilst preserving the unique ambience that contributes to the District's attractiveness. The smaller market towns will be recognised as secondary hubs and encouraged to meet local needs and act as a focus for a range of activities, including employment, retail, leisure and recreation.
5	Provide a range of housing developments across the District that: deliver the target number of new homes; respect the scale of existing places; and deliver a range of housing sizes

	and types to meet the needs of young people, families and older people and provide of a range of affordable housing.
6	Brings forward well designed development that is supported by the timely provision of necessary infrastructure, that promotes walking, cycling and public transport, provides accessible community services and open spaces that meet local and wider District requirements and contributes to healthy lifestyles.
7	To safeguard and enhance the character and built heritage of the settlements in and adjoining the District and ensure that the distinct characters of these settlements are retained and enhanced, and amenity is protected.
8	Identify and preserve the unique landscape character and the contribution that this makes to the setting of rural villages and towns in and adjoining the District whilst ensuring that new development minimises the impact on the countryside
9	To safeguard and enhance the environmental quality of the District, maintaining and enhancing ecosystem services, and delivering biodiversity net gain and building the nature recovery and green infrastructure networks. Development will minimise any impact on, and where appropriate, enhance environmental quality including air, soil, water quality and the risk of flooding.
10	Ensure that new development minimises carbon emissions and contributes to local and national net zero targets of 2030 and 2050 respectively. There will be adaptation to the changes to the climate, and reductions in climate emissions including through measures such as renewable, low carbon and decentralised energy.

3.26 The remaining chapters in this Local Plan set out the planning policies which will deliver the Council's vision and objectives. Different policies and chapters in the plan have clearer linkages to certain objectives which are identified for clarity below. However, individual policies and chapters do not exist in isolation and in meeting the vision for the District the Local Plan must be read as a whole.

<b>Local Plan Chapter</b>	<b>Most relevant Local Plan Objective</b>
Chapter 4 – Policies for Growth and Change	Objective 1
Chapter 5 – Economic Development	Objectives 2, 3 and 4
Chapter 6 – Housing	Objectives 3 and 4
Chapter 7 –Conserving and Enhancing the Natural Environment	Objective 8 and 9
Chapter 8 – Development Quality, Design and Heritage	Objective 6 and 7
Chapter 9 - Climate Change and Flooding	Objective 9 and 10

Chapter 10 - Infrastructure, transport and healthy communities	Objective 6
Chapter 11 – Housing allocations	Objective 5

# Chapter 4 - Policies for Growth and Change

4.1 This chapter sets out the overarching strategy to meet the development needs of the District before setting out the approach by which development proposals will be considered within the context of delivering sustainable development. In particular, they take account of the following issues:

- The national agenda is to bring forward a ‘step change’ in housing growth. There is a wider need to ensure that the houses we provide are high quality and available to everyone.
- Our high-quality environment makes Horsham District an attractive place to live and work, and is why many people and businesses want to move here. There is, however, a need to continue to protect the character of the District, ensure that it meets zero carbon targets and delivers biodiversity net gain to make sure the area continues to remain desirable.
- Ongoing population growth is likely to place increasing pressure on local, neighbourhood, district and strategic level services and facilities. There is a need to ensure that these can respond to these changing demands.
- The amount of brownfield land in the District is relatively limited, but there is still a need to prioritise this land for development where possible.
- Building new settlements, urban extensions and expanding existing small settlements may affect the character and community balance.

4.2 It should be noted that West Sussex County Council is responsible for preparing statutory land use plans for minerals and waste. Any proposals for development should have regard to the defined County Minerals Safeguarding Area and Minerals Consultations Area guidance and policy produced by West Sussex County Council. Preparation of site plans will require liaison with West Sussex County Council at an early stage to ensure that any potential minerals and waste interests are fully considered in planning development.

## Horsham District Local Plan Strategy

4.3 The spatial strategy for the District to 2038 focuses on the positive management of change, in accordance with the principles of the National Planning Policy Framework (NPPF). The strategy has been tested through the sustainability appraisal process including the assessment of a range of alternative options for delivering growth and change in the District. The strategy seeks to be relevant and reflect the needs of the District, delivering economic growth and housing whilst also ensuring that its rural environment and historic character is protected, enhanced and delivers environmental net gains. A key strand of the strategy is to ensure that the Plan also meets the Government’s agenda of delivering a step change in housing growth and the District’s

wider Duty to Co-operate requirements as far is realistically possible. It also seeks to deliver economic growth and protect and enhance the high-quality environment in a manner which brings forward environmental net gains. The strategy has to accommodate change, but the emphasis is on respecting the distinctive local character wherever possible. This plan also provides a basis for communities to develop their own, more detailed Neighbourhood Plans where they choose to do so. The key principles for this strategy are outlined below, and are also illustrated on the Key Diagram on page 21.

### **Meeting Development needs**

- 4.4 As outlined in Chapter 3 of this document, Horsham District is rural in character, containing a number of attractive and historic villages and towns. This 'leafy' character is an economic asset in its own right as attracts people to live and work in the area. Despite the high quality countryside setting of the area, the District has relatively few designations such as Green Belt or Site of Special Scientific Interest that provide outright constraints to the scale, type or distribution of development.
- 4.5 The District is located close to central London and the south coast. Forming part of the Gatwick Diamond, the District's housing market and economy is functionally linked to wider northwest Sussex encompassing both Crawley Borough and Mid Sussex District. There are also linkages to the settlements on the south coast, particularly in the south eastern corner of the District. Beyond Sussex, London and Surrey greenbelt authorities also generate pressure for housing development.
- 4.6 These development pressures place a unique challenge to this authority, with the need for the development strategy to balance the pressures for growth to meet the District's needs and those of other more constrained areas against the need to protect and enhance the District's own high-quality rural and historic character. Given that the environment is an economic draw in its own right, this needs to be protected to ensure that high quality lifestyles and economic investment can be maintained over the longer term.
- 4.7 The starting point for the local plan strategy is to ensure that the District's own housing and other development needs can be met in full. Consideration was then given as to what extent the unmet needs of other areas could be accommodated in this plan. Given the very high level of unmet housing need in the wider sub-region, Horsham District is not able to meet all these numbers in addition to its own. Therefore, as well as considering the quantity of homes which the Council can realistically contribute towards meeting unmet needs, consideration has been given to the geographical relationship Horsham District has with the wider sub region, to establish how the unmet needs from these areas can be most effectively met in the context of Horsham District. The Council has therefore prioritised its consideration of meeting unmet needs focussing on areas with the strongest economic and housing links to the District as follows:

- a) Northwest Sussex (Crawley)<sup>1</sup>
- b) Coastal West Sussex (Worthing)
- c) Surrey greenbelt /other authorities (Mole Valley).

4.8 Although Horsham District has relatively few 'outright' development constraints, it is important that the development strategy can bring forward genuinely plan-led development. In addition to environmental considerations, it is necessary for the local plan strategy to ensure that development can be accommodated at a rate that does not place undue pressure on existing infrastructure and / or provides new infrastructure that supports any new development which does take place. Development that comes forward must also be capable of being supported within the housing market through a range of development types, sizes and affordability. The strategy for growth has therefore taken account of these factors and follows an identified development hierarchy.

### Development Hierarchy

- 4.9 The historic pattern of development in Horsham District has traditionally focused on the growth of existing towns and villages. Most growth has taken place in and around the largest settlements. These towns and villages have more services and facilities and have traditionally been able to accommodate a larger level of growth. Smaller settlements have tended to grow more organically, with growth in these settlements enabling local services and facilities to remain viable.
- 4.10 This pattern of growth has been supported by planning policies that set out a development hierarchy which identify the settlements most able to support growth. This hierarchy approach has been revisited as part of the preparation of this Local Plan. This work has concluded that it remains the case that larger settlements generally have more ability to accommodate larger scale growth.
- 4.11 This strategy therefore seeks to continue to support development that takes place in and adjoining the most sustainable villages and towns of our District, including through the re-use of previously developed land (brownfield land), and ensuring that development makes efficient use of land. These policies seek to give priority to locating new homes, jobs, facilities and services within Horsham Town, but also ensure that the investment which has and is taking place in smaller towns / larger villages, such as Southwater, Billingshurst and Storrington, Henfield, Steyning and Broadbridge Heath can continue, allowing these settlements to evolve to meet their needs (Policy 2).
- 4.12 In addition to focussing growth in and around larger settlements, the development hierarchy also seeks to ensure that more organic growth to meet local needs can continue in smaller settlements. It is recognised that some small scale hamlets could

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<sup>1</sup> Settlements in brackets indicate authorities where direct requests to accommodate unmet needs have been received at the time of publication

potentially accommodate a very small-scale level of infill development to help maintain the longer-term vitality of these locations. There remains a role for local communities who wish to do so to help identify locations for such development through the preparation and review of Neighbourhood Plans.

## Strategic Sites

- 4.13 The level of growth that is required to meet the national housebuilding aspirations requires the strategic scale expansion of existing settlements as well as a new settlement within the District. Over time, this strategic scale growth will need to ensure that it delivers a complete range of jobs, services, schools open spaces and high-quality community facilities commensurate with its size.
- 4.14 In considering potential locations for strategic scale housing growth, the Council has taken account of the settlement hierarchy, but has also had regard for the wider sub regional geography. Whilst Horsham Town is the main settlement within the District, it is also recognised that the town of Crawley (which adjoins the District boundary to the north east) is also a higher order settlement. The town offers a high level of services and facilities and is a key focus for employment within the wider northwest Sussex area. Land around Crawley has also been considered as a location for potential development, particularly within the context of meeting Crawley's unmet housing needs.
- 4.15 Taking account of the infrastructure capacity of the existing towns and villages to accommodate new development, together with the housing market's ability to accommodate growth within the plan period, the provision of a new settlement also forms part of the Council's development strategy. As shown on the Key diagram and detailed in Policy 14 and the strategic allocation policies (Chapter 11), the key allocations for strategic scale growth are:
- Land West of Ifield (Crawley)
  - Land West of Southwater
  - Land East of Billingshurst
  - Land at Buck Barn (new settlement).

Chapter 11 also identifies the location for smaller scale development in accordance with the development hierarchy, to ensure that the vitality and viability of more local services and facilities can be maintained.

- 4.16 The level of development which the District is seeking to provide to meet Government requirements far exceeds the scale of growth which has taken place in the District historically. There are therefore significant challenges in ensuring that the development which does take place brings forward the necessary infrastructure enhancements. This is expected to include the provision of additional schools and health-care facilities, together with road and public transport enhancements, and new wastewater treatment facilities. These are complex requirements and will therefore impact the speed at which larger scale strategic growth can come forward, particularly in the short to medium term.

## Delivery Timescales

- 4.17 In addition to the challenges to delivery in the short to medium term, it is recognised that there are likely to remain significant challenges to meeting housing needs in the longer term for both Crawley and the South Coast. In future, the requirement to review Local Plans on a five yearly basis will ensure that the plan remains up to date and will continue to reflect the identified development needs for our District. It will also provide further opportunity to consider how the long term sub-regional needs can be met. It is anticipated that the longer term needs for the South Coast will be determined as part of the ongoing work on Local Strategic Statement 3. It is also envisaged that Crawley will be unlikely to meet their own housing needs within their own tight administrative boundaries. Whilst the need and location for any future development in this location will need to take account of the wider 'at Crawley' context, the most likely location for future expansion within Horsham District continues to be to the west of the town. In recognition of this fact, The Key diagram identifies a broad 'area of search' West of Crawley for future reviews of the local plan.

## Economic Development

- 4.18 The District has a successful economy with a range of highly skilled workers and general service sector employers. Whilst Horsham Town is a key employment centre, businesses and jobs are located in many of the more rural settlements and within more rural areas. The strategy seeks to recognise what makes the area successful and build on our location in the Gatwick Diamond. The strategy seeks to support existing employers and nurture local businesses to maintain and enhance economic prosperity, but will also seek to ensure that new high-quality jobs are provided, with an overall aspiration to provide one new job for every new home that is constructed in the District. There is an ageing population and in the long term, this may increase the number of retired people living in the District. It is therefore essential that policies encourage people to continue to live and work in the District and maintain the size of our workforce.
- 4.19 Although there are currently challenges to the Gatwick area as we emerge from the Covid-19 pandemic, this strategy is mindful of the incentive for growth generated by the Crawley/Gatwick area, which is at the centre of the 'Gatwick Diamond', and the potential implications for the northern and eastern parts of the District. In the longer-term Gatwick Airport is still expected to be one of the main generators of economic growth and more widely it is anticipated that there will be a continuing emphasis on delivering economic growth in the Gatwick Diamond area. This includes protecting existing business locations, including Horsham Town centre, and having flexible policies that allow future proof developments which incorporate technological improvements such as gigabit capable broadband and support transition to a zero-carbon economy. The need to expand local employment provision, enable the enhancement and regeneration of existing sites and provide jobs that shorten the distance travelled to work is also encouraged, which will lower CO<sub>2</sub> emissions. This growth will be delivered in a manner which complements the wider employment offer within Northwest Sussex as a whole.

- 4.20 In addition to supporting economic growth in the Crawley and Gatwick area, there is also a strong rural economy across the District. It is important that this strategy provides support to rural businesses which allows them to grow and thrive whilst protecting and enhancing the District's essential character.

### **Protection of the District Character and Environmental Net Gain**

- 4.21 The countryside, villages and towns of Horsham District are very attractive and varied in character. The rural, leafy environment and historic villages are a key reason that individuals and businesses choose to locate to the District, and protecting this character will help ensure the health of the economy and environment of the District into the future. The natural environment also supports the District's economy through the provision of ecosystem services, which include carbon sequestration, flood, air quality and noise attenuation as well as land for food production. The District also provides ecosystem services for the more urbanised areas in the wider Gatwick Diamond, including Crawley. It is therefore critical that this strategy ensures that the character of the District is conserved and enhanced but is also integrated with the need to accommodate change in order to address social or economic objectives and meet the needs of communities.
- 4.22 Whilst Covid-19 and economic adjustment following the exit from the European Union will provide economic challenges, in the long term it will not be possible to support the economic and housing growth that is required to meet the needs of our children and grandchildren if the environment at local, national and the global scale continues to be degraded. This strategy therefore sets out the expectation that any growth which takes place in Horsham District must bring about environmental improvements. This includes delivering net gains to biodiversity and the transition to a net zero carbon economy. This will need to be delivered through high-quality design and master-planning which embeds these enhancements into the fabric and layout of the development from the outset, and therefore support carbon neutral lifestyles. It is also expected that linkages to the wider environment are provided, contributing to a wider nature recovery network which will extend beyond our District's boundaries.

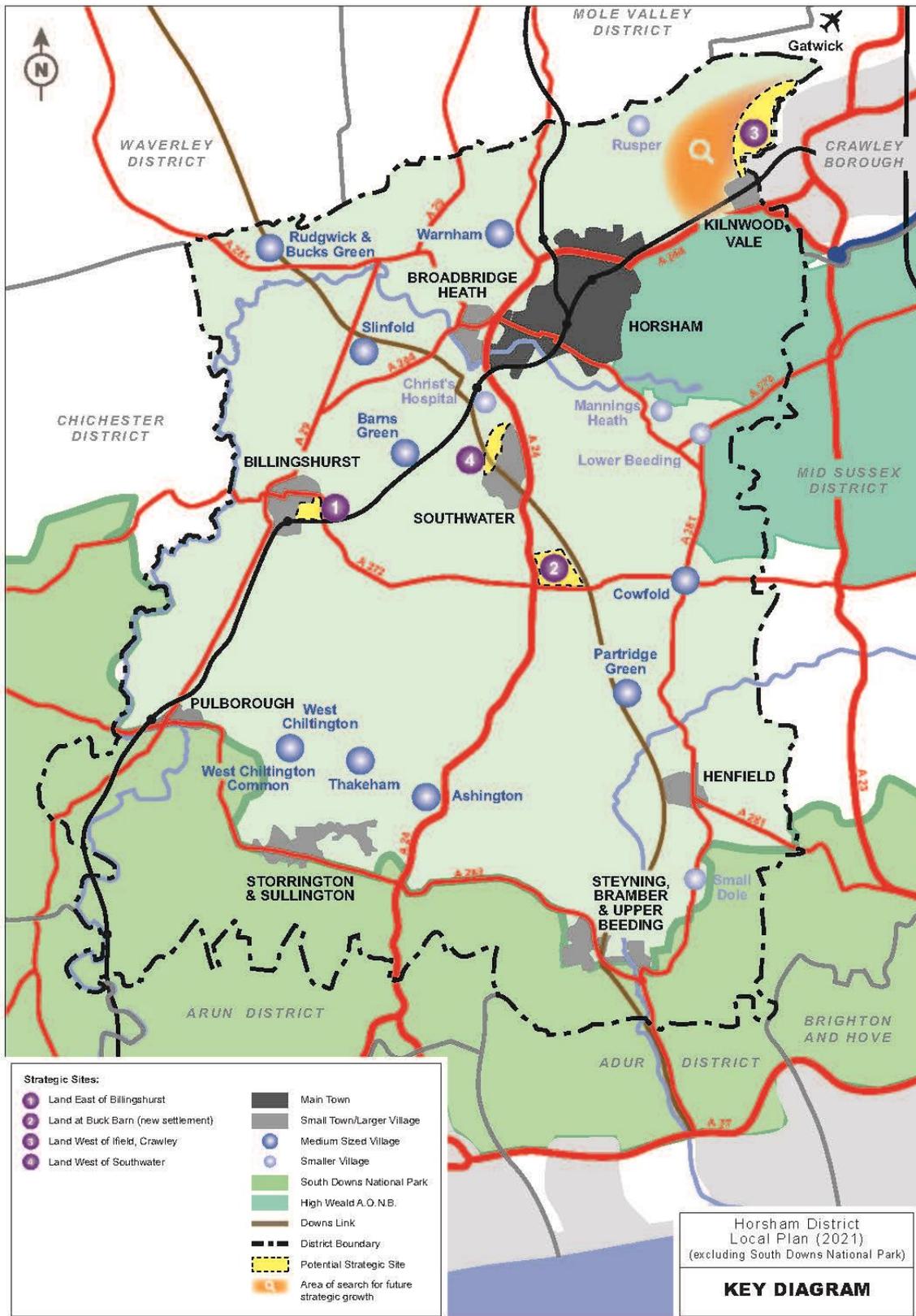


Figure 2: Horsham District Key Diagram

## Strategic Policy 1 - Sustainable Development

- 4.23 This is the model policy that is recommended to be included in all Local Plans to ensure that they are compliant with the National Planning Policy Framework (NPPF). It should be noted that the final bullet point of this policy relates to development which could impact the setting of the South Downs National Park and the High Weald AONB.

### Strategic Policy 1: Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, then the Council will grant permission unless material considerations indicate otherwise taking account of whether:

1. Specific Policies in that Framework indicated that development should be restricted; or
2. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

## Strategic Policy 2 - Development Hierarchy

- 4.24 The District has a distinctive settlement pattern. Horsham Town is the main settlement and is surrounded by a network of smaller towns and villages and the rural countryside. As the main town in the District, Horsham Town acts as a hub for services and facilities. It offers employment, a number of primary and secondary schools, a range of retail, cultural and leisure facilities such as cinemas, leisure centres and the most comprehensive access to public transport in the District, together with a number of health care centres and small hospital. As well as being used by residents of Horsham Town, those living in other towns and villages across the District use some of these services. Given the good provision of these facilities, Horsham is therefore considered to be the most sustainable settlement within the District in terms of its ability to

accommodate additional growth and development. As outlined in para 4.14, it is also recognised that Crawley is a higher order settlement and has been considered as a location for growth. Further details are set out in policy 14 and HA2.

- 4.25 There are a number of smaller towns and villages within Horsham District. Some of the other settlements, such as Southwater and Billingshurst also have a good range of services. These settlements are able to meet the day to day needs of their own residents and also some of the day to day needs of residents in other smaller settlements. Where towns and villages are very close together, such as Steyning, Bramber and Upper Beeding residents may live in one settlement, but still be within walking distance of the shops, schools or a doctor's surgery in another. The individual character and appearance of these settlements varies, but in sustainability terms their services and facilities are shared beyond village boundaries. Cumulatively, there is therefore the potential for these villages to accommodate some additional growth and development.
- 4.26 Medium and smaller towns and villages have the potential to address identified local needs. Limited development to meet these needs and support rural services and infrastructure will be supported, subject to local character being retained and any environmental constraints.
- 4.27 The land outside the built-up areas within Horsham District is not uniformly undeveloped farmland and contains a number of small hamlets and villages. These settlements lack a significant level of services and facilities, and are therefore not a sustainable location for large scale development. They have nevertheless been recognised as having potential for some limited development when compared with entirely undeveloped countryside. The identification of 'secondary settlements' which have a more limited level of services and facilities seeks to allow for some very small-scale organic growth within these settlements, to help retain the vitality and viability of the existing facilities or services in the future.
- 4.28 It is important that future growth which takes place does so in a manner that protects, retains and enhances the rural landscape character of the District, but still enables settlements to grow and thrive. Whilst it is recognised that there is considerable pressure for development in Horsham District, that will require the expansion of existing settlements and the provision of a new settlement, this must be carefully managed. The mechanism by which this will be achieved is through the designation of built-up area boundaries (sometimes referred to as 'BUAB').
- 4.29 Within built-up area boundaries and secondary settlement boundaries ('SSB'), development is accepted in principle, whereas land outside these boundaries is considered to be in the countryside and development will be more strictly controlled. The designation of built-up area boundaries and secondary settlement boundaries is based on an assessment of the role of a settlement and how it functions. It incorporates a range of factors including access to employment, the presence of services and facilities including schools, shops and health care, accessibility (including public transport) and community cohesiveness, including local clubs and

organisations. For secondary settlements, it also takes account of settlement characteristics such as form, density and historic character.

- 4.30 The priority will be to locate appropriate development, including infilling, redevelopment, (including densification proposals), and conversion within the built-up area boundaries for towns, larger villages and smaller villages, with a focus on previously developed (or 'brownfield') land. All development proposals will need to be of a scale and nature that can retain the character and role of the settlement in terms of the range of services and facilities and community cohesion. It should be noted that whilst Billingshurst and Southwater do not perform the same role as Horsham, they have been identified as having potential for some strategic scale growth.

## Strategic Policy 2: Development Hierarchy

1. Development will be permitted within towns and villages that have defined built-up area boundaries, as defined on the Policies Map, including on any suitable previously developed land. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain the characteristics and function of the settlement in accordance with the settlement hierarchy below.
2. Development will be permitted in secondary settlements, provided also that it falls entirely within the secondary settlement boundary as defined on the Policies Map, and meets all of the following criteria:
  - a) the site is infilling a gap or plot within an otherwise built-up or cohesive settlement form;
  - b) the proposal is limited in scale to reflect the existing scale and character of the settlement function and form;

**Table 2: Settlement Hierarchy**

Settlement Type	Settlement Characteristics and Function	Settlements
Main Town	Settlement with a large range of employment, services and facilities and leisure opportunities, including those providing a district function. Strong social networks, with good rail and bus accessibility. The settlement meets the majority of its own needs	<ul style="list-style-type: none"> <li>• Horsham</li> </ul>

	and many of those in smaller settlements.	
Small Towns and Larger Villages	These are settlements with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and/or bus services. The settlements act as hubs for smaller villages to meet their daily needs, but also have some reliance on larger settlements or each other to meet some of their own requirements.	<ul style="list-style-type: none"> <li>• Southwater</li> <li>• Billingshurst</li> <li>• Broadbridge Heath</li> <li>• Storrington &amp; Sullington*</li> <li>• Steyning</li> <li>• Henfield</li> <li>• Pulborough and Codmore Hill</li> <li>• Kilnwood Vale</li> <li>• Upper Beeding</li> <li>• Bramber</li> </ul>
Medium Villages	These settlements have a moderate level of services, facilities and community networks, together with some access to public transport. These settlements provide some day-to-day needs for residents, but rely on small market towns and larger settlements to meet a number of their requirements.	<ul style="list-style-type: none"> <li>• Ashington</li> <li>• Barns Green</li> <li>• Cowfold</li> <li>• Partridge Green</li> <li>• Rudgwick and Bucks Green</li> <li>• Slinfold</li> <li>• Thakeham (The Street and High Bar Lane)</li> <li>• Warnham</li> <li>• West Chiltington and West Chiltington Common</li> </ul>
Smaller Villages	Villages with limited services, facilities, social networks but with good accessibility to larger settlements (e.g. road or rail) or settlements with some employment but limited services, facilities or	<ul style="list-style-type: none"> <li>• Christ's Hospital</li> <li>• Lower Beeding</li> <li>• Mannings Heath</li> <li>• Rusper</li> <li>• Small Dole</li> </ul>

	accessibility. Residents are reliant on larger settlements to access most of their requirements.	
Secondary settlements	Very small villages and hamlets that generally have some limited local employment, services or facilities (which may include primary schools, allotments, village halls, playing fields, or a church) and/or evidence of a defined local community. Proximity and access to other services, facilities and employment is also taken into account. Additionally, settlement character is material, for example form, density, age and historic character of dwellings, and the overall sense that one has left the open countryside and entered a defined village community.	<ul style="list-style-type: none"> <li>• Adversane</li> <li>• Ashurst</li> <li>• Blackstone</li> <li>• Colgate</li> <li>• Coolham</li> <li>• Crabtree</li> <li>• Dial Post</li> <li>• Faygate</li> <li>• Five Oaks</li> <li>• Ifield</li> <li>• Jolesfield</li> <li>• Kingsfold</li> <li>• Littleworth</li> <li>• Maplehurst</li> <li>• Monks Gate</li> <li>• Nutbourne</li> <li>• Nuthurst</li> <li>• Shermanbury</li> <li>• Shipley</li> </ul>
Unclassified Settlements	Settlements with few or no facilities or social networks and limited accessibility, that are reliant on other villages and towns to meet the needs of residents.	All other settlements

\*This does not include the hamlet of Sullington, which is located entirely within the South Downs National Park

## Strategic Policy 3 - Settlement Expansion

4.31 In addition to built-up areas, it is recognised that in order for some communities to continue to be able to grow and develop it will be necessary for them to be able to expand beyond their current built form. The UK planning system is plan-led. The expectation is therefore that development is delivered through allocations, which provide certainty and assists planning for wider infrastructure provision. Ad-hoc development outside settlement boundaries would undermine the overall strategy and has the potential to generate pressures for long term infrastructure planning.

- 4.32 When considering the expansion of existing settlements, the principles set out in the policy below have been followed in identifying local plan allocations. It is however recognised that additional development sites may come forward through allocations in Neighbourhood Plans. Furthermore, all allocations will ultimately be considered as part of a planning application and this policy provides the framework against which proposals to expand existing villages and towns can be assessed.
- 4.33 In conjunction with Policy 2, this policy will ensure that the overall settlement function and pattern of the District is retained, retaining the rural character of the District. By allocating sites in the Local Plan or in Neighbourhood Plans, it will be possible to meet the identified local needs of these settlements and provide an appropriate level of affordable and market housing, as well as maintaining the viability of the smaller villages and towns, for example supporting local schools and local shops.
- 4.34 It is recognised that to meet the government's step change in housing numbers, a new settlement and the expansion of other settlements adjoining the District boundary is required. The detailed allocation and policy principles for any such development will be set out separately under the relevant policy allocation.

### **Strategic Policy 3: Settlement Expansion**

The growth of existing settlements across the District will continue to be supported in order to meet identified local housing, employment and community needs. Outside built-up area boundaries, the expansion of existing settlements will be supported where all of the following criteria are met:

1. The site is allocated in the Local Plan or in a Neighbourhood Plan and adjoins an existing settlement edge;
2. The level of expansion is appropriate to the scale and function of the settlement type;
3. The development is demonstrated to meet the identified local housing needs and/or employment needs or will assist the retention and enhancement of community facilities and services;
4. The impact of the development individually or cumulatively does not prejudice comprehensive long-term development, in order not to conflict with the development strategy; and
5. The development is contained within an existing defensible boundary and the landscape and townscape character features are maintained and enhanced.

## Strategic Policy 4 - Horsham Town

- 4.35 Horsham Town is the main town in the District. It offers a fusion of heritage and quality modern living, and provides an excellent place for businesses, a highly educated workforce and a good employment offer. As the main centre for the District, Horsham acts as a 'hub' for a number of smaller towns and villages in the surrounding area. It also serves the area beyond the District as a shopping destination and an attractive place to visit and do business.
- 4.36 Whilst the town has many assets and attractive features, there are some parts of the town where there are opportunities for improvement, enhancement and regeneration. This policy seeks to provide a framework in which proposals in Horsham Town are considered in their wider context and are delivered to retain the attractive characteristics of the town, whilst enabling it to grow positively and remain vibrant into the future. Proposals will need to take account of the [Horsham Town Centre Vision](#) and other associated plans and documents, such as the Horsham Town Public Realm Strategy, or any updates to these documents.

### Strategic Policy 4 - Horsham Town

To promote the prosperity of Horsham Town and maintain and strengthen its role as the primary economic and cultural centre in the District, and the wider economic area, development will be allowed within the built-up area of Horsham where it:

1. Retains the town's key position as the main settlement within the District whilst protecting the unique characteristics of the town, including the historic character and high-quality environment.
2. Contributes to the provision of a range of services and facilities, including those in arts, heritage and leisure that make the town self-sustaining.
3. Contributes to the economy of the town to support a vibrant high street and town centre that meets local and business demands, as well as supporting the wider economy including the Gatwick Diamond, and the economy of the south east including;
  - a) the provision of a wide range of employment;
  - b) retaining and enhancing the unique retail mix to meet both independent and national retailers requirements;
  - c) contributes to the evening economy through the provision of a range of leisure uses;
  - d) supports in principle town enhancements or regeneration proposals.
4. Promotes high-quality transport infrastructure which enables excellent pedestrian, cycling, bus, rail and vehicle accessibility for residents, visitors and business employees.
5. Delivers a mix of residential properties that meets the needs of the population and contributes to quality modern living that is compatible with a town centre setting.

6. Maintains or enhances the network of existing formal and informal green spaces within the town, and contributes to biodiversity net gain and net zero carbon targets.

## Strategic Policy 5: Broadbridge Heath Quadrant

- 4.37 This policy recognises Broadbridge Heath Quadrant as a redevelopment opportunity area with the potential to complement recent and future development in and around Horsham Town. Redevelopment should benefit Horsham District and secure the vitality and vibrancy of Horsham Town.
- 4.38 Broadbridge Heath Quadrant is formed of the existing Broadbridge Heath Retail Park and land north of this. It includes the West Sussex County Council Depot, Tesco Superstore, Horsham Indoor Bowls Centre and The Bridge Leisure Centre.
- 4.39 The area sits adjacent to two strategic scale development sites: Wickhurst Green, which is now complete and Highwood Village, where development is ongoing. Development within the Broadbridge Heath Quadrant should take account of the important relationship with this area of new residential development and should aim to meet these additional local needs as well as those of the wider area.
- 4.40 The Quadrant is identified as a strategically significant area of opportunity where regeneration proposals will be brought forward in conjunction with community aspirations. It is, however, important that any development that does take place does not detract from the primacy of Horsham Town centre as the main centre for the District as a whole. Given the strategic importance of this area, and taking account of changing retail habits it is considered that a threshold of 1,000sqm for assessment of impacts on Horsham Town is appropriate in this location. A smaller threshold for assessment will remain in place in other locations in the District.
- 4.41 Early engagement with stakeholders including the Parish Council, landowners and users of the Quadrant should take place. This policy should be read alongside any policies relating to Horsham Town centre.

## **Strategic Policy 5: Broadbridge Heath Quadrant**

Broadbridge Heath Quadrant is an Opportunity Area where redevelopment will be required to reinforce its role as a successful out of town retail location:

### *General*

1. Development on this site will provide a mix of uses, which could include retail, leisure, residential, hotel and food and drink uses, to provide for local needs, complement the provisions for the new communities in Wickhurst Green and Highwood Village and enhance and complement the primacy of the existing and future offer of Horsham Town centre.
2. Development will enhance provision for local needs and accessibility by improving connectivity and achieving better integration between new and existing communities in the area.
3. Development should embrace the highest standards of sustainable design and construction in relation to local and national sustainability policies and guidance. Development must also make best use of significant existing environmental features and include innovative sustainable design solutions, utilising best practice in renewable or low-carbon energy and green infrastructure.
4. Broadbridge Heath Quadrant should be enhanced as an attractive, enjoyable, convenient and well laid out setting. Development should create a high-quality and sustainable environment with a positive public realm, strong, legible connections particularly for pedestrians and cyclists, and high-quality architectural and landscape design.

### *Retail development and other uses*

5. Retail development will be permitted providing it does not adversely affect the current and future vitality and viability of Horsham town centre, and contributes towards achieving the wider objectives for the regeneration of this opportunity area.
6. Any proposed development for main town centre uses within Broadbridge Heath Quadrant which on its own, or cumulatively, reach a threshold of an additional 1,000sqm will need to demonstrate that it will not have an adverse impact on the vitality and viability of Horsham town centre. This should include an assessment of the impact on existing, committed and planned public and private investment in the town centre.
7. Expansion of the ground floorplate of the existing food store and other enhancements may be acceptable, provided that convenience floorspace remains the predominant use (together with supporting comparison floorspace and retail distribution facilities).
8. Redevelopment for larger retail units with extended floorplates selling convenience goods, where appropriate provision cannot be made in or immediately adjacent to Horsham town centre, may be acceptable subject to meeting criterion 5 above.

### *Accessibility, connectivity and circulation*

9. To maximise the site's accessibility by a range of alternative means of travel to the car, development must improve existing, and create new, pedestrian and cycle connections both within the site and from the surrounding area. Development should support the use of public transport including improvements to reinforce linkages locally and improve connectivity by sustainable means into Horsham town centre.
10. It will remain important to maintain and enhance the accessibility of Broadbridge Heath Quadrant from the surrounding area by car, and to rationalise the circulation of car and delivery vehicles to maximise the economic potential and the efficiency of the site.

## Chapter 5 – Economic Development

The District has a strong, resilient and diverse economy, which it is important to retain and enhance. A key objective of the Council's Economic Strategy is to make the District a first choice business destination. The following issues have been identified that will be addressed through the policies in this document:

- There is a shortage of business floorspace in terms of both the types and sizes needed. Much of the business accommodation stock is low grade. This means existing or new businesses that wish to grow or expand cannot find sites in Horsham District and have to look elsewhere.
- Some of the office stock is outdated and is unsuitable for modern business needs. Recent changes to permitted development rights have resulted in a number of often higher-grade offices, particularly in Horsham town centre, being converted to residential uses. There is a need to retain and expand high-quality offices.
- 40% of the working age population commute outside the District to work. There is a need to provide suitable high-quality space for businesses that wish to move into the District: this will help existing businesses to expand as well as providing opportunities for residents to live and work locally and reduce commuting distances and help reduce carbon emissions.
- New strategic-scale development will need to help provide local employment opportunities for new residents.
- There need to be opportunities for all types of businesses to grow, expand and change to meet modern business demands. This includes the expansion of existing sites.
- Opportunities for small and medium businesses and business start-ups need to be provided in locations across the District.
- There is a need to ensure that communications and technologies in the District (e.g. full-fibre, gigabit capable broadband) are present in order to meet business demands and that they are flexible enough to accommodate technological upgrades over the Plan period.
- Whilst Covid-19 will have an impact on the economy, there is a need to ensure that Horsham District contributes to the role of the Coast to Capital area in the short and longer term.
- Although the workforce in the District is generally highly educated, it is important that support is provided for development and training opportunities including apprenticeships. This will ensure that the workforce can retain and develop a wide range of skills.
- There is an ongoing need to enhance the rural economy. There are diverse businesses within the rural parts of the District. It is important that these businesses are supported and are able to grow and expand.
- The visitor economy is an important element of the District's economy – with attractive villages, towns and countryside. The plan seeks to maximise visitor spending through tourism across the District.
- House prices are high. This makes it difficult to retain young people in the District and for businesses to attract skilled employees.

- Social changes such as increased online shopping and home delivery have the potential to change the role of town and village centres. It is important these town and village centres retain their vitality and viability in light of these pressures.

## Business in Horsham District

- 5.1 Horsham District is located mid-way between London and the south coast. The majority of Horsham District lies within Gatwick Diamond, which reaches from Croydon in the north, out around Gatwick Airport and down the A23 corridor to the south coast. The District is an attractive place to live and work due to the appealing countryside, excellent schools and the highly educated workforce; at least half of the workforce is educated to degree level or above. This enables residents to contribute to the regional economy, although there are some challenges, particularly in relation to transport access and communications.
- 5.2 Gatwick Airport adjoins the north eastern boundary of the District and provides international connections to the area as well as being a key driver for the sub regional economy. Covid-19 has had a significant short term impact on the airport, and the economy it supports.
- 5.3 More locally, rail services connect the District to both London and the south coast. Recent challenges to rail services include both overcrowding and delayed journey times. In terms of road access, the main road corridors in the District are the A24 (north-south) and the A272 (east-west). Although good quality, neither road forms part of the strategic road network, however the A23, east of the District and the A27, which runs along the south coast do. The A29 and A281 also provide north-south routes through the District. Journey times on these routes are slower as neither are duelled and often pass directly through settlements, including Pulborough and Henfield. A key aim of the District Council is to attract more local inward investment to the District, to help provide opportunities to live and work locally and in turn reduce pressure on the transport network and reduce carbon emissions from transport.
- 5.4 Unemployment levels are lower than the South East and national average, which is a consistent trend for the District. Within the District, the town of Horsham is a key centre for employment and attracts workers from locations both within and beyond the District. Other settlements, and in particular smaller market towns and villages such as Billingshurst, Southwater and Storrington are also important employment centres, many of which have one or more industrial estates. For example, Tesla Engineering in Storrington offers high-quality design, engineering and manufacturing jobs and High-quality offices such as the RSPCA headquarters are located in Southwater. These opportunities need to be retained and enhanced where possible.
- 5.5 Businesses are not solely restricted to the urban parts of the District, and there are a number of commercial enterprises in more rural parts of the District. Many of these are linked to land-based industries including viticulture (the geology of the area is akin to the champagne region of France, and is becoming increasingly well known for high-

quality wine production) and brewing. Other businesses are located on farms as part of diversification schemes. Tourism is also an important source of business and employment in the District.

- 5.6 Many of the businesses in Horsham District are small in size with most businesses employing between 1 and 4 employees, often based in the home. Larger employers are also present but few businesses in the District employ more than 250 people. In recent years, many of the existing businesses in the District have been unable to grow and expand locally due to a lack of suitable accommodation (including existing stock) to move in to.
- 5.7 At the current time, around 40% of residents commute beyond the District's boundaries, mostly to destinations within northwest Sussex including Crawley and Gatwick. Another commuting destination is London, and for residents in the southern part of the District, the South Coast is also an important employment location. The lack of business accommodation may have exacerbated out commuting rates.

## Horsham's Economic Future

- 5.8 The Council's Economic Strategy and vision is to achieve long-term prosperity and resilience. This approach seeks to ensure that investment is complementary with the wider sub-regional economy within northwest Sussex, and contributes to the wider economic health of the area as a whole. To achieve this the Local Plan:
- Makes provision for inward investment and allows existing businesses to expand as well as supporting business in recovering from the economic challenges generated from Covid-19.
  - Seeks to augment the currently limited supply of office and industrial / warehouse space.
  - Identifies and protects existing business areas for employment uses, allowing their regeneration, intensification and smart-growth.
  - Allocates land for new commercial sites and premises, to allow existing businesses to expand, and facilitate an increase in higher paid, higher skilled job opportunities, which in turn will help reduce out-commuting.
  - Provide support for start-ups.
  - Supports business within both rural and urban sections of the District.
  - Seeks to facilitate social enterprises and green industries to achieve sustainable development.
- 5.9 In seeking to secure increased business investment in the District, a further key aim of the economic strategy for this plan is an aspiration to provide at least one 1 job per new home. This will be achieved through a range of means, including new business development and expansion, (E and B class uses) retail, leisure and increased homeworking facilities.

## Strategic Policy 6 - New Employment

- 5.10 Horsham District falls within the North West Sussex Functional Economic Market Area, which comprises the districts of Horsham and Mid Sussex and the borough of Crawley. An Economic Growth Assessment Update (EGA) (January 2020) covering the Northern West Sussex area has been prepared to inform this Local Plan. This is supported by a supplementary Focused Update for Horsham (November 2020). The findings indicate that Horsham District is in a strong position to support further economic and employment growth despite the challenges of Covid-19 and the post Brexit economy. The office market has been affected by national policy interventions, such as the office to residential permitted development rights and more recently the introduction of Use Class E. There remains a need for high-quality office floorspace as well as land for commercial and industrial development.
- 5.11 Since 2015, progress has been made in bringing forward sites for employment growth and investment. Planning permission for employment land has been granted on Land north of Horsham, at Brinsbury College between Billingshurst and Pulborough, at locations adjoining Billingshurst and at Nowhurst, near Broadbridge Heath (see Table 3). Horsham Enterprise Park (formerly Novartis), Broadlands Business Campus and Land at North Horsham will be important to help satisfy the demand for high-quality office space.

**Table 3: Existing Commitments**

Site Name	Description
Land at North Horsham Strategic Allocation	46,450 square metres B1 (Grade A office space), complementary flexible commercial / community space
Former Novartis site, Horsham	25,000 square metres B1 (Grade A office space)
Nowhurst Business Park	25,200 square metres Flexible use (B1c/B2/B8)
Land at Brinsbury College	16,850 square metres Flexible use (B1/B2/B8)
Land north of Hilland Farm, Billingshurst	19,375 square metres Flexible use (B1c/B2/B8) Petrol Filling Station with ancillary services
Land southwest of Platts roundabout, Billingshurst	4,625 square metres

Site Name	Description
	Flexible (B1b/B1c/B2/B8) Petrol Filling Station with ancillary services
Broadlands Business Campus, Langhurstwood Road, Horsham	10,000sqm office floorspace (B1 use) (permitted May 2020).

- 5.12 After taking account of the current employment commitments, the EGA and supplementary Focused Update report indicate that an intensification of existing sites and / or additional employment land should be planned for to meet the District's future employment needs over the plan period to correspond to the planned number of homes. Based on a 'Labour Supply' commensurate to 1,200 homes per annum, the unmet requirement equates to at least 26,000sqm employment floorspace (around 6ha).
- 5.13 This figure does not take account of evidence which indicates that existing business sites are often not fit for modern business needs, and that there is additional demand for land with better access, or which can accommodate more modern buildings. This is evidenced by regular enquiries to the Council (mainly but not exclusively prior to Covid-19) from businesses seeking land and premises. The majority of enquiries have been from existing businesses looking to expand. It is therefore considered appropriate to allocate additional land over identified needs to meet this existing latent demand and to stem the loss of businesses expanding into new sites outside the District. This approach will also ensure that rates of commuting outside the District are not exacerbated.
- 5.14 The Covid-19 pandemic has driven a change in commuting patterns with many businesses speeding up the trend towards increased home working patterns. Whilst new homes can be constructed to provide work from home areas, existing properties may not provide this space. There is therefore likely to be a need to provide smaller co-working spaces to support local working outside main work bases.
- 5.15 In order to deliver sustainable economic growth, it is important to ensure sufficient supply and choice in employment floorspace across the District, both within the urban and rural areas. The Government also seeks significant weight to be placed on the need to support economic growth and productivity and a positive and proactive encouragement of sustainable economic growth. This means the currently identified need for employment floorspace should be applied as a 'floor', and not used to limit further growth above these amounts.
- 5.16 Strategic Policy 6 seeks to achieve sustainable economic growth for Horsham District to 2038 and allocates land for employment. As stated earlier in this document, all allocations will be expected to have regard to the presence and avoid the sterilisation of mineral resources, and must not prejudice waste sites, in accordance with both the Joint Minerals Local Plan (JMLP)<sup>2</sup> and the Waste Local Plan (WLP)<sup>3</sup>. For the purposes

<sup>2</sup> Particularly Policies M9 and M10

<sup>3</sup> Particularly Policies W2 and W10

of this policy 'employment' means office, industrial, storage and distribution uses which fall within B2, B8 and part E (those that were formerly B1) Use Classes. Other uses that provide jobs are termed 'employment generating uses' and also form an important part of economic growth, but are covered in greater detail in other policies in this plan, including tourism and retail.

- 5.17 Strategic Policy 6 also recognises the important role and contribution that smaller businesses, including home-based businesses and home working, and also employment-generating uses such as tourism, land-based businesses, retail and leisure, make towards the District's economy. It seeks to support them by providing suitable accommodation, whilst the Local Plan as a whole aims to maintain the District's attractiveness and secure supporting infrastructure, including provision delivered by development.

### **Strategic Policy 6: New Employment**

Sustainable economic growth will be supported through the provision of sufficient employment land to meet the needs of existing businesses and the Council's identified requirements for office, industrial, storage and distribution uses which fall within B2, and B8 and part E (formerly B1) Use Classes, together with other employment generating uses as appropriate. This will be achieved through the following measures:

1. The allocation of the land identified in Table 4 and strategic allocation policies HA1 to HA5 for employment. In addition to meeting national and Local Plan requirements, proposals should take account of the mitigation measures identified and incorporate a range of unit sizes and flexibility of use with regard to floor to ceiling heights, floor loading, power, servicing and loading facilities;
2. Within settlement centres defined on the Policies Map, office development appropriate to its location will be permitted where this adds to the overall office stock;
3. Where suitable and viable town centre sites are not available, proposals for Grade A offices will be supported where they are close to public transport hubs with good connections to town and village centres;
4. Supporting proposals for small start-up businesses and home-based businesses, including the provision of start-up / co-working space, and including within new strategic scale housing development;
5. Supporting proposals for green industries, and social / community enterprises;
6. Supporting proposals that enable the retention of existing businesses within the District, including move-on space;

7. Development proposals will be expected to provide, as a minimum, gigabit-capable broadband and other modern communication technologies that emerge;
8. Supporting proposals for business, manufacturing, storage and distribution uses (B2, B8 and part E [formerly B1] use classes) in accordance with the spatial strategy and the settlement hierarchy;
9. Supporting sustainable local economic growth through Neighbourhood Development Plans; and
10. Supporting the expansion of further and higher education facilities related to research and development and employment training activity.

**Table 4: Employment Site Allocations:**

Site Name	Indicative employment floorspace sqm (Use Classes B2/B8/part E [former B1])
Strategic Allocations	13ha is allocated in policies H2 to HA5. All strategic site allocations are expected to provide opportunities for employment and for people to live and work locally.
Site EM1- Land South of Star Road Industrial Estate, Partridge Green	3.9ha is allocated for B2 and B8 and office uses (c.9,000sqm in total). A 15m buffer or greater, as appropriate, adjacent the ancient woodland will be required. An operational buffer must also be provided around the sewage treatments works, as appropriate.
Site EM2 - Land to the West of Graylands Estate, Langhurstwood Road, Horsham	3.2ha is allocated for B2 and B8 and office uses (c.9,500sqm in total) as an expansion to the west of the existing employment site, taking into account the proximity of the allocation of Land to the North of Horsham. A 15m buffer or greater, as appropriate, adjacent the ancient woodland will be required. Appropriate regard must be given to the nearby waste facilities and comply with Policy 2 of the Waste Local Plan.
Site EM3 - Land at Broomers Hill Business Park, Pulborough	2.7ha is allocated for B2, B8 and office uses (c. 7,000sqm in total) as an expansion of the existing employment site. Appropriate regard will need to be given to any potential impacts from surface water and waste water on the Arun SSSI.
Site EM4 - Land South West of Hop Oast Roundabout	1ha is allocated for B2 and B8 uses and office uses (c.3,000sqm in total). Appropriate regard will need to be given to any potential impacts from surface water and waste water on the Arun SSSI.

## Strategic Policy 7 – Enhancing Existing Employment

- 5.18 This policy seeks to protect employment and commercial sites which contribute to local employment opportunities that meet the needs of residents, whilst enabling sites that are no longer economically viable to be considered for other appropriate uses. For the purposes of this policy, ‘employment’ means office, industrial, storage and distribution uses that fall within B2, B8 and part E (those that were formerly B1) Use Classes. Other uses that provide jobs are termed ‘employment generating uses’ and are also considered under this policy.
- 5.19 Key Employment Areas in Horsham District continue to accommodate a varied portfolio of uses in locations across the District, contributing to sustainable communities. There is a continued need for key locations to be protected for employment uses to ensure that economic development in the District is not undermined by a lack of suitable sites or premises. This policy identifies and protects Key Employment Areas, which are identified on the Policies Map, and follows a review of existing employment locations to ensure that a range of employment sites remain available across the District. Trade counters can play an important role in employment areas, and similarly some sui generis uses such as waste management facilities may be acceptable. However this policy seeks to ensure that such uses do not undermine the core employment uses. Future reviews of the Local Plan will enable the need for the continued protection of such sites to be reviewed on a regular basis.
- 5.20 It is important that employment sites maintain a broad mix of employment uses to help provide economic resilience in the longer term. It is however recognised that there may be some uses on employment sites that support sustainable economic growth and complement traditional commercial uses. In addition, it is important to note that some changes of use may arise through permitted development rights. Where there are proposals to change the use on employment sites (including subsequent proposals for activities that have been converted as a result of permitted development), the ability for existing operations to continue effectively will be taken into account. This includes general industrial (B2 uses) which may impact on residential amenity, and light industrial (former B1b/c) uses. It is important their operations are not unduly hindered, and appropriate consideration given to the provision or retention of acoustic fencing / glazing, commercial parking, service areas and amenity space.
- 5.21 Small and existing businesses play an integral role in creating a sustainable local economy. This policy seeks to ensure that there is flexibility which allows businesses to grow. This includes the expansion of existing sites (such as Maydwell Avenue in Slinfold adjacent to Spring Copse Business Park, or Rosier Business Park in Billingshurst), which can either provide move on space or expand the space of an existing business. It is considered that this will assist businesses who cannot meet their current requirements within the existing stock, and will also help to support small and start-up units, as well as providing opportunities for businesses to move on to larger premises in the District as they grow.

- 5.22 In order to maintain and help meet the employment needs of the District during the plan period, Policy 7 seeks to ensure that all employment premises and sites are safeguarded as far as is possible. For avoidance of doubt, this includes sites where employment development has been permitted but not yet commenced. Policy 7 also supports appropriate proposals for upgrades and refurbishments to existing employment sites.

## **Strategic Policy 7: Enhancing Existing Employment**

### **Existing Employment Sites and Premises**

1. Proposals for the upgrading and refurbishment of existing offices, industrial / business estates, premises and sites will be supported provided that:
  - a) they enable the facility to meet modern business standards and demonstrably enhance the attractiveness of the District as a business location;
  - b) they mitigate existing amenity, highway and access issues arising from badly sited uses; and
  - c) potential new impacts on amenity and on the road network are mitigated.
  
2. The redevelopment, regeneration, intensification and expansion of existing employment premises and sites for employment uses will be supported where it facilitates the retention of existing businesses within the District, and / or creates or protects new jobs, including green industries and social enterprises. Proposals must demonstrate that they meet all the following criteria:
  - a) it is in keeping with the existing scale of provision and local area;
  - b) the proposal will not prejudice the operation of surrounding employment uses;
  - c) it protects the amenity of existing and surrounding uses;
  - d) any adverse impacts would not significantly outweigh the benefits; and
  - e) it accords with the criteria 3-7 below, as applicable.

### **Key Employment Areas:**

3. Key Employment Areas, as listed in the table below and defined in the Policies Map, are protected for industrial, storage and distribution uses (B2 and B8 Use Classes).

**Table 5: Key Employment Areas in Horsham District**

Huffwood & Eagle Trading Estates, Brookers Road, Billingshurst
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Daux Road Industrial Estate, Billingshurst
Gillmans Industrial Estate, Natts Lane, Billingshurst
Lawson Hunt Industrial Park, Broadbridge Heath
Mackley Industrial Estate, Small Dole
Blatchford Road, Horsham
Foundry Lane, Horsham
Nightingale Road, Horsham
Station Approach, Pulborough
Oakhurst Business Park, Wilberforce Way, Southwater
Water Lane Trading Estate, Storrington
Huffwood Trading Estate, and Star Road Partridge Green
Wiston Business Park, London Road, Ashington
Henfield Business Park, Shoreham Road, Henfield
Graylands Estate, Langhurstwood Road, Horsham
North Heath Lane Industrial Estate, North Heath Lane, Horsham
Parsonage Business Park, Parsonage Way, Horsham
Spring Copse Business Park, Slinfold
The Business Park, Maydwell, Slinfold
Southwater Business Park, Worthing Road, Southwater
Rock Business Park, The Hollow, Washington
Rosier Business Park, Billingshurst
Oakendene Industrial Estate, Cowfold

4. All proposals within a Key Employment Area, including proposals for alternative sui generis 'employment' uses and offices must demonstrate they:
- a) support the integrity and function of the Key Employment Area; and

- b) do not result in the overall net loss of employment floorspace unless it can be demonstrated that the loss is not significant, and would lead to a significant upgrade of the retained employment floorspace.

**Other Existing Employment Sites:**

5. Employment sites and premises outside Key Employment Areas are protected for business, manufacturing, storage and distribution uses (B2, B8 and part E [formerly B1] Use Classes) and appropriate sui generis uses.
6. Proposals for indoor leisure uses will be supported provided that they do not prejudice the operation of surrounding employment uses and are located to minimise impact on amenity.
7. Proposals for other uses will only be supported where it is demonstrated that both the premises and site are no longer needed and are no longer viable for employment use. An assessment of these should be submitted and must demonstrate:
  - a) Evidence of active marketing over the period of at least a year, supported by
    - i. evidence of the condition of the estate and local economic market within the terms of sale and, where applicable, rent; and
    - ii. written confirmation from the commercial agent(s) regarding the redundancy and lack of viability of both the premises and site for employment; and
  - b) Where relevant, vacancy, including the reasons for vacancy and the length of time vacant.

## Policy 8 - Rural Economic Development

- 5.23 Horsham District is predominantly rural in character and has a diverse urban and rural economy. The main market town of Horsham is supported by a network of settlements and small villages in rural surroundings.
- 5.24 The rural character of the District means that the wider rural economy is important. This includes the economies of smaller villages and towns, agricultural and other land-based businesses including brewing and winemaking, as well as tourism and leisure developments. 72% of businesses in Horsham District are rurally based.
- 5.25 Over half of the Small Medium Enterprises (SMEs) in the UK are home-based and in the District, many of these businesses are in rural areas, providing the only employment in villages and hamlets. The Council wishes to retain this valued employment by affording these businesses the opportunity to expand near their home. Farms and rural estates are key custodians of the countryside and provide a valuable contribution to the rural economy. In addition to this, the shift towards a low carbon economy and the scope of green jobs is likely to affect the rural economy, for example,

through an increase in energy crops, forestry, carbon sequestration and local food production, and is to be supported.

- 5.26 Maintaining the rural economy through appropriate development will be considered positively where it can be shown to support rural community needs, and enabling the rural towns and villages in the District to remain self-sufficient and economically vibrant.
- 5.27 There is an ongoing need to maintain and enhance the rural economy. This includes the diversification of rural employment space and maximising visitor spending through tourism across the District. The re-use of rural brownfield sites and farm diversification provide opportunities for businesses to play a role in allowing local and rural economies to continue to grow, expand, and change to meet modern demands. The diversification and re-use of brownfield land also allows for the positive reuse of buildings and sites, along with the sustainable use of resources, which has less impact on the rural landscape.
- 5.28 Neighbourhood Planning should also play an important role in identifying and promoting sustainable economic growth at the local level.

### **Policy 8 - Rural Economic Development**

1. Sustainable rural economic development and enterprise within the District as a whole will be supported where it is shown to generate local employment opportunities and economic, social and environmental benefits for local communities.
2. Outside built-up area boundaries or secondary settlements, economic development, which maintains the quality and character of the area whilst sustaining its varied and productive social and economic activity, will be supported in principle. Any development should be appropriate to the countryside location, and will be supported provided that:
  - a) It does not prejudice, and contributes to, the diverse and sustainable farming enterprises within the District;
  - b) It contributes to the sustainable custodianship of the countryside; and
  - c) In the case of non-farming countryside-based enterprises and activities, it contributes to the wider rural economy and/or promotes recreation in, and the enjoyment of, the countryside, and complies with the following hierarchy:
    - i. As first preference, is contained within suitably located existing buildings which are appropriate for conversion or, in the case of an established rural industrial or commercial site, within the existing boundaries of the site;
    - ii. Where i) is not feasible, proposals for new buildings or development will be supported where it can be demonstrated that the proposal will contribute to sustainable rural economic growth that supports balanced living and working communities.

3. Proposals will be supported provided that they:
  - a) Do not adversely affect the character, appearance or visual amenities and the intrinsic character and beauty of the countryside and the location in question; and
  - b) Demonstrate a net increase in biodiversity in and around the site.
4. Proposals will be supported provided that car parking requirements can be accommodated satisfactorily within the immediate surroundings of the buildings or an alternative logical solution is proposed.

## **Policy 9: Conversion of Agricultural and Rural Buildings to Commercial, Community and Residential Uses**

- 5.29 Horsham District has a rural character, with a large number of farmsteads and other rural activities such as equestrian businesses. The stock of buildings which are suitable for conversion to other uses has fallen over time, or may be capable of conversion under permitted development rights. It is however anticipated that there will still be instances where proposals for the conversion of rural buildings come forward. Applicants will be expected to provide evidence to demonstrate why the current use is no longer necessary, and that the loss of the building will not result in a foreseeable need for equivalent replacement buildings.
- 5.30 Not all existing agricultural buildings will be suitable for conversion to residential uses. Buildings not necessarily suited to conversion to residential uses include those of modern construction; buildings which may be subject to a condition requiring their removal (following a cessation of use) through either a planning condition or prior approval; or buildings which would require substantial reconstruction or structural works.
- 5.31 Given that the proposals for development will be in the rural areas of the District, it is expected that development may rely on the private car to reach most services and facilities. It is therefore considered that any such proposals should be easily accessible by road. The relationship of the development with other existing built development will also need to be considered. Buildings within an existing buildings complex are, for example, less likely to have an adverse impact on the character of the surrounding landscape.
- 5.32 Applicants will need to properly assess the potential impact of any proposal on biodiversity. Rural buildings may, for example, contain bat roosts or nest habitats for protected species such as barn owls. It might be necessary to undertake an ecological investigation and implement suitable mitigation as well as biodiversity enhancements/net gain in accordance with the Council's biodiversity policies.

- 5.33 In developing proposals, applicants are expected to pay particular attention to the local and wider context and character, including its history and traditional uses, its contribution to the landscape character and its sensitivity to change. This is especially important in protected landscape areas such as the High Weald AONB and within the setting of the South Downs National Park.
- 5.34 In order to preserve the rural character of the District, where a building is proposed for conversion to residential use, the conversion works should not significantly alter the character of the building such that it takes on an unduly domestic appearance, out of character with its rural context. This typically means that large, modern, open-sided metal framed barns will not be appropriate for conversion to residential use.

### **Policy 9: Conversion of Agricultural and Rural Buildings to Residential Uses**

Outside defined built-up areas and secondary settlements, conversion of redundant agricultural and forestry buildings to residential use, will be supported where all of the following criteria are met:

1. The building is in established agricultural or forestry use and it can be demonstrated that:
  - a) the current use is no longer necessary, or
  - b) the proposal would secure the future of an existing heritage asset or a building worthy of retention.
2. The building is appropriate for conversion given its existing scale, architectural merit, character and setting, including its relationship with surrounding uses.
3. The existing building is not so derelict as to require substantial reconstruction, significant alteration or extension.
4. The site is served by an existing metalled road or other suitable access to the local road network.
5. The proposal would not result in a property with an overly domesticated or urban character, nor adversely affect the character, appearance or visual amenities and the intrinsic character and beauty of the countryside of the wider area.
6. It is demonstrated that the proposal will:
  - a) Enhance the immediate setting through its design and appearance, landscape design and materials; and
  - b) enhance biodiversity in and around the site.

## Policy 10: Equestrian Development

- 5.35 Equestrian-related development is important to the rural economy of the District. Development of this nature needs to be of high-quality and appropriate to its location, particularly in designated landscape areas such as the High Weald Area of Outstanding Natural Beauty (AONB).
- 5.36 Horses kept for recreation, sport and business are not classed as an agricultural activity. Equine facilities therefore do not have any agricultural permitted development rights, meaning that most development requires planning consent. To ensure that equestrian facilities are located sustainably, proposals for new stables will be expected to demonstrate how they will be managed without the need for new supporting residential accommodation being provided on the site.

### Policy 10 – Equestrian Development

Equestrian-related development will be supported provided that all of the following are met:

1. It can be demonstrated that the re-use of existing buildings on sites for related equestrian use is not feasible before new or replacement buildings are considered;
2. The proposal is suited to its surroundings in scale and level of activity, and is in keeping with its location and the landscape;
3. The proposal is well related to any existing buildings, utilities and transport infrastructure, including vehicular and field access;
4. The proposal can demonstrate that the stables can be suitably managed without the need for new on-site residential accommodation; and
5. The proposal should, where possible, provide safe access and connections to the local bridleway network for equestrians using the facilities provided.

## Strategic Policy 11: Tourism Facilities and Visitor Accommodation

- 5.37 Tourism is an important source of local employment and promoting the tourism offer of the District is one of five priorities set out in the Horsham District Economic Strategy 2017-2027. The Council's 'Visitor Economy Strategy (2018-2023)' highlights that the visitor economy accounts for 6.1% of all jobs in the District and, if Horsham District follows national predictions, could be set to grow by 3.8% per annum by 2025. The performance of this sector could, however, be stronger, particularly when compared to regional and national growth.

- 5.38 Tourism plays an important role in our economy and tourism businesses adds to the diversity of local employment opportunities. The Council aims to maximise the potential of the visitor economy, most crucially by encouraging more overnight trips. The District needs more visitor accommodation which should be linked to the distinctive offer of the District, capitalising on the local gastronomy, the attractive Sussex landscape, the vibrant market towns and villages including Horsham Town, lively festivals and farmers' markets, the District's heritage assets and ease of access to the South Downs National Park and the High Weald Area of Outstanding Natural Beauty. The 'Horsham District Hotel & Visitor Accommodation Study (2016)' presents key findings on the specific type of accommodation that is required in the District. This document or any subsequent update can help to inform decision-making on applications for tourist accommodation.
- 5.39 The promotion of tourism often provides a means of conserving heritage and enriching quality of life. It is important to encourage the retention of existing facilities and new development which meets the objective of facilitating sustainable tourism and economic growth within the District.
- 5.40 The Council will aim to encourage tourism across the District according to the characteristics of the local area. The emphasis is on:
- supporting high-quality tourism facilities and visitor accommodation that enhance the visitor economy with sensitively designed development that minimises any adverse impacts on individual settlement characteristics, landscape character and the environment;
  - supporting appropriate tourist facilities and attractions in towns and villages in the District, including Horsham Town, and maximising the potential of settlements in the southern part of the District arising from their proximity to the South Downs National Park; and
  - supporting facilities that are in keeping with and complement the rural hinterland that surround Horsham Town and other settlements.
- 5.41 In rural areas we will support initiatives that seek to develop the tourism opportunities associated with rural diversification, including recreation-based farm diversification, if they are of a scale and type appropriate to their location.

### **Strategic Policy 11 - Tourism Facilities and Visitor Accommodation**

1. Proposals which enhance the visitor economy through the redevelopment of an existing site, or the provision of new facilities for visitor accommodation and/or tourism facilities will be supported where it can be demonstrated that proposals demonstrates all of the following:
  - a) Reinforces local distinctiveness and demonstrates how the District's tourist offer will be improved or enhanced. This should include, where relevant, the

retention of heritage assets, and the return of historic properties to active use;

- b) Where relevant, retain and enhance existing visitor and tourist facilities;
  - c) Increase accessibility to the District's tourist facilities and/or visitor accommodation through sustainable modes of travel; and
  - d) Relate well to their surroundings and are sensitively designed to avoid harm to the townscape or landscape character and the wider environment, and to the amenities of adjacent uses.
2. Outside defined settlement boundaries, proposals should also:
    - a) Seek to re-use existing buildings in the first instance, and.
    - b) Demonstrate rural diversification and support rural development initiatives, particularly where they assist farm diversification projects, benefit the local economy, or enable the retention of buildings contributing to the character of the countryside.
  3. Proposals that result in the loss of visitor accommodation, visitor attractions or cultural facilities in the District will not be supported unless evidence of marketing the existing operation as a 'going concern' with a reputable specialist agent at a realistic price, for a minimum of 12 months, that reflects the value of the business is provided. Evidence of the non-viability of the existing business will also be required.

## Town and Village Centres

The following issues have been identified and are addressed through the policies in this section.

- Horsham Town is the main town centre in the District. It serves as a hub for many other settlements in the District and is a destination of choice for shopping for some other parts of West Sussex and Surrey.
- Areas of Horsham town centre such as East Street, Market Square and Piries Place, together with the arrival of key stores such as John Lewis, have added to the vibrancy and success of the town. There is a need to continue to build on this success.
- The Conservation Area, pedestrianisation, markets, outdoor events and entertainment, cultural facilities and Horsham Park all contribute to the ambience and visitor experience in Horsham Town. These matters all need to be taken into account when considering development in Horsham town centre.
- Shopping habits are changing, with the increasing use of online retail altering the way people interact with town centres. In the longer term, Covid-19 may generate further reliance on online retail. This is placing pressures on traditional retail uses and on retail centres. Notwithstanding this change in shopping habits, Horsham town centre and other centres across the District continue to play an important role in supporting the resilience of communities and providing access to goods and services.
- Agility and adaptability are key to ensuring the ongoing success of the District's centres. There are a wide range of uses such as clinics or leisure uses, in addition to retail that can potentially help to attract a wider range of people and contribute to the social and economic health of a centre.
- Independent retailers, markets, cafes and restaurants are distinctive features in both Horsham and the District's small market towns and villages, which will be supported.
- Residential uses in the town centres can add to their vitality but the potential for conflict between residential requirements and lively town centre activities will need to be considered.
- Business and employment units within town centres can provide much needed footfall and should be balanced with uses which promote a healthy night-time economy. It is important that the District's centres are well used throughout the day as well as in the evening, outside traditional working and shopping hours.

5.42 Town and village centres play a key role in the wider economy of Horsham District: 10% of employment in the District is in the retail sector. The North West Sussex EGA 2020 predicts that wholesale and retail and arts, entertainment and recreation will be key drivers of employment growth in the District during the plan period. As well as offering employment opportunities to local people, retail and other town centre activities provide goods and services to residents and other businesses in the District. Town and village centres provide an important function in contributing to well connected, sustainable and healthy communities. They provide spaces for interaction

and collaboration and meet a broad range of needs for both residents and visitors. Successful town and village centres must seek to provide an enhanced range of services, attractions and facilities in order to increase the time people want to spend in these spaces. This is expected to become increasingly important as part of the response to, and recovery from the Covid-19 pandemic.

- 5.43 Horsham is the main retail centre in the District. The town centre is an attractive and welcoming centre which performs well and the Horsham Town Retail and Leisure Study (2017) indicates that Horsham town centre is generally functioning well, with capacity for some additional retail development. Horsham town centre benefits from a high number of independent retailers, cafés and restaurants and an attractive historic environment and has strong prospects for maintaining and enhancing its competitive position in the sub-region. Redevelopment at the Bishopric and Piries Place have helped to increase the scale, range and diversity of the offer within the town. Their focus extends beyond retail, including leisure and recreation provision and contributing to the visitor economy.
- 5.44 There are a number of other town and village centres within the District. Those in Southwater, Billingshurst, Pulborough, Storrington, Steyning and Henfield are secondary centres and meet the needs of residents within and beyond each settlement. These centres have a range of services and retail activities which also include independent retailers, cafés and restaurants and an attractive environment. These help draw in visitors and retain the vitality and viability of these settlements. It is important the role of these smaller settlements is supported and enhanced.
- 5.45 The continued promotion of a “Town Centre First” strategy will help to support the popularity and economic health of our town and village centres and the longer-term interests of town centre users. In smaller towns and villages, maintaining a retail offer may present a greater challenge, given the requirement on both large and small retailers to ensure physical outlets remain commercial and competitive, whilst reflecting changes in the nature of demand and the pattern of supply in the delivery of local goods and services (e.g. the increased role of online shopping). In these instances, there is value in expanding the range of services and facilities permitted in order to avoid empty units and subsequent harm to the viability of remaining businesses.
- 5.46 These policies seek to promote an agile and positive approach to development in the District’s town and village centres, ensuring they can continue to meet the evolving needs of communities.

## Strategic Policy 12 – Town Centre Hierarchy and Sequential Approach

- 5.47 This policy establishes a hierarchy of town and village centres in the District with the intention of directing uses and activities that enhance their attractiveness as places to visit, and support their economic health, towards these areas. It seeks to balance a positive, flexible approach to development while ensuring communities can enjoy convenient, safe access to a number of shops, services and facilities. Co-locating a mix of uses in a defined area will minimise the need for multiple journeys by car and promote the use of sustainable modes of transportation including public transport, walking and cycling.
- 5.48 Horsham town centre is the District's primary centre and is the retail, commercial and civic heart of the District as well as a sub-regional destination. Positive measures which enhance Horsham town centre as the primary centre are encouraged. The District's other centres will be protected and enhanced through development which promotes their function supporting District-wide as well as local communities. Locating some appropriately sized uses, such as small convenience retail units, within local centres can promote the use of active travel and public transport, reduce the reliance on private car, and support the resilience of communities close to these smaller centres.
- 5.49 Proposals for town centre uses will be assessed according to the hierarchy set out in Policy 12. In all instances, convenience and comparison goods retail uses will normally be expected to be located within the defined Town and Village Centre boundaries. Exceptions to this policy may be permitted, where it can be demonstrated that specific objectives would be met and where opportunities would be seized for enhanced retailing and wider community benefits.
- 5.50 Applications for convenience or comparison retail development outside of a defined Town or Village Centre will be required to include a retail impact assessment where the total retail floorspace of the scheme would be 500m<sup>2</sup> or more, as justified within the evidence base. This assessment must demonstrate that the development will not have a significant adverse impact on nearby Centres, either on their own or cumulatively.
- 5.51 In order to meet these objectives, planning conditions and agreements may be used to ensure that Town Centre First principles are maintained.

### Policy 12: Strategic Policy – Town Centre Hierarchy

#### Centre Hierarchy

1. Development proposals within existing Town and Village Centres will be supported where they promote or protect the following hierarchy of Town and Village Centres in the District:

**Table 6: Town Centre Hierarchy**

<b>Primary Centre</b>	Horsham Town
<b>Secondary Centres</b>	Billingshurst
	Henfield
	Pulborough
	Southwater
	Steyning
	Storrington
<b>Local Centres</b>	Smaller villages and local shops

2. Development proposals must benefit the vitality and viability of the Centre, while contributing to a diverse range of retail, leisure and recreation, commercial and business uses which generate footfall.

#### **Town Centre First**

3. Proposals for commercial and comparison retail, recreation, leisure and entertainment uses will be expected to be located within the Main Shopping Area, as defined on the Policy Maps, at a scale appropriate to the settlement hierarchy. Where it can be demonstrated that this is not a viable approach proposals should be located within the defined Town or Village Centre boundary.
4. Broadbridge Heath Quadrant (Policy 5) is recognised as the only out-of-centre location where convenience and comparison retail will be considered acceptable, subject to meeting other policy requirements and providing the uses enhance the District's retail offer and meet wider community requirements.

#### **Local Threshold for Retail Impact Assessments**

5. Planning applications for edge- or out-of-centre convenience or comparison retail development schemes of 500m<sup>2</sup> or more must undertake a full and detailed retail impact assessment.

## Strategic Policy 13 - Town Centre Uses

- 5.52 The District's town and village centres are essential as the focus for community life. They provide a range of uses and services, accessible to a wide cross-section of the community. They underpin the attractive, historic character of the District.
- 5.53 Traditionally, retail has been the core function of town and village centres. Changes to shopping patterns has meant that this function has expanded over time to include a variety uses. All centres are facing challenges around their future role, as a result of emerging retail trends, patterns of economic prosperity and rationalisation of service distribution. This policy supports the Town Centre First approach outlined in Policy 12 by providing detail on the types of uses in town and village centres across the District. It acknowledges the need for agility, diversification and innovation in the range of activities supported within centres.
- 5.54 A diverse variety of complementary uses within a Town Centre helps to drive footfall in the town or village centre and encourages increased dwell time. This in turn secures the function of the town/ village centre as a resilient, reliable and attractive place for communities to mix and access goods and services. The contribution that mixed, flexible uses make to maintaining a healthy and vibrant night-time economy is acknowledged, with centres providing places for communities to relax, socialise and integrate. The policy addresses the need for continued flexibility in permitted uses with some control on activity which could adversely impact a centre's ability to meet the diverse needs of communities.
- 5.55 This policy seeks to promote a concentrated retail function within Primary Frontages balanced with flexibility within the wider Main Shopping Area, as well as protecting the amenity of residents, occupiers and other users.

### Strategic Policy 13 - Town Centre Uses

#### Town and Village Centres

1. Proposals which create or retain Class E uses within Town and Village Centre boundaries will be supported where:
  - a) They are of an appropriate scale to the Centre;
  - b) they maintain or improve the character, quality, function and vitality of the Centre as a whole;
  - c) they relate well to, and are well connected with, defined Primary Frontages and Main Shopping Areas, where these exist; and
  - d) they accord with other policy requirements.
2. Within Town and Village Centres, changes of use to residential will be supported where:

- a) This does not lead to an over-concentration of residential uses which would undermine the vitality and viability of remaining units under their current use class;
  - b) it will not lead to a harmful break in active frontages; and
  - c) it is demonstrated that a Class E use is no longer viable, where this residential use is proposed within a Main Shopping Area.
3. Non-Class E uses will be supported within Town and Village Centres where it can be demonstrated that:
- a) the proposal will support or enhance the vitality and viability of the centre;
  - b) the proposal will provide a balance of uses which increase daytime footfall and / or promote the evening economy of the Centre,
  - c) active frontages will be retained; and
  - d) the amenity of neighbouring occupiers will not be adversely affected.

### **Main Shopping Areas**

- 4. Where units within a Main Shopping Area are demonstrated to be unviable in their current form these should be retained for Class E uses in the first instance.
- 5. Changes of use within the Main Shopping Area will be required to retain active frontages and contribute to a balance of uses which meet the needs of the community the Centre serves.

### **Primary Frontages**

- 6. Proposals which create or retain a comparison and convenience retail use within a defined Primary Frontage will be supported.

### **Takeaways, Food and Drink**

- 7. Applications for takeaways must be accompanied by evidence of adequate parking facilities nearby to ensure vehicle movements associated with delivery and collection do not cause harm or disruption to the amenity of nearby residents, business or other occupiers.
- 8. Proposals for new restaurants, takeaways, pubs and bars, and other uses involving the preparation and sale of ready to consume food and drink must be accompanied by a statement detailing of means of:
  - a) control of emission of fumes,
  - b) storage and disposal of refuse, including measures to promote recycling and other forms of sustainable waste management; and
  - c) acoustic insulation.

### **Marketing of Property for Change of Use**

- 9. Where the loss of a unit currently under Class E is proposed in Primary Frontages evidence must be submitted which demonstrates the property has been continually, actively and effectively marketed for at least 12 months at an appropriate rent (based

on three comparable shop rents within the same centre) to establish the use is no longer of commercial interest.

### **Small Scale development**

10. Outside the defined Town and Village Centre boundaries, proposals for small-scale convenience retail or service uses, or extensions to existing village shops will be permitted where:
  - a) it will not significantly undermine the vitality and viability of the nearest defined Town and Village Centre; and
  - b) there is a demonstrable day to day need within the local community for the proposed use or extension.
11. Loss of E, F1 or F2 uses within Local Centres will be permitted providing:
  - a) The unit is demonstrated to be unviable under its current use; or
  - b) the replacement use meets an identified need for a service or facility for the local community; and
  - c) this does not lead to a break in the active frontage of the remaining units.

## Chapter 6: Housing

This document will address the following issues:

- The Government is seeking to deliver a step change in housing growth. This means that the District's population will continue to rise over the next 20 years. There is a need to ensure that everyone can access good quality housing to meet the needs of a mixed population and support the economy.
- There will be significant growth in the population of older people, and in particular, the number of people aged 75 or over. There will also be growth in the number of people with long-term health problems or disabilities. There is a need to plan for the specific needs of an increasingly elderly population, including a growing requirement for retirement homes, residential care homes and smaller units.
- Although there is a high percentage of elderly residents, there are also a large number of families. Housing that is provided must also meet the needs of families. There is a higher than average proportion of 4-bedroom homes in Horsham District, whereas the significant need for family and single-person homes is better met by less expensive 1-3 bedroom homes. Therefore, more homes of a more modest size are needed in future.
- The median house price in Horsham District is around 13 times higher than average annual earnings. The cost of private renting also remains high. This creates a high demand for affordable housing, which is available at less than market value. This includes providing higher levels of social/affordable rented housing whilst looking at measures to ensure that housing is more generally affordable (e.g. to first time buyers) and through other mechanisms including self and custom build.
- The settlements of Horsham, Billingshurst, Broadbridge Heath and Southwater have accommodated large developments in recent years, but pressure for housing development remains. Care needs to be taken to ensure communities can absorb changes that have taken place to allow stable, cohesive communities to thrive and that development can be built out at a rate that is in keeping with market demand.
- The Council is required to identify the accommodation needs of Gypsies and Travellers and plan for these needs in accordance with national planning guidance.
- In circumstances where there is a lack of authorised Gypsy and Traveller sites the Council faces difficulty resisting application for windfall sites in less suitable or desirable locations. The provision of sufficient sites will seek to ensure that the number of illegal encampments and incursions of Gypsy/Traveller pitches which occur across the District will reduce.

## Housing Need in Horsham District

- 6.1 In 2019, the population of Horsham District was estimated at 141,717 people. This compares to 131,300 at the time of the 2011 Census. The Government is committed to delivering a step change in the number of houses that will be built in the coming years, and it is predicted that the population will grow by another 17,658 or 12.5% over the 20-year period to 2039. The main elements that make up the changes to population are natural changes (the number of births and deaths) and migration, where people move both in and out of the District. Most of this movement is relatively local, from within and around Sussex, followed by the south east / London but a smaller amount is from further afield. The population estimates indicate that the population in all age groups will grow, but by far the highest growth will be seen in the over-65 population (and especially in the over-75s). There will also be strong growth in younger age groups including those of working age. This will mean that the District will need to provide more jobs in future to ensure there are local employment opportunities available for the growing population.
- 6.2 In 2018 national planning policy introduced a new method of calculating housing need. All local planning authorities are required by the Government to calculate a 'local housing need' figure, based on a 'standard methodology'.
- 6.3 It is a requirement of the NPPF that the Council provides a strategy which, as a minimum, seeks to meet the District's objectively assessed needs and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. The standard methodology calculation for Horsham District is calculated as **897 dwellings per annum**. This is equivalent to providing a minimum of **15,640 homes** in the 17-year period between 2021 and 2038.

## Wider Housing Need and the Duty to Co-operate

- 6.4 The starting point for this Plan has been to ensure that the District can meet its own housing requirement derived from the standard housing methodology. In addition, the District has considered how much additional development can be accommodated to help address the unmet housing need of other districts in the surrounding area. Given the scale of unmet needs across the South East as a whole, the approach followed by the Council has been to prioritise meeting the needs of authority areas with the closest links to this District in the first instance.

### North West Sussex (Crawley)

- 6.5 The vast majority of Horsham District falls within an area known as the North West Sussex Housing Market Area. This area includes the whole of Crawley Borough, much of Mid Sussex District and a small area of Reigate and Banstead Borough in Surrey. The legal Duty to Co-operate requires the District to consider how much additional development can be accommodated in a way that helps address the unmet housing need of other districts in the surrounding area.

- 6.6 The standard housing methodology calculation has resulted in increased housing requirements not only in Horsham District, but also in Crawley Borough and in Mid Sussex. This places an increased challenge on all three authorities in seeking to accommodate these additional housing requirements. Due to the constrained nature of Crawley Borough, which is built up to its administrative boundaries, Crawley will not be able to meet a significant proportion of their identified housing need in their Plan period.
- 6.7 Crawley Borough Council is also in the process of undertaking their local plan review, and this has yet to be adopted. Current indications are that Crawley can meet almost half of their needs in the plan period, with a total of 6,680 dwellings (414dpa) to be accommodated within the wider housing market area, insofar as is consistent with the National Planning Policy Framework and delivery of sustainable development.
- 6.8 Through a long history of joint working commencing prior to the legal 'Duty to Co-operate' requirements, the authorities in this area have worked together to ensure that the housing need in the housing market area has been met. In the previous local plan (the Horsham District Planning Framework) this Council provided 150 homes a year to meet housing needs that cannot be met within Crawley's administrative area. The ongoing housing development at Kilnwood Vale to the west of Crawley was developed in partnership with Crawley Borough Council as part of the Joint Area Action Plan adopted in 2009.
- 6.9 Horsham District and Crawley Borough have continued these joint discussions through the preparation of our respective Local Plan reviews with a view to considering the extent to which Horsham could meet the unmet needs from Crawley. This has taken account of a wide range of evidence including, but not limited to:
- Identifying and testing a range of development proposals at different scales and locations across the District. These assessments took account of suitability, availability and deliverability of sites. This process identified the potential for individual sites to contribute to meet housing requirements.
  - An assessment of the potential of the housing market to accommodate new development in the District. In practical terms this demonstrates that there are limits to the overall level of housing that would sell, including when considered in combination with other potential and committed development locations in and beyond the District.
  - An assessment of the Infrastructure requirements necessary to support development. This process has identified that in many instances large infrastructure upgrades are needed to support development. These again limit the rate at which development can come forward both in practical terms limiting build out rates, but also in terms of the environmental and sustainability consequences should development proceed in advance of the necessary infrastructure upgrades.
  - Testing alternative strategies and options for development to ascertain the environmental, economic and social impacts of development through the Sustainability Appraisal and Strategic Environmental Assessment Process.

- 6.10 The outcome of this work has identified that market forces, the need to deliver additional infrastructure and the physical availability of land for development mean that it will not be possible for this District to accommodate all of the unmet needs that have been identified for Crawley Borough. It is however considered that the District can accommodate around 50% of the overall level of unmet needs.
- 6.11 Provision in the plan is made for 193 dwellings per annum to meet the needs of Crawley Borough. The primary location for these needs to be met is the allocation of Land to the West of Ifield. Beyond this local plan, it is however considered that it will be necessary to continue discussions with Northwest Sussex authorities in terms of meeting unmet needs 'at Crawley'. Within this context however, the area of search West of Crawley is expected to be a focus for these discussions within the context of any further development that may be required in Horsham District.

### **Sussex Coastal Authorities (Worthing)**

- 6.12 A small part of Horsham District also falls within the Coastal Housing Market Area. This housing market area is primarily focused on the settlements of Brighton & Hove, Shoreham and Worthing but extends northwards into the southern part of Mid Sussex District, and covers the settlements of Steyning, Upper Beeding and Henfield in the south east of Horsham District. The settlements on the south coast have in general terms identified that they have unmet housing needs as they are constrained by the coast to the south and the South Downs National Park to the north. Whilst the precise level of unmet need will vary over time, reflecting changes to the Standard Housing Methodology and varying local plan periods, the evidence suggests that there is an overall unmet housing need of around 2,000 homes per year in the wider Coastal Area. Worthing Borough Council have identified that their overall level of unmet need in the period to 2036 is some 10,488 homes or 655 dpa.
- 6.13 As outlined above, the key functional economic links in Horsham District are with North West Sussex and this plan actively makes a contribution to meet those requirements. Whilst there are some housing and economic linkages to the coast, the District does not directly adjoin the south coast towns, separated by the South Downs National Park. Furthermore, the settlements in the south of the District which have the closest links are also the most physically constrained in development terms. Land to the south of these towns and villages directly adjoin the South Downs National Park, and in addition to the national importance of this landscape, Horsham District Council is not the planning authority for this area. To the north of Steyning, Bramber and Upper Beeding, most of the land is at risk from flooding. Some land near Henfield also lies within identified floodplains, albeit to a lesser extent.
- 6.14 The preparation of this plan has considered to what extent land may be available in this part of the District to accommodate the unmet needs from the coast taking account of the issues previously set out above. Whilst land has been allocated for development around settlements in the south and south east of the District (Chapter 11 and in Neighbourhood Plans) these only are sufficient to meet local housing needs.

- 6.15 Detailed consideration has also been given as to whether new settlements may be a solution to meeting the unmet needs for the South Coast. Land at Buck Barn has been allocated for development. Given that this is an entirely new development, it is not envisaged that sufficient homes can be delivered at this location within the plan period to meet unmet needs from other Districts and boroughs. Notwithstanding this point, it is however recognised that the location of the proposed development on the A24 has the potential to provide a direct connection to the South Coast. The District is therefore able to provide around 20 homes a year towards the unmet needs from Worthing.
- 6.16 In the longer term, the scale of unmet need is such that a comprehensive joint response is required. An updated Local Strategic Statement (LSS3) is, to this purpose, being prepared by the West Sussex and Greater Brighton Strategic Planning Board, which will inform subsequent reviews of this Local Plan.

### **Surrey Greenbelt Authorities (Mole Valley)**

- 6.17 In addition to meeting unmet needs for Crawley and considering the potential to meet needs arising from the South Coast, requests to meet the unmet needs in Mole Valley have also been identified. Although adjoining Horsham District, Mole Valley is not within the same housing or functional market areas. The needs from this area have therefore been considered after those with direct connections. Taking into account the unmet needs from Crawley and the South Coast, it is not possible for the District to accommodate these unmet needs and those which extend more widely into the South East and into London at this time. The ability of the District to meet these unmet needs will need to be revisited as part of any future local plan review.

## **House sizes, types and affordability**

- 6.18 In addition to understanding the number of homes that are required in the District, it is important that the homes are the right size, type and price. To understand more about the housing needs of our District, a study known as a Strategic Housing Market Assessment (SHMA) has been undertaken.
- 6.19 The SHMA has assessed the level of affordable housing need in the District. The median house price in Horsham District is around 13 times higher than average annual earnings. The cost of private renting is also high. It is considered that the high cost of housing in the District is a significant barrier to younger people and families being able to work and live in the District. There is therefore a high need for a range of different types of affordable housing. There is also a need to ensure that the types of homes that come forward are a mix of sizes and include smaller dwellings.
- 6.20 Horsham District has a relatively high proportion of the population aged over 65. In 2017, the percentage of over 65s was estimated to be 18.4%. This is likely to increase to just under 30% by 2039. As we age, there is an increased chance of a long-term health problem or disability, and the number of older people who have mobility difficulties and /or conditions such as dementia will rise. It is therefore important that housing provision meets the needs of the older population. Some of these homes will

need to provide specialist support. For example, sheltered housing has an on-site warden, and extra-care housing has tailored clinical services on-site. Others may simply be designed to be smaller or suited to those with limited mobility.

## Strategic Policy 14 - Housing Provision

- 6.21 This policy sets out how the Council will meet the housing needs for this District and contribute to the delivery of unmet housing needs from other areas. The Council's evidence base work has identified a total of 19,860 homes which are considered to be deliverable in the plan period. Taking account of the need for flexibility of supply, this equates to an annualised target of 1,100 homes each year.
- 6.22 Within the plan period, some 8,063 homes already have planning permission or are otherwise identified for development. It is also expected that a small amount of windfall development will take place each year.
- 6.23 Many of the 8,063 homes already identified for development include strategic allocations identified in previous Local Plans including land at Kilnwood Vale, Land West of Horsham and Land North of Horsham where development is ongoing. In addition, some smaller scale sites have been identified as development locations within Neighbourhood Plans.
- 6.24 As development at land North of Horsham is still within the early stages of construction, it is proposed that the Horsham District Planning Framework policies relating to land North of Horsham are saved over the period of this plan to allow for the consideration of reserved matter applications. This policy makes provision for at least 2,500 homes. To date some 2,750 homes have outline planning permission. It is however considered that there is potential for an additional 500 homes within the boundary of the allocation in order to make the best use of the available land. Provision for this additional 500 homes is therefore set out in Policy 14 below for completeness.
- 6.25 The remaining housing needs will be met through additional strategic allocations together with smaller scale development allocations which will help meet more local housing requirements and ensure a consistent housing supply over the plan period. The starting point for strategic scale growth has been general conformity with the District's settlement hierarchy as set out below.
- Land West of Ifield, Crawley. Development in this location recognises the role of Crawley at the centre of the Gatwick Diamond and reflects the unmet housing needs arising from this town.
  - Additional intensification of Land at North Horsham.
  - Land West of Southwater
  - Land East of Billingshurst
- 6.26 In addition, a new settlement is also identified at Buck Barn, on the A272 and A24 corridors. This central location in the District, with good road connections provides links to both the northern settlements within the Gatwick diamond, and connections to the

south coast. As part of any development, the necessary infrastructure and community facilities must be provided in a timely manner in order to support new development.

- 6.27 The Council will be reliant on a high number of homes which are to be delivered through the allocation of larger strategic sites. These take time to come forward as they progress through the application and preparatory stages of development works on the site. The Council is therefore not able to demonstrate a uniform delivery of homes over the plan period. A stepped trajectory is therefore proposed with a housing target of 900 homes in the first five years of the plan, with a target of 1,180 homes per year for the remaining 12 years of the plan.

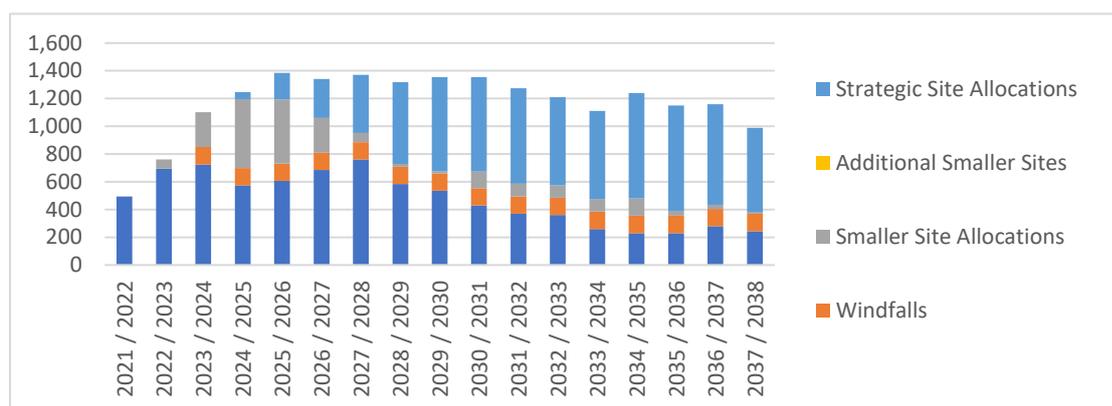


Figure 3: Indicative housing trajectory illustrating delivery over the plan period<sup>4</sup>.

### Strategic Policy 14: Housing Provision

Provision is made for the development of at least 18,700 homes associated infrastructure within the period 2021-2038 at an average delivery rate of 1,100 homes per year. The target for the first five years of the plan will be 900 homes a year, rising to 1,180 for the remainder of the plan period. This figure will be achieved by

1. Housing completions for the period 2021-2022
2. Homes that are already permitted or agreed for release, including previously allocated strategic sites at Land North of Horsham (2,750) and Land West of Southwater (600), Land at Kilnwood Vale (2,500) and Land South of Billingshurst;
3. Strategic Sites:
  - a) At least 3,250 homes on Land West of Ifield
  - b) At least 1,200 homes on Land West of Southwater
  - c) At least 650 homes on Land East of Billingshurst
  - d) At least 2,100 homes at Land at Buck Barn

<sup>4</sup> A 10% buffer has been applied to the five-year supply of deliverable sites in the submitted Local Plan and that the Council intends to rely on the annual position statement process referred to in NPPF paragraph 73b) and 74 to cover the period following the expiration of the “recently adopted” provisions in NPPF 73b) and 74.

4. At least 2,200 homes from smaller scale allocations to be allocated in this Local Plan or in Neighbourhood Plans
5. An additional 500 homes within the existing Land North of Horsham allocation and
6. 1,875 windfall units, including 10% provision on land less than 1ha.

## Strategic Policy 15 – Meeting Local Housing Needs

- 6.28 This policy seeks to achieve a mix of housing sizes, types and tenures to meet the District's housing needs as identified in the Strategic Housing Market Assessment (SHMA) 2019 or any future updates. This will ensure that we can create sustainable and balanced communities.
- 6.29 There is a particular need to meet the housing needs of an increasingly elderly population, and a continuing need to provide homes suitable for specialist needs. Policy 17 sets requirements for adaptable and accessible homes, and Policy 19 sets requirements for housing development to provide specialist older people's accommodation.
- 6.30 Table 7 sets out an appropriate strategic mix of home sizes for different tenure housing which should be used when planning new development, as evidenced in the SHMA 2019. If this is updated during the plan period, the most recent evidence base should be used.

**Table 7: Appropriate strategic mix of homes sizes based on tenure**

	Rented affordable housing	Affordable home ownership	Open market housing	Overall mix
1 bedroom home	35%	25%	5%	22%
2 bedroom home	30%	40%	30%	33%
3 bedroom home	25%	25%	40%	30%
4 bedroom home	10%	10%	25%	15%

- 6.31 'Rented affordable housing' means social rented, affordable rented and affordable private rented homes. 'Affordable home ownership' means shared ownership homes, low-cost market homes and starter homes. (See the Glossary for more information). 'Open market housing' is homes sold at full market value on the open market.
- 6.32 The Council also recognises that future development should respond appropriately to local character and local needs. Evidence of local needs will normally be in the form of a local housing needs assessment prepared specifically for that parish or ward, or a Neighbourhood Plan that has successfully passed examination.
- 6.33 A range of different housing types and tenures will need to be provided by developers to respond to both strategic and local housing needs, and also to maintain the delivery of homes over the plan period. This may include build to rent homes, apartments/flats, smaller 'downsizing' units such as bungalows, and opportunities for self and custom build.
- 6.34 The Self Build and Custom Housebuilding Act 2015 requires the Council to keep a register of people who are interested in self build and custom build projects in the District in order to assess demand for this type of housing. These statistics take account of the overall level of demand with the District as a whole and in different parishes. The Self-Build and Custom Housebuilding Regulations 2016 requires Local Authorities to grant suitable development permissions in respect of enough serviced plots of land to meet the demand on the register within a three year period. This does not mean that the Council itself must provide self-build or custom build plots for this purpose.
- 6.35 Policy 17 sets a requirement for larger housing sites to provide a proportion of overall open market tenure housing plots as self or custom-build. The Council will also support appropriate proposals on smaller scale sites and in Neighbourhood Plans, which can come forward in the same way as general market housing subject to appropriate conditions.

### **Strategic Policy 15 – Meeting Local Housing Needs**

1. Residential development will be supported where it provides a mix of housing sizes and types to meet the needs of the District's communities as evidenced in the latest Strategic Housing Market Assessment or any subsequent updates in order to create sustainable and balanced communities. Where relevant, a made or referendum stage Neighbourhood Plan may provide an appropriate local mix. Other factors that may be taken into account include the established character and density of the neighbourhood, the viability of the scheme, and locally and robustly prepared evidence such as a local (parish) housing needs assessment.
2. The Council will support schemes being brought forward through Neighbourhood Plan allocations, provided they are in general conformity with the relevant Local Plan.

3. Residential developments will be supported where homes are provided as either self-build or custom-build serviced plots in accordance with the latest demand on the Self and Custom build register. A level of provision that differs from the Council's register may be accepted if supported by robust evidence of local need.

## Policy 16: Affordable Housing

- 6.36 This policy sets out the Council's thresholds and targets for affordable housing. Affordable housing is subsidised to enable the purchase or rental price to be substantially lower than the prevailing market prices, and where mechanisms exist to ensure the housing continues to remain affordable for those who cannot compete in the housing market. All qualifying residential developments will be subject to affordable housing requirements, including any retirement or assisted living accommodation within this use class as set out in Policy 19.
- 6.37 A Local Plan Viability Assessment has informed the affordable housing targets and thresholds. This has shown that, for most developments, the provision of 45% of homes on non-strategic greenfield sites, and of 10% on brownfield sites, is viable. Strategic greenfield sites are required to bear far greater infrastructure costs than smaller sites, and 35% affordable housing is therefore considered appropriate in these locations. Specific affordable housing targets are also given for Build to Rent housing and elderly persons' housing, taking account of viability evidence.
- 6.38 Development is expected to provide 70% of the total as social rented and/or affordable rented properties, 25% as First Homes as defined in nationally set policies and guidance, and the remaining 5% as other intermediate or shared ownership properties. Given the high cost of rented properties in the District, and an ongoing shortage of supply, the Council will support and encourage a proportion of these homes to be provided as social rented homes in appropriate locations as informed by local need. The discount on open market value applied to First Homes will be 40%. A Local Connections test will be applied to all rented affordable homes and First Homes as set out in the Glossary. Advice should, in all cases, be sought at an early stage from the Council's Housing Service as to the delivery of social rented homes. Affordable rented homes must be genuinely affordable and must not exceed Local Housing Allowance. Policy 15 sets out the expected mix of dwelling sizes, including for affordable housing.
- 6.39 The Council will be alert to situations where the number of dwellings proposed on a site falls below the relevant thresholds, but where there is capacity to provide the number of dwellings that would trigger affordable housing contributions. If there are instances where a development site is sub-divided so as to create two or more separate development schemes that fall below the affordable housing threshold, the

Council will require an appropriate level of affordable housing to reflect the capacity of the site or sites as a whole, were it come forward as a single scheme.

- 6.40 On sites where a mix of uses or types (classes) of residential development is proposed, or it is deemed that the site is part-brownfield and part-greenfield, a 'blended' overall proportion of affordable housing will be expected, which pro-rata's the requirement applicable to each element of development.
- 6.41 The Council is actively pursuing alternative and innovative ways to deliver a range of housing tenures in partnership with local registered providers including market, affordable and social rent. The Council also delivers affordable housing through its affordable housing company, Horsham District Homes. In exceptional circumstances, such as where there are overriding site constraints which inhibit the provision of affordable housing, or where it is agreed with the Council that provision can be better met on an alternative site in the District, contributions for off-site provision may be accepted as an alternative.
- 6.42 Community Land Trusts (CLTs) provide an opportunity for local community ownership of land for long-term affordable housing provision. Affordable housing provided by CLTs and most housing associations are exempt from the "Right to Buy", allowing affordable housing to remain affordable in perpetuity. The involvement of CLTs in the delivery of new affordable homes, whether as part of a mixed tenure housing development or as an appropriately sited rural exception site (see Policy 18 – Exceptions Housing Schemes), will be supported in principle.
- 6.43 The Council will support schemes for suitably located affordable housing being brought forward through Neighbourhood Plans, including those being delivered through CLTs.

### **Strategic Policy 16: Affordable Housing**

Residential development will only be supported provided that:

1. On self-contained residential developments (C2 and C3, including retirement and other specialist care housing) that are proposed for, or have a capacity for, 10 or more homes (gross\*) or exceed 0.5 hectares, a proportion of the homes or units shall be provided as affordable homes (as defined in the Glossary). The proportions will be as follows:
  - a) On greenfield sites\*\* providing self-contained dwellings (houses and/or flats), a minimum 45% of the total (gross\*);
  - b) On previously developed (brownfield) sites self-contained dwellings (houses and/or flats), a minimum 10% of the total (gross\*);
  - c) On strategic sites, a minimum 35% of the total (gross\*);
  - d) On sites providing continuing care retirement housing, retirement housing and other specialist care housing, a minimum 40% of the total (gross\*) as applies in accordance with Policy 19;

- e) On providing Build to Rent accommodation, a minimum 40% of the total (gross\*) where the site is greenfield\*\*, or a minimum 20% (gross\*) where the site is previously developed (brownfield).
2. At least 70% of the affordable homes are provided as social rented and affordable rented homes, 25% are provided as First Homes with a 40% discount compared with the open market value, and the remaining proportion (5%) provided as other intermediate /shared ownership homes. Social rented provision will be strongly supported in appropriate locations. Alternative tenure mixes (including any reduction in the overall proportion of homes delivered on-site) will only be considered if evidence is provided to justify this on the basis of proven local need or, in exceptional circumstances, risk of non-delivery (which may include where abnormal site constraints significantly impact on viability).
  3. Future occupants of all rented affordable and First Homes are required to demonstrate a local connection. , as defined in the Glossary.
  4. Affordable homes must be integrated throughout the development and be of visually indistinguishable design. They should be located throughout the site in a manner that supports integration but can also be managed efficiently by the relevant housing associations.
  5. It is expected that affordable housing will be delivered on-site. In exceptional circumstances where it can be demonstrated that this is not viable, the Council will seek equivalent off-site provision, or financial contributions in lieu to provide for the full cost of the same number of units.

Gross: \*The proportion of affordable housing will apply to all new residential units, and any demolished properties will not be 'netted off'. A vacant building credit may however apply, as required by national policy. Any residential units left materially unaltered and in-situ can be discounted from the calculation.

*Greenfield:* \*\*Any site or part of a site that does not meet the nationally set definition of 'previously developed land' ('brownfield land') will be deemed 'greenfield land'. A *greenfield site includes any smallholdings, nurseries and farms.*

## Implementation

- 6.44 The mechanisms for calculating financial contributions in lieu of on-site provision will be set out in separate guidance. A Local Plan Viability Study has been undertaken, and, in line with national policy and guidance, it is expected that all development proposals will comply with this policy together with other requirements in this chapter and the Local Plan more generally. The Council will only accept a reduced amount of affordable housing, non-policy compliant mix of sizes or tenures, or financial contributions for off-site provision due to lack of viability if exceptional circumstances have been demonstrated through a viability appraisal at the application stage. Exceptional circumstances will only relate to unforeseeable abnormal site costs. The

price paid for land is not a relevant justification for failing to accord with relevant Local Plan policies. It is expected that affordable housing will be delivered as units built on development sites and will normally be in conjunction with Horsham District Homes or other Registered Provider(s). It is expected that Registered Providers will have been engaged at an early stage of development planning and prior to application submission.

## **Policy 17: Improving Housing Standards in the District**

### **Internal Space Standards**

- 6.45 There is a mandate from Government to build more homes. However, the Council is clear that the requirement to build more homes should not be at the expense of providing fit for purpose, good quality housing for local residents. There is strong evidence identified through the Council's monitoring to suggest that whilst many homes currently being built or created meet or exceed the standards there are also a significant number of properties that do not.
- 6.46 Ensuring there is sufficient internal space within new dwellings will mean that residents will be able to enjoy everyday activities in their homes and have the flexibility and adaptability required for any potential future needs. These minimum space standards will apply to all new dwellings within the District, including new dwellings provided through subdivision and conversion, and across all tenures.

### **Providing accessible, adaptable and wheelchair user dwellings**

- 6.47 The National Planning Policy Framework requires local planning authorities to plan by size, type and tenure for the housing needs of different groups in the community, including older people and people with disabilities.
- 6.48 According to the Office for National Statistics (ONS), 18% of the UK population was over the age of 65 in 2017 and by 2066 a quarter of the UK's population would be aged 65 or over, with a rise from just 2% of the population being aged 85 or over in 2016 to over 7% by 2066.
- 6.49 The English Housing Survey found that 93% of UK homes do not meet a design that allows anyone using a wheelchair or mobility device to visit a dwelling. Many developers are not building new homes that are suitable for people as they age. The SHMA indicates that there is a higher proportion of older people in Horsham District when compared with the wider West Sussex region and nationally. Over the plan period it is predicted that the proportion of elderly people in Horsham District will rise significantly and a number of these people will have disabilities.

- 6.50 It is therefore important that homes are able to meet the changing needs of the District's residents, enabling them to remain independent and stay in their homes longer. This policy therefore requires that optional standards set out in Building Regulations Approved Documents M are applied in relation to Accessible and Adaptable Dwellings and Wheelchair user dwellings. The standards will be used to ensure that homes that are accessible and adaptable and homes suitable for wheelchair users are provided and ensure future development within the District provides homes suitable for life. They will also offer greater choice for disabled people and those with mobility difficulties.

### **Policy 17: Improving Housing Standards in the District**

Residential development will only be supported provided that:

#### *Internal Space Standards*

1. All dwellings meet the Nationally Described Space Standards (or any subsequent Government update) for internal floor areas and storage space. These standards will apply to all open market dwellings and affordable housing, including those created through subdivision and conversion.

#### *Adaptable and Accessible Homes*

2. All new dwellings meet the Optional Standards for Accessible and Adaptable dwellings as set out in the Building Regulations Approved Document M4(2) (or any subsequent Government update).
3. On sites providing 20 or more units (gross) and where there is an identified need on the Housing Register, a minimum of 5% of dwellings provided as affordable housing will be required to meet the Optional Standards for Wheelchair User dwellings as set out in the Building Regulations Approved Document M4(3) (or any subsequent Government update).
4. Where new dwellings are being provided through a change of use or conversion, and as a result it is not feasible for the development to comply with the standards referred to in parts 2 and 3 of this policy, an equivalent off-site contribution (which may be a financial contribution) will be required.

Exemptions to compliance with the above requirements will only be considered in exceptional circumstances, where the applicant can robustly demonstrate that there are exceptional site-related reasons, in which case it must be demonstrated that the maximum possible has been achieved.

### **Implementation**

- 6.51 The mechanisms for calculating financial contributions in lieu of on-site provision will be set out in separate guidance. Exceptions to meeting the requirements set out in Policy 17 will only be considered in exceptional circumstances, which may (but not necessarily) include heritage constraints, vulnerability to flooding or site topography.

## Policy 18 – Rural Exception Homes

- 6.52 The NPPF enables the provision of affordable housing by means of an 'exceptions policy' in rural areas.<sup>5</sup> This allows the Council to grant planning permission where residential development would not normally be permitted to address a specific and proven affordable housing need.
- 6.53 Policy 18 sets out the criteria that must be met for a rural exception site to be approved. The Council considers the appropriate way of demonstrating this need will usually be through a Local Housing Needs Survey which should have a robust methodology, agreed upon by stakeholders, including the Council.
- 6.54 The Council expects rural exception sites to be progressed through partnership working with Registered Providers and the relevant parish council. Community-led schemes will primarily be delivered through Community Land Trusts. There will be an expectation for both rural exception and community-led schemes to demonstrate there is local support. Parish Councils, Registered Providers and developers are strongly encouraged to engage in early discussions with the Council if they wish to explore the possibility of progressing a rural exception site or a community-led scheme.
- 6.55 The occupancy of properties will be restricted to those with a strong local connection and must adhere to Horsham District Council's Housing Strategy. The new homes will also be secured as affordable in perpetuity through Section 106 Legal Agreement.

### Policy 18: Rural Exception Homes

In exceptional circumstances, small-scale development of new affordable homes will be supported on land outside existing settlement boundaries that would not otherwise be released for general market housing provided that:

<sup>5</sup> This is distinct from the support in the NPPF for entry level exception sites set out in paragraph 71 of the NPPF, and also distinct from First Homes exception sites as defined in Planning Practice Guidance, and are to be delivered on sites adjoining existing settlements

1. There is an identified local need for such homes as demonstrated by an up to date housing needs survey and, and there are no other more suitable alternatives exist within the locality to meet that need;
2. The development would solely meet the particular needs of the parish (or that parish plus its immediately adjoining parishes within Horsham District), and that the needs identified comprise housing for at least one of the following:
  - a) Existing residents of the parish who currently live in unsuitable accommodation as their sole or main place of residence, including concealed households who are in need of separate accommodation in the area (but excluding existing owner occupiers);
  - b) People whose work provides a locally important service in that parish (or an immediately adjacent parish) which cannot be provided elsewhere and who need to live close to their work;
  - c) People who are no longer resident in the parish but can provide evidence of having longstanding or family links with the local community;
  - d) People with the offer of a job in the parish who cannot take up the offer because of a lack of affordable housing that suits their reasonable needs.
3. It can be demonstrated that all reasonable site options in or adjoining a built-up area boundary have been considered;
4. Proposals are either adjacent, or well related, to an existing settlement\*;
5. Proposals demonstrate good design, have regard to local character and are of a scale proportionate to existing development;
6. All homes are secured as affordable in perpetuity, through a Legal Agreement; and
7. Occupancy adheres to Horsham District Council's housing strategy, Housing Register and Nomination policy.

Delivery of community led developments that provide 100% affordable housing via Community Land Trust (CLTs) and equivalent community-led legally constituted bodies, will be supported on suitable small sites subject to meeting the criteria set out above.

\*For the purposes of this policy, an existing settlement means a settlement in Horsham District that is a Secondary Settlement or higher in the settlement hierarchy set out in Strategic Policy 2.

## Policy 19: Retirement Housing and Specialist Care

- 6.56 The need to provide suitable housing for older people in the District is very important. The Strategic Housing Market Assessment (SHMA) has identified that the number of elderly people in the District will increase during the plan period. The Study also acknowledges older people are more likely to have a long-term health problem or disability. The SHMA sets out that, given the ageing population and higher levels of disability and health problems among older people, there is likely to be an increased

requirement for specialist housing options. There is also a need to consider the needs of people with other specialist care requirements who are not necessarily elderly. The Council will aim to ensure that the right type of housing is brought forward to appropriately meet the needs of the District's residents.

- 6.57 This policy sets criteria to ensure that such developments are not only in the most suitable location, close to shops and amenities, but also accessible for those with impaired mobility. Residents of retirement housing schemes are often still very mobile but may not have access to a car. Proximity to services within walking distance or on bus routes is therefore important.
- 6.58 Policy 19 includes reference to retirement living (also known as sheltered housing), which comprises a self-contained home plus limited communal facilities and some support (not care). Extra-care housing (also known as assisted living) offers a higher level of care than retirement living and more extensive communal areas. Unlike sheltered housing, extra-care housing is regulated by the Care Quality Commission (CQC). Residential care is generally not self-contained for residents and comprises individual rooms within a wider residential setting and a high level of care, including the provision of nursing care.
- 6.59 Continuing care retirement communities usually combine independent living, extra-care housing and nursing care. These sites are often more 'self-contained' compared with a standard residential neighbourhood, and therefore typically provide most of the facilities and services required by the residents. Housing options for younger people with care needs can include adapted properties, sheltered housing schemes for young people, supported housing in the community and supported living. These housing types are not intended to be definitive but provide an indication of the different housing options covered by this policy.
- 6.60 Proposals that are deemed to provide self-contained dwellings or retain the essential characteristics of a self-contained dwelling, whether C2 or C3 use class, will be expected to provide affordable housing in accordance with Policy 16, regardless of whether or not an element of care is provided or the type of care provision unless it can be robustly demonstrated that meeting this requirement would make the scheme unviable. It is however recognised that in some instances the form and level of contribution may differ from general mixed tenure development schemes.

### **Policy 19: Retirement Housing and Specialist Care**

1. Proposals for development which provides continuing care retirement housing, retirement housing and other specialist care housing will be supported provided that:
  - a) It is located within or adjoining defined built-up areas, or as part of strategic housing allocations, and is accessible by foot or public transport to local shops, services, community facilities and the wider public transport network; and

- b) All units deemed self-contained dwellings provided as part of the development will, regardless of use class, comply with Policy 16 – Affordable Housing, such that:
  - i. For the retirement homes and extra-care housing element, the proposal will provide C3 self-contained affordable homes suited to specialist older people’s needs; and
  - ii. For elements of the proposal delivering self-contained units as part of a residential care scheme (C2 use class), the proposal will provide specialist on-site affordable housing tailored for occupation by C2 residents; and
  - iii. All phases or parts of the development are considered as a whole when determining the affordable housing requirements.
- 2. Where development is proposed in a rural location which is poorly related to any larger settlement, it must be demonstrated that alternative sites within or adjoining a defined built up area are not available or are unsuitable.
- 3. Continuing care retirement communities will also be required to:
  - a) Provide accommodation for a full range of care needs, including on-site care provision alongside self-contained and supported living accommodation; and
  - b) Include provision of services and facilities, including transport, to meet the needs of residents/staff and which contribute to the wider economy.

## Strategic Policy 20: Gypsies and Travellers

### Definition

- 6.61 The Housing Act 2004 places a duty on local authorities to produce assessments of accommodation need for Gypsies, Travellers and Travelling Showpeople (GTTS), and outline how their needs will be met. However, there is no requirement for local authorities to provide sites on land which they may own.
- 6.62 The main planning policy document relating to GTTS is the ‘Planning Policy for Traveller Sites’ document (PPTS) that was first published by the Government in March 2012 and updated in August 2015. This document provides a definition of both ‘Gypsies and Travellers’ and ‘Travelling Showpeople’ for the purposes of planning policy. Horsham District Council has therefore used these definitions for the purposes of this document.

#### **Gypsies and Travellers:**

*“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependents’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an*

*organised group of Travelling Showpeople or circus people travelling together as such”;*

### **Travelling Showpeople:**

*“Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.”*

## **Gypsy, Traveller & Travelling Showpeople Sites in Horsham District: Estimate of Future Needs**

- 6.63 Horsham Council employed specialist Gypsy, Traveller and Travelling Showpeople consultants<sup>6</sup> to carry out an updated needs assessment for Gypsies, Travellers and Travelling Showpeople in Horsham District for the new Horsham Local Plan period.
- 6.64 In total, a need for **93** pitches for Gypsy and Traveller households in Horsham District has been identified over the Plan period, and for which it will be necessary to identify land in the Local Plan to meet this need. The breakdown of need by five-year intervals over the Plan period is set out in table 8.

**Table 8: Gypsy and Traveller Need requirements**

<b>Years</b>	<b>0-5</b>	<b>6-10</b>	<b>11-15</b>	<b>16-17</b>	<b>Total</b>
	50	15	17	11	<b>93</b>

### **Other Needs**

- 6.65 Under the Duty to Co-operate, the need for additional pitches in the South Downs National Park (SDNP) area was considered, as there is one site in Horsham District which extends over the South Downs boundary. It was determined that these caravans were not occupied by Gypsies or Travellers and there is no need for additional pitches in the SDNP area of Horsham District. No additional needs for transit or temporary sites have been identified due to the historic low number of unauthorised encampments and the transit site in Chichester which meets needs on a county wide basis.
- 6.66 There were a few instances where it was not possible to conclude whether families met the Gypsy and Traveller and Travelling Showpeople definition with a potential

<sup>6</sup> (Opinion Research Services, based at Swansea University)

need for an additional 6 pitches for these ‘undetermined’ households. Criteria set out in policy 20 are to be used in considering these potential needs, including evidence that the Gypsy or Traveller definition is met.

- 6.67 The Gypsy and Traveller and Travelling Showpeople needs assessment identified a need for 19 additional pitches for households that did not meet the revised planning definition for Gypsies and Travellers. The need for these households will be addressed through the general housing provision policies in the Horsham Local Plan.

### **Travelling Showpeople**

- 6.68 The Gypsy and Traveller Needs Assessment has identified that there are no current needs for existing Travelling Showpeople in the District. Should future needs arise, there is currently capacity on existing sites. Criteria set out in Policy 20 are to be used in considering these potential needs, including evidence that the Travelling Showperson definition is met.

### **Meeting Future Gypsy and Traveller Needs**

- 6.69 Provision for future Gypsy and Traveller needs for the first 10 years of the plan can be met through the intensification of existing sites, and through the allocation of new sites. These will be provided as part of the strategic land allocations.

### **Strategic Policy 20: Gypsy, Traveller and Travelling Showpeople Accommodation**

1. The Council will meet the identified current and future accommodation needs of Gypsies, Travellers and Travelling Showpeople in Horsham District by:
  - a) Safeguarding existing authorised sites for Gypsies, Travellers and Travelling Showpeople in the District, unless it can be demonstrated that the site is no longer required to meet identified needs;
  - b) Allocating the following sites for Gypsy & Traveller accommodation, as shown on the Proposals Map, to meet the identified 10-year need:

**Table 9: Gypsy and Traveller Site Allocations**

Site	Existing Authorised Gypsy & Traveller Pitches	Proposed Additional Net Pitches	Total Gross Pitches (Total Net Pitches)
1. Land at Junction of Hill Farm Lane and Stane Street, Codmore Hill (Existing Site)	2	2	4 (2)
2. Lane Top/ Oak Tree View, Pulborough (Existing Site)	2	5	7 (5)

3. Northside Farm, Rusper Road (Existing site)	1	3	<b>4 (3)</b>
4. Southview, The Haven, Slinfold (Existing Site)	1	4	<b>5 (4)</b>
5. Sussex Topiary, Rudgwick (Existing Site)	4	8	<b>12 (8)</b>
6. Plot 3, Bramblefield, Crays Lane, Thakeham (Existing Site)	1	3	<b>4 (3)</b>
7. Land West of Ifield (Strategic Site Allocation)	0	15	<b>15 (15)</b>
8. Land East of Billingshurst (Strategic Site Allocation)	0	5	<b>5 (5)</b>
9. Land at Girder Bridge, Gay Street Lane, North Heath Pulborough	0	5	<b>5 (5)</b>
10. Land West of Southwater (Strategic Site Allocation)	0	5	<b>5 (5)</b>
11. Land at Buck Barn, West Grinstead (Strategic Site Allocation)	0	15	<b>15 (15)</b>
<b>TOTAL</b>	<b>11 pitches</b>	<b>70 pitches</b>	<b>81 pitches (70 pitches)</b>

2. Proposals brought forward for Gypsy and Traveller pitches and Travelling Showpeople plots will be required to demonstrate all of the following:
- evidenced need for the accommodation in accordance with the relevant planning definitions for Gypsies, Travellers or Travelling Showpeople;
  - the site has safe and convenient access to the highway and public transport services;
  - there is provision within the site for parking, turning and servicing;
  - the site is situated within a reasonable distance of local services and community facilities, such as healthcare, schools and shops;
  - the development will not result in significant adverse impacts on the amenity of occupiers of neighbouring sites;
  - the development will not have an unacceptable impact on the character and appearance of the landscape and is sensitively designed to mitigate any impact on its surroundings;
  - the site is not located in an area at high risk of flooding;
  - the site has or will have a supply of essential services, such as mains gas and electricity, water, sewerage, drainage and waste disposal;
  - the layout of the site, its associated facilities and landscaping will be designed to a high standard, including pitches, hardstanding, amenity blocks, play spaces and boundary treatments.

## Policy 21: Rural Workers Accommodation

- 6.70 Rural accommodation helps to support the rural economy by enabling people to live close to where they work. In some circumstances it will be appropriate to allow for the development of accommodation to house workers in the rural economy. To prevent sporadic development, the reuse or redevelopment of existing buildings will be encouraged to bring redundant buildings back into use. Where a building of heritage value would be reused or renovated for rural workers' accommodation this will be viewed positively.
- 6.71 New isolated houses in the countryside will normally be resisted. There may sometimes however be special circumstances where it is essential for a rural worker to live permanently at or near their place of work. In these instances it may therefore be appropriate to allow for the development of accommodation to house rural workers. Where such situations arise, the occupation of the dwelling will be restricted by condition.
- 6.72 The rural economy is evolving and is not necessarily limited to solely farm-based activities. Applications for rural worker's accommodation can be considered in this context, but the applicant will be expected to set out the special justification that exists to support residential development in the countryside.

### Policy 21: Rural Workers' Accommodation

1. Outside the defined built-up area new housing for rural workers will be supported provided that all of the following criteria are met:
  - a) There is a functional need for the dwelling and the occupation of the dwelling is to support an established business use.
  - b) Evidence is submitted to demonstrate the viability of the rural business for which the housing is required.
  - c) An assessment of all existing buildings is submitted to demonstrates that no suitable accommodation exists and that no existing buildings can be adapted on site or elsewhere in the locality to meet the need.
  - d) The size of the dwelling is proportionate to the essential need of the business.
  - e) the new dwelling is well related to existing buildings, and its siting and design is appropriate to the rural character and landscape of the locality.
2. Where applications are received to remove occupancy conditions associated with rural workers' accommodation, evidence will be required to demonstrate why the condition is no longer required. This evidence should include details of a suitable period of marketing the property at a realistic market price, taking into account average incomes and the existence of the occupancy condition.

## Policy 22 - Replacement Dwellings and House Extensions in the Countryside

- 6.73 This policy seeks to ensure that any replacement dwellings, house extensions and outbuildings are of an appropriate scale, siting and design, and have due regard to the countryside setting and the existing dwelling. Extensions to dwellings need to ensure that they can be "read" as an extension and do not dominate the existing dwelling. This ensures that a mix of rural housing types and sizes remains in the District. Without this policy all rural dwellings may be extended to become large homes that are beyond the reach of rural residents.
- 6.74 Applicants should also consider the potential requirement for ecological investigation to establish the presence of protected species in rural buildings and to provide suitable mitigation and biodiversity net gain, in accordance with the Council's biodiversity policies.

### **Policy 22: Replacement Dwellings and House Extensions in the Countryside**

1. Outside defined built-up areas, house extensions, replacement dwellings and outbuildings will be supported if the development can be accommodated appropriately within the curtilage of the existing dwelling. In addition:
  - a) Replacement dwellings will only be supported on a one-for-one basis and where it can be demonstrated that the property is still in lawful residential use.
  - b) Replacement dwellings and extensions should be in keeping with the scale and character of the existing dwelling and of the surrounding area. This will have regard to the cumulative impact alongside existing extensions.
  - c) Garages and any new outbuildings will be required to meet with all other appropriate policies, particularly design principles and should be grouped with the house, having regard to the dwelling they serve.
  - d) Subsequent extensions to converted agricultural buildings which detract from the original form and character will be resisted.

## Policy 23: Ancillary Accommodation

- 6.75 Residential annexes can provide a desirable form of additional accommodation for families alongside an existing residential dwelling. For example, there may be

occasions where annexes can provide accommodation for a dependant or elderly family member or for staff supporting a dependant or elderly family member.

- 6.76 This policy provides guidance for proposals that seeks to provide additional accommodation beyond that which can be provided through the use of permitted development rights. This policy is particularly relevant where planning permission for ancillary accommodation is being sought outside of defined settlements in countryside locations, although the principles can also be applied to those instances where annexes are sought within built-up areas.
- 6.77 To be considered as ancillary the additional accommodation must be supplementary to, and modest in scale compared with, the main residence. Whilst the Council recognises that ancillary accommodation can provide additional accommodation in certain circumstances, the use of annexes as a separate dwelling will not be supported. Where permission is granted for ancillary accommodation it will be subject to a condition requiring the additional accommodation to remain ancillary to the main residence and is not used as a separate planning unit. It may also be necessary to remove certain permitted development rights relating to the erection of gates, fences and walls, to ensure there is no future sub-division of any approved ancillary building from the host dwelling and the clear functional link between the two remains in perpetuity.

### **Policy 23: Ancillary Accommodation**

Proposals for ancillary accommodation will be supported provided that;

1. The existing dwelling is in lawful residential use and a genuine need for the accommodation can be demonstrated;
2. There is no boundary demarcation or sub-division of the garden area between the annexe and the host dwelling within the curtilage of the property;
3. There is a clear functional link between the annexe and the host dwelling including shared access arrangements;
4. The scale, massing and appearance of the proposed annexe relates sympathetically to the host dwelling and the surrounding area;
5. Annexes are attached to the host dwelling unless this is demonstrated to be unfeasible; and
6. The residential annexe is not to be used as a separate dwelling.

# Chapter 7: Conserving and Enhancing the Natural Environment

The policies in this document will address the following issues:

- The high-quality environment makes Horsham District an attractive place to live and work. As well as contributing to the high quality of life, it plays an important role in attracting and retaining businesses. It is therefore important to ensure that it is maintained and enhanced.
- Increased traffic has led to a reduction in air quality in the District. There are Air Quality Management Areas in Storrington and Cowfold. The impact of increased traffic on air quality in the rest of the District will need to be considered and mechanisms to improve air quality should be put into place.
- Opportunities to redevelop and clean up any sites which have become contaminated through past uses should be investigated.
- Water quality in the District is overall, moderate to good. New development will need to ensure that increased levels of wastewater are treated to ensure that there is no deterioration in these levels and that enhancements are made where possible.
- There is a continued need to protect and enhance nationally and locally designated landscapes, habitats, species and ancient woodland.
- In addition to protecting designated sites, other habitats and species should be protected and enhanced to maintain a functional ecological network within and beyond the District boundaries. This includes contributing to biodiversity net gain and working to develop a wider nature recovery network.
- The population should be given the opportunity to access a high-quality natural environment without damaging it.

## Environmental Quality

- 7.1 Overall, the environmental health of the District is good. At the present time, a key area of concern is the recent decline in air quality. Monitoring of air quality in the District has revealed that some areas have high levels of nitrogen dioxide, which can cause health problems. In Storrington and Cowfold the level of this air pollutant has been high enough to require the designation of Air Quality Management Areas (AQMAs). The primary cause of high nitrogen dioxide levels in the District is from vehicle emissions, and the impact of development on transport levels and air quality is therefore a key consideration for this plan.
- 7.2 Overall, water quality in the District is good, although there are some parts of the Adur where water quality needs to be improved. There is a need to accord with the Water Framework Directive and other regional plans to ensure that water quality is maintained or enhanced. There is the potential for water quality to be adversely

affected as a result of development. Climate change may also impact on water quality by increasing demand for water, and create more extreme river flows, with lower flows limiting the ability of rivers to respond to polluted runoff, and high flows leading to flood events.

- 7.3 The land in the District is predominantly agricultural, but there is potential for a small number of sites to be contaminated as a result of past uses. Development proposals which would be impacted by contamination would need to ensure that remediation of the land takes place.

### **District Character and the Natural Environment**

- 7.4 Horsham District is predominantly rural in character and is varied in nature. The Horsham District Landscape Character Assessment 2003 identified 32 separate landscape character areas across the District. This unique character depends on the combination of natural features such as the field size, amount of woodland cover, hills and river valleys; built features, including settlements of different sizes and building style; and historical features. The range of different building materials includes sandstone and flint tile hanging, and the distinctive Horsham stone, which is used as a roofing material in many villages across the District.
- 7.5 Many of the features that contribute to the overall character of Horsham District have been recognised for their important contribution to the landscape and nature conservation. Around 8% of the land has been designated as of importance for nature conservation. The land in the District supports a number of protected species including bat species, snakes, great crested newts, dormice and badgers. Much of the north eastern part of the District has been designated as a nationally important Area of Outstanding Natural Beauty (AONB), and the southernmost section of the District (including the land not covered by this plan) is within the South Downs National Park.
- 7.6 Areas that are outside nature conservation designations are still important to the overall character of Horsham District, and this environment is highly valued by those who live and work here. The recently updated Landscape Capacity Assessment (2020) demonstrates that although much of the District is not a designated protected landscape, it has a limited capacity for development due to its rural and relatively unspoilt qualities. The landscape in some areas also acts as an important visual break, separating smaller and larger settlements. The natural environment is also important to the economy, as it provides 'services' such as flood protection, fuel sources, food, and helps reduce the impact of climate change. It is therefore important that the attractive qualities of the District are retained, whilst accommodating change to meet the District's wider social and economic objectives, through landscape led development that truly understands the existing landscape character and uses it as an asset to design and place making.

## Strategic Policy 24: Environmental Protection

- 7.7 In order to maintain, and improve, the quality of the environment in Horsham District, the potential for development to generate pollution will need to be considered, both individually and cumulatively, and appropriately mitigated if necessary.
- 7.8 The Council will seek to ensure that surface water flooding is managed to prevent the contamination of water courses and contaminated land should be remediated in accordance with the relevant regulatory framework.
- 7.9 Light pollution can have a significant impact upon health and wellbeing, natural habitats and cultural heritage. Appropriate types and locations of lighting should be used, so as not to give rise to unnecessary light pollution, particularly in rural areas. Where Lighting Assessments are undertaken reference should be made to relevant guidance produced by the Institution of Lighting Professionals. The South Downs National Park is a designated International Dark Sky Reserve (IDSR) which the southern boundary of Horsham District directly adjoins and development proposals will need to take the impact on this designation into account.
- 7.10 Noise pollution can also significantly impact on the quality of life and health of individuals and communities. To help avoid adverse noise impacts from development, authorities in East and West Sussex have jointly produced Planning Noise Advice Document. Applicants should therefore address the issues raised in this document prior to making an application. Impacts on existing residents will also be a particular consideration.
- 7.11 Air quality in Horsham District is of particular concern and has deteriorated in some parts of the District. Poor air quality has an adverse impact on living conditions, the natural environment and health, including cardiovascular and respiratory diseases. When air quality falls below certain thresholds, councils must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan to address the air quality issues in this area. Two AQMAs have been declared in the District, in Storrington and Cowfold, both due to the exceedance of the annual mean objective for nitrogen dioxide. Development proposals are required to give particular consideration to their impact on air quality both individually and cumulatively. Further detail is provided in Policy 25.

## **Policy 24: Strategic Policy: Environmental Protection**

The high quality of the District's environment will be protected through the planning process and the provision of local guidance documents. Taking into account any relevant Planning and Technical Guidance Documents, developments will be expected to minimise exposure to, and the emission of, pollutants including noise, odour, vibration, air and light pollution arising from all stages of development. Development proposals must ensure that they:

1. Address land contamination by promoting the appropriate re-use of sites and deliver the required remediation. Proposals where contamination is known or suspected, or the site is within the vicinity of contaminated land, must be accompanied by a Land Contamination Assessment.
2. Are appropriate to their location, taking account of ground conditions and land instability.
3. Maintain or improve the environmental quality of any watercourses, groundwater and drinking water supplies, and prevent contaminated run-off to surface water sewers, taking into account the Water Framework Directive and South East River Basin Management Plan or any subsequent updates.
4. Minimise the impact of lighting on neighbouring uses, the wider landscape and biodiversity, including potential glare and spillage, particularly with regard to the South Downs International Dark Sky Reserve designation. Proposals where illumination is to be installed must be accompanied by a Lighting Assessment.
5. Demonstrate that users of residential and other noise sensitive development will not be exposed to unacceptable noise disturbance from existing or future users. Development proposals which are known or suspected to be noise generators, or to be sensitive to noise from nearby sites, must be accompanied by a Noise Assessment.
6. Minimise air pollution and greenhouse gas emissions in order to protect human health and the natural environment.
7. Contribute to the implementation of local Air Quality Action Plans and do not conflict with their objectives.
8. Maintain or reduce human exposure to odour and poor air quality, with specific consideration given to development that will result in new public exposure, particularly vulnerable people (e.g. the elderly, care homes or schools); and
9. Ensure that the cumulative impact of all relevant permitted and allocated developments, is appropriately assessed.

Proposals for new development within the vicinity of an existing business or community facility will not be supported where it is considered that the current use could have a significant adverse environment impact on the new development, unless it can be demonstrated that suitable mitigation will be implemented prior to the occupation or use of the new proposal.

## Strategic Policy 25: Air Quality

- 7.12 The main source of air pollution in Horsham District is from vehicle emissions, although industrial, commercial and domestic emissions such as biomass boilers also contribute. The existing areas of poor air quality, together with the potential for traffic increases arising from new development across the District have led the Council taking the decision to declare the whole of the District an 'Emission Reduction Area'. Therefore, all developments in Horsham District must be appropriate to their location, taking into account the likely effects of air pollution on health, living conditions, the natural environment and biodiversity. Proposals should make reasonable endeavours to minimise emissions and, where necessary, offset the impact of that development on the environment.
- 7.13 The Council, along with other local authorities located in West and East Sussex, is a member of the Sussex Air Quality Partnership, which seeks to ensure that a consistent approach is taken towards the management of air pollution across the two Counties. They have produced guidance Air Quality and Emissions Mitigation Guidance for Sussex (2020) which outlines the steps required to assess and mitigate the impact that new development may have on local air quality for a number of air pollutants. This document sets out the mechanisms for calculating the additional transport emissions associated with development and the method for determining the estimated monetary value of damage from proposed development caused by pollutants including small particulate matter (PM10s) and nitrogen oxides (NOx). Applicants will be expected to refer to this guidance, or any future updates, screening checklist and where appropriate, enter into pre-application discussions with the Council's Air Quality Officer, to discuss site-specific considerations.
- 7.14 A number of other policies in this document will also help to contribute to reducing adverse impacts on air quality. This includes incorporating sustainable design and construction principles in accordance with Policy 38 and taking account of the District and County Electronic Vehicle Strategies and Policy 41.
- 7.15 Poor air quality can also harm the natural environment through the deposition of nitrogen. Ancient woodland, including The Mens (which is of international importance for nature conservation) is particularly sensitive to such changes. Proposals for all developments sensitive to nitrogen deposition including The Mens will be required to undertake a Nitrogen Impact Assessment and consider relevant mitigation measures. Enhancements to biodiversity and green infrastructure will also need to be considered as set out in Policy 30.

### **Strategic Policy 25: Air Quality**

The Council recognises the direct effects air quality has on public health, natural habitats and biodiversity, including its contribution to climate change, and the importance of the management of air quality. Taking into account any relevant Planning Guidance Documents and / or policies within this plan, proposals will be required to:

1. Adhere to the Air Quality and Emissions Mitigation Guidance for Sussex (2020), or any future updates, to identify if an Air Quality Impact Assessment and / or an Emissions Mitigation Statement is required;
2. Contribute to the implementation of local Air Quality Action Plans, and not conflict with the set objectives;
3. Minimise traffic generation and congestion through access to sustainable transport modes, maximising the provision for cycling and pedestrian facilities;
4. Encourage the use of cleaner transport fuels, including through the provision of electric car charging points.
5. Take into account habitats or biodiversity designations that are sensitive to air quality changes, including ancient woodland. Habitats identified as sensitive to such changes, including proposals within 7km of The Mens, will require a relevant impact assessment and appropriate mitigation measures to be put in place.
6. Mitigate the impact on the amenities of users of the site and surrounding land to an appropriate level, where development creates or results in pollution including particulates, dust, smoke, pollutant gases or odour, as outlined in the Air Quality and Emissions Mitigation Guidance for Sussex (2020), or any future updates; and
7. Ensure that the cumulative impact of all relevant permitted and allocated developments, including associated traffic impacts is appropriately assessed.

## **Strategic Policy 26: The Natural Environment and Landscape Character**

- 7.16 The Council is seeking to maintain and enhance the beauty and amenity of both the natural and built-up areas of the District. The potential for development to result in small changes that cumulatively impact on landscape, settlement character and the natural environment will be a key consideration, particularly in terms of the impact on smaller scale and local features. It is recognised that there may be circumstances where development is necessary in rural areas to help retain efficient and sustainable farming operations. Other forms of rural development may include the redevelopment of rural brownfield sites, required to sustain social and economic needs of rural

communities, such as business uses, community, leisure, cultural and tourism facilities, or necessary upgrades to infrastructure, such as water supplies, or gigabit capable broadband and renewable energy.

- 7.17 In addition to protected landscapes, Neighbourhood Plans and development proposals will need to demonstrate that proposals conserve and enhance the character of the wider District as identified in documents such as the Horsham District Landscape Character Assessment 2003. Proposals should also demonstrate that development is located in areas with the greatest landscape capacity to accommodate development, as indicated in the Landscape Capacity Assessment 2020, or other subsequent updates to this documentation. Where appropriate, Local Green Space designations may also have a role in conserving and enhancing the District, where it can be demonstrated that they are special to the local community in accordance with national guidance.
- 7.18 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. Maintenance of the existing settlement pattern and character is a key objective for the Council, and in particular maintaining the separation between settlements (see Policy 28). Planting schemes within new developments will contribute to this character. This may require the use of semi mature plants to ensure this character can be provided.
- 7.19 Neighbourhood Plans and development proposals will need to demonstrate that proposals contribute to the multi-functional network of green spaces, water and other environmental features in urban and rural areas known as Green Infrastructure. Green Infrastructure includes trees, parks, road verges, allotments, cemeteries, woodlands, rivers, wetlands, and Public Rights of Way which provide green corridors. Applicants will need to take account of the Council's Green Infrastructure Strategy and contribute to the strategic scale Nature Recovery Network as it emerges.
- 7.20 The provision of Sustainable Urban Drainage Systems (SUDS) must be given early consideration, and incorporated into development proposals at the outset, taking account of issues relating to their management, long term adoption and maintenance, and to enhancing biodiversity and the landscape.
- 7.21 In addition to this policy, applicants should also take account of all relevant policies, particularly Strategic Policy 24 Environmental Protection, Strategic Policy 27 Countryside Protection, Strategic Policy 29 Protected Landscapes, Strategic Policy 30 Green Infrastructure and Biodiversity, Policy 39 Flooding, and Strategic Policy 36 Climate Change when considering environmental and landscape impacts of their development.

## **Strategic Policy 26: The Natural Environment and Landscape Character**

The Natural Environment and landscape character of the District, including the landscape, landform and development pattern, together with protected landscapes and habitats, will be protected against inappropriate development. The Council will expect development proposals to be landscape led from the outset so that they clearly inform the design and layout. Proposals will also be required to:

1. Protect, conserve and enhance the landscape and townscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintain settlement separation;
2. Maintain and enhance the Green Infrastructure Network, the emerging Nature Recovery Network and, where practicable, help to address any identified deficiencies in these networks across the District;
3. Maintain and enhance the existing network of geological sites and biodiversity, including safeguarding existing designated sites and species, and secure measurable net gains in biodiversity; and
4. Incorporate SUDS into a scheme in an optimal location for their purpose whilst also securing landscape and biodiversity enhancements and delivering high-quality green spaces. Proposals will be expected to provide details to demonstrate that the whole life management and maintenance of the SUDS are appropriate, deliverable and will not cause harm to the natural environment and/or landscape.

## **Strategic Policy 27: Countryside Protection**

7.22 Horsham District covers a large area and contains a diverse range of landscapes, from the heavily wooded character in the north, to more open river floodplains in the south. The Council is seeking to identify the most valued parts of the District for protection, and to maintain and enhance this natural beauty and the amenity of the District's countryside. It is considered important that the unique characteristics of the District's landscapes are retained and where practicable, enhanced. It will be necessary to ensure that development proposals take into account the key characteristics of the landscape character areas. The South Downs National Park has been designated an International Dark Skies Reserve which is a material landscape consideration, and non-designated dark night sky characteristics may also be considered to form part of the landscape character.

7.23 As part of the requirement to deliver a step change in housing growth, the Council is allocating several urban extensions and a new settlement as part of a plan-led approach. Areas outside new allocations and other designated settlement boundaries will be expected to retain their predominantly rural character. However, it is important

not to unduly restrict rural communities and to maintain some flexibility to enable organic growth of existing appropriately located enterprises, such as rural businesses, forestry and horticultural farming practices, rural housing exception sites and rural worker's accommodation.

- 7.24 For the purposes of this policy, sustainable development of rural areas includes the diversification of activities on existing farm units which facilitate and do not prejudice the agricultural use. It also includes the suitably scaled expansion of existing appropriately located uses (premises and / or site) and the re-use / redevelopment of brownfield sites for equestrian, business or tourism use. The policy enables appropriate regard to be given to new development often located within the countryside such as equestrian facilities / stables; small scale camping facilities especially where linked to existing premises; green energy generating facilities ancillary to an existing premises or demonstrated to be of regional or wider importance; and petrol filling / electric charging stations located on an 'A' road. Where appropriate, the Council may seek evidence as to why a proposed use cannot be located within a built-up area boundary.

### **Policy 27: Strategic Policy: Countryside Protection**

1. Outside built-up area boundaries and secondary settlements, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Any proposal must be essential to, and justify, its countryside location, and must meet one of the following criteria:
  - a) Support the needs of agriculture or forestry
  - b) Enable the extraction of minerals or the disposal of waste;
  - c) Provide for quiet informal recreational use; or
  - d) Enable the sustainable development of rural areas.
  
2. In addition, all proposals must be appropriately integrated within the landscape and be of a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects, conserves, and seeks to enhance, the key features and characteristics of the landscape character area in which it is located, including;
  - a) The development pattern of the area, its historical and ecological qualities, tranquillity and sensitivity to change;
  - b) The pattern of woodlands, fields, hedgerows, trees, waterbodies and other features;
  - c) The landform of the area; and
  - d) The protection of dark skies, in particular where it may impact on a designated International Dark Sky Reserve (IDSR).

## Strategic Policy 28: Settlement Coalescence

- 7.25 Horsham District is characterised by rural countryside interspersed with a network of market towns, villages and small hamlets. There is a need to retain this network of rural settlements and their separate identities and maintain the sense of leaving one place and arriving at another. There are places where further development in the gap between settlements would result in the areas joining and losing their own individual sense of place. Even where there is countryside between settlements, the presence of buildings, signs and other development along roads prevents the sense of leaving a settlement and passing through the countryside. At night, various forms of artificial lighting can also lead to a sense of continuous urbanisation; a particular example of this is the A264 between the north eastern edge of Horsham and Crawley. Communities in the District have also raised concerns about the potential for other settlements to merge, including Southwater and Horsham, and West Chiltington Common with West Chiltington Village.
- 7.26 Whilst it is recognised that the need to plan for the step change in housing growth will impact on the settlements for the District, this policy seeks to ensure that further urbanisation can be resisted. This policy applies to all settlements and seeks to retain their unique identity and safeguard the undeveloped nature of the landscape between the towns and villages. The Council will consider how proposals fit within the wider topography, and whether landscape features such as the network of fields, trees and hedgerows are conserved. It will also seek to limit other urbanising impacts including increased lighting, traffic movements and ribbon development along road corridors, therefore maintaining the visual break between settlements. Particular regard will be given when considering proposals located between Horsham and Crawley, Southwater and Horsham, or West Chiltington Common and West Chiltington Village. Taking account of the area of search which has been identified for larger scale development to the west of Crawley in the longer term, it may be appropriate for future local plans to consider whether a designation of Green Belt is required, in accordance with the relevant NPPF criteria.

### Strategic Policy 28: Settlement Coalescence

In order to protect local identity and an individual sense of place landscapes will be protected from development which would result in the coalescence of settlements.

1. Development between settlements will be resisted unless it can be demonstrated that the proposal meets all of the following criteria:
  - a) There is no significant reduction in the openness and 'break' between settlements;

- b) The related urbanising effects within the retained 'break' between settlements are minimised, including artificial lighting, development along and / or the widening of the roads between the settlements, and increased traffic movements.
  - c) Proposals respect the landscape and contribute to the enhancement of their countryside setting, including, where appropriate, enhancements to the Green Infrastructure Network, the Nature Recovery Network and / or provide opportunities for quiet informal countryside recreation.
2. Redevelopment of existing sites that seek to reduce the existing urbanised character and appearance of an area between settlements, particularly along road corridors, will be supported.

## Strategic Policy 29: Protected Landscapes

- 7.27 Horsham District contains sections of two nationally important landscapes. The High Weald Area of Outstanding Natural Beauty (AONB) is located in the north east of the District and the South Downs National Park lies in the south.
- 7.28 The purpose of AONBs is to conserve and enhance the natural beauty of the designation. In the High Weald AONB, this includes the heavily wooded character, gill streams, historic farmsteads and the locally distinctive hammer ponds. Horsham District Council is the Planning Authority for the High Weald AONB in Horsham District.
- 7.29 Horsham District Council will seek to support the conservation and enhancement of the AONB, taking into account the High Weald AONB Management Plan and any other relevant documents, both within the AONB or in areas which affect its setting. The NPPF identifies that major development within the AONB will only be supported in exceptional circumstances. There may however be cases where small scale development helps to maintain economic or social well-being in or adjoining the AONB and such schemes would be supported.
- 7.30 The purposes of National Parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public enjoyment and understanding of their special qualities. The South Downs National Park features steep scarp slopes which form a backdrop to many of the settlements in the south of the District. The South Downs National Park Authority, rather than Horsham District Council, is the Planning Authority for this landscape and its development policies are contained in the South Downs Local Plan.
- 7.31 This policy, in common with all others in this plan does not apply to the land within the South Downs National Park. It is however recognised that development close to the South Downs National Park has the potential to harm its setting. Applicants will need

to be mindful of this in relation to any proposals close to the South Downs National Park boundary. The Council will have regard to the South Downs National Park Local Plan, the South Downs Integrated Landscape Character Assessment, the South Downs Partnership Management Plan and any other relevant documents and updates. The Council will also seek to support the National Park's status as an International Dark Night Skies Reserve in its decision making.

### **Strategic Policy 29: Protected Landscapes**

1. Development proposals within and adjacent to the High Weald AONB must demonstrate how their development proposals conserve and enhance the natural beauty of the AONB, having appropriate regard to the setting and views into and out of the AONB, the High Weald AONB Management Plan, any updates and any other relevant documents. Proposals will be required to set out any proposed mitigation or compensation measures needed to address any harm.
2. Small scale development that helps to support the social and economic well-being of the AONB will be supported, provided that the scheme is compatible with the purpose of the designation.
3. Major development within the AONB will only be permitted in exceptional circumstances. Applicants will be required to demonstrate why the proposal is in the public interest and what alternatives to the proposal have been considered.
4. Proposals within land that contributes to the setting of the South Downs National Park should be consistent with National Park purposes and have regard to the South Downs Local Plan, the South Downs Integrated Landscape Character Assessment, the South Downs Partnership Management Plan and any other relevant document and updates. In particular, proposals should not cause harm to the special qualities (including dark skies), local distinctiveness or sense of place, by negatively affecting views into and out of the National Park. Proposals will be required to set out any proposed mitigation or compensation measures needed to address any harm.

## **Strategic Policy 30 - Green Infrastructure and Biodiversity**

### **Green Infrastructure**

- 7.32 Green Infrastructure is a term used to describe a multi-functional and connected network of green spaces, water and other environmental features in urban and rural areas. It includes trees, parks, road verges, allotments, cemeteries, woodlands, rivers, wetlands, and green corridors including public rights of way. Green Infrastructure can contribute to the provision of 'ecosystem services' and other benefits. This includes biodiversity enhancements, flood protection, water purification, carbon storage and climate change mitigation and/or adaptation, land for food production, places for

recreation, improved health and wellbeing and landscape enhancement and nature conservation. Without these services, life as we know it would not be possible, and increased flooding or drought episodes would have severe economic consequences.

- 7.33 The Council has identified the key strategic Green Infrastructure assets and opportunities in the District. These assets include SSSIs, Local Wildlife Sites<sup>7</sup>, Ancient Woodland, river valleys and canals, long distance footpaths, allotments, village recreation grounds, the South Downs National Park and the High Weald Area of Outstanding Natural Beauty. Green Infrastructure extends beyond Council boundaries; the Downs Link, for example, extends north to Guildford and south to Shoreham-by-Sea. Green Infrastructure also exists at a smaller scale, in towns, villages and neighbourhoods.
- 7.34 The network of Green Infrastructure within the District must be maintained and enhanced. Further detail on the location of the key strategic Green Infrastructure assets is available in the Council's Green Infrastructure Strategy documentation, or any future revisions and the Local Plan Policies Map. In addition to maintaining and enhancing existing features such as woodland and rivers, there are also new opportunity areas where new elements of green infrastructure could be provided in the future. This should link to existing green infrastructure and could include open space planted with native species, allowing natural regeneration, multifunctional sustainable urban drainage systems, new recreation routes, and in small developments, biodiverse green roofs or walls, buffers or amenity strips.

## Nature Recovery Network

- 7.35 In addition to the identified Green Infrastructure, a strategic level Nature Recovery Network (NRN) will be established to which the Green Infrastructure network will contribute. This NRN will identify areas which have existing biodiversity value and identify land with potential for biodiversity, considering where there may be opportunities for these to be linked together in both rural and urban environments. The NRN is aspirational in nature, and its delivery will be reliant on the good will and expertise of landowners to enable it to be delivered. There is therefore a role for development proposals to consider the extent they can help contribute to the NRN at both small and strategic scale development. Features and areas which have potential to contribute to the NRN will be made available on the Council's website. The NRN will be informed not only by the Green Infrastructure assets and opportunity areas but also other relevant data including the following:
- Statutory sites for nature conservation (including Natura 2000 sites, NNRs and SSSIs), locally designated sites and areas of priority habitats, and their catchments, functionally linked habitats, climate change adaption, wetland habitats and strategic solutions in respect of water resources and resilience and carbon storage and sequestration (nature based solutions) in consultation with Natural England.

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<sup>7</sup> Local Wildlife Sites were formerly titled Sites of Nature Conservation Interest (SNCIs)

- The Sussex Local Nature Partnership's [Sussex Natural Capital Investment Strategy for Sussex 2019](#) or any update. This provides a high-level Sussex wide map of proposed core areas for a Nature Recovery Network which are similar to the identified key Green Infrastructure assets.
- The [South Downs National Park Authority's People and Nature Network](#) documentation particularly the 'Natural Capital Investment Areas'
- The five year 'Wilder Horsham District' partnership between the District Council and the Sussex Wildlife Trust approved on the 28 November 2019. The partnership aims to reverse the decline in species and habitats and to contribute to tackling and reducing the impacts of climate change. The Wildlife Trust will work with landowners and the community to facilitate nature recovery within the emerging Nature Recovery Network as referenced above.

## Biodiversity

- 7.36 A key element of Green Infrastructure is retaining a rich biodiversity network. The nature of the habitats and species found across the District is very varied. Key features include the network of woodland habitats, which is particularly dense in the north of the District, hedgerows and the flood plains of the Arun and the Adur. Farmland is another key habitat across the District. The south-west of the District provides an important feeding ground for the internationally important Barbastelle bats within the habitats functionally linked to The Mens SAC and Ebernoe Common SAC.
- 7.37 The Policies Map shows the location of key nature conservation sites and further information regarding the location of areas with potential for enhancing biodiversity (biodiversity opportunity areas) is available in the Council's Green Infrastructure Strategy and the Sussex Biodiversity Action Plan and the emerging Nature Recovery Network documentation. This will be used by Horsham District Council to identify nature-based solutions on development sites and the delivery of off-site biodiversity net gain. Further information on habitats and species that have been recorded in the District is available from the Sussex Biodiversity Record Centre.
- 7.38 Development has the potential to harm biodiversity both directly and indirectly. Direct effects include loss of land to new development, whereas indirect effects include increased traffic resulting in a decline in air quality, which can impact habitats and species some distance from a development site. Development does however have potential to create places for biodiversity. This can include habitat creation and enhancement in open spaces which form part of strategic development sites, planting native species as part of site landscaping, improving connectivity to the wider environment, or incorporating features such as bat and bird boxes, hedgehog accessible 'boundary gaps', and biodiverse green roofs/walls which provide better insulation and help to reduce surface water run-off. Significant impacts can be made by careful selection of plants, for example, through the planting of locally sourced and relevant species.
- 7.39 Neighbourhood Plans and development proposals will be required to demonstrate that existing biodiversity is protected and enhanced, including the hierarchy of designated

sites indicated on the Policies Map and, where necessary, demonstrate the requirements of the Habitats Regulations have been met.

- 7.40 In addition, there is an expectation in National Planning Policy (for at least 30 years) that development will deliver net gains to biodiversity. In order to contribute to the delivery of the emerging Nature Recovery Network, development proposals will therefore be expected to consider how they can overcome habitat fragmentation and build ‘bigger, better and more joined up’. Promoters will be expected to take particular account of:
1. **Hedgerows** in the Low Weald (providing important connectivity between fragmented habitats)
  2. **Woodland** – new planting and allowing natural regeneration, important tools in capturing more carbon and helping wildlife
  3. The Adur catchment; improve **freshwater and floodplain habitats**, water quality and flood resilience through working with natural processes
  4. Join up key sites, such as the Knepp Estate with the woodland to the north-east of Horsham Town and The Mens in the west of the District, creating the core of a District wide **ecological network**.
  5. Take action to support **pollinating insects** throughout the District, in both towns and rural areas.
  6. **Provision of wildlife gaps / tunnels / bridges / boxes / bricks, green roofs, and the impact of any lighting proposed.**
- 7.41 To date, no NRN has been designated, and the mechanisms for doing so have not yet been finalised in legislation, nor any guidance on this process finalised. Notwithstanding this, the Council has sought to understand the potential for land in the District to contribute to any designated NRN. A significant proportion of the District has been identified as having potential to contribute to the NRN. Meeting the Government’s aspirations to deliver both significant increases of housing and the enhancement of biodiversity also must therefore be balanced. To meet these twin aims, the delivery of biodiversity net gains, provision of the nature recovery network and new development cannot be considered to be mutually exclusive. This recognises that new development has the potential to be designed to incorporate habitat enhancements and attract wildlife.
- 7.42 There is an expectation that the Core sites within any eventual NRN are retained for nature conservation purposes but given the extent of the potential network outside of these areas, it is envisaged that any built development will not automatically be restricted. Applicants will however be expected to demonstrate how their proposals contribute to the delivery of the NRN and biodiversity net gains, with particular focus on land identified as having high and very high habitat potential. The potential to deliver buffer zones or corridors that link habitats as part of new development should also be considered.
- 7.43 This policy seeks to secure a minimum 10% net gain in biodiversity in addition to the requirement to avoid and where necessary mitigate or compensate adverse impacts on biodiversity. The Biodiversity Metric 3.0 (published jointly by Defra, Natural England

and Imperial College), or any subsequent updates, should be used for measuring and accounting for biodiversity losses and gains. In order to ensure the gains are delivered and retained (for at least 30 years) a funded maintenance and management plan, which should include monitoring, will be required.

- 7.44 Development proposals must provide sufficient information to assess the effects of development on biodiversity, and should provide any necessary ecological / geodiversity surveys and reports in line with best practice guidance from the Chartered Institute for Ecology and Environmental Management (CIEEM). Appropriate regard should be given to current and historical data, regeneration / re-population potential, species' adaptability to climate change, irreplaceability of habitats, the significance of the site for the connectivity of habitats and species, and, where possible an assessment of 'natural capital'. Reports should include any proposed prevention, mitigation or compensation measures, and include evidence that they have followed the mitigation hierarchy set out in BS42020 Biodiversity: Code of Practice for Planning and Development or any updates. Applicants will also need to be mindful of the presence of any invasive species on the site and seek to remove these in accordance with any relevant legislation and relevant biosecurity control measures.
- 7.45 Applicants will need to be particularly mindful of the impact development within Horsham District could have on the Arun Valley Special Protection Area (SPA), The Mens Special Area for Conservation (SAC) and Ebernoe Common SAC. These sites are of international importance for nature conservation. Applicants will need to demonstrate that development does not result in an adverse effect on the integrity of any of these sites in accordance with relevant legislation.
- 7.46 In the case of Arun Valley, proposals must also have regard to the Arun Valley SAC and Ramsar site and must demonstrate that they will avoid harm to the water quality and water levels on site, and do not result in the loss of significant parcels of functionally linked land that supports Berwick's Swan.
- 7.47 In the case of The Mens SAC and Ebernoe Common SAC, development must not impact on bat flight paths in the District. A 'bat sustenance zone' has been identified and is shown on the Policies Map. Within this area, it may be necessary for compensatory measures such as hedgerow enhancement to be undertaken prior to the commencement of any development. Regard will also be given to the Sussex Bat Protocol developed by Natural England and the South Downs National Park. Specifically, proposals for the development of greenfield sites within 12km of either SAC must evaluate whether there is a potential for the loss of suitable foraging habitat and / or the severance of commuting flightlines, such as mature treelines, hedgerows and watercourses. If so, such features must be preserved or compensated for, unless bat surveys demonstrate that they are not used by barbastelle bats. Care must also be taken through development design to ensure that such features are not subject to unacceptable levels of artificial lighting.

## Trees and Woodland

- 7.48 A minimum 15m buffer around Ancient Woodland will be required. However, a greater buffer may be necessary depending on canopy and root spread and potential risks posed by a specific proposal. In addition to the wider importance of woodland and Ancient Woodland, individual trees, including 'veteran trees' are also important contributors to the character and biodiversity of the District, and many are protected by Tree Preservation Orders. Traditional orchards are also important for biodiversity and should be conserved and enhanced. Root protection zones around trees retained within a development will need to be maintained.
- 7.49 It may sometimes be necessary to undertake work on or fell protected trees (e.g. due to disease or storm damage). Applicants wishing to undertake work on protected trees are advised to consult the available Government Guidance on this issue. Where replacement planting is required, replanting with native species will be encouraged to ensure that ecological networks remain functional and to prevent the isolation of trees and woodland in the landscape. Some habitats such as a recognised lowland meadow or heathland are not suitable for additional tree planting in order to retain a variety of habitats across the District.

### **Policy 30: Strategic Policy: Green Infrastructure and Biodiversity**

#### **Green Infrastructure**

1. Development will be supported where it can demonstrate that it maintains and enhances the existing network of green infrastructure and contributes to the delivery of the emerging Nature Recovery Network, natural capital and biodiversity.
2. Proposals that would result in any loss, degradation or harmful impacts to green infrastructure, or Core Areas of the Nature Recovery Network will be resisted unless it can be demonstrated that new opportunities will be provided that appropriately mitigates and / or compensates for the respective harm and ensures that the ecosystem services of the area are retained and enhanced. Development proposals will be expected to remove invasive species.
3. Proposals will be expected to retain and enhance existing priority habitats. Habitat enhancement including additional hedgerow and tree planting must take account of the local landscape and habitat context. It should seek to optimise biodiversity, ecological connectivity, and function and climate change resilience.
4. Development likely to affect a watercourse and its associated corridor should seek to conserve and enhance its ecological, landscape and recreational value. This should include providing adequate natural buffer zones to the watercourse.

#### **Biodiversity**

5. Where the felling of a tree is necessary, for example due to disease, replacement planting with a suitable tree species, age and location to retain the link with the wider network of habitats and Green Infrastructure, will be required. Around Ancient Woodland a minimum 15m buffer will be required and consideration should be given to the potential for protected species, e.g. bats.
6. Major development proposals will be expected to submit a Biodiversity Net Gain report to demonstrate a minimum 10% biodiversity net gain on application of the Defra Metric, or subsequent updates. The net gain must be achieved through the delivery of appropriate on-site biodiversity net gain or, where this is not practicable, through off-site net gain within the emerging District's Nature Recovery Network or as agreed by the Council.
7. Proposals must give appropriate consideration to protected and notable species. They will be expected to protect priority species and seek to aid their recovery, and must conserve, restore and enhance priority habitats, and should create and manage appropriate new habitats, taking into account pollination, where practicable.
8. The Council will support appropriate new development which:
  - a) Retains and enhances significant features of nature conservation value on development sites;
  - b) Makes a positive contribution to biodiversity and where appropriate the emerging Nature Recovery Network, through the creation of appropriate green spaces, that provide linkages between habitats to create local and regional ecological networks that enable the movement of wildlife through development sites; and / or
  - c) Following the principle of 'right habitat in the right place', significantly increases woodland or other habitats for the purpose of appropriately enhancing biodiversity, carbon sequestration, pollution control, and / or flood mitigation.

### **Protected Sites and Species**

9. Particular consideration will be given to the hierarchy of sites and habitats within, or functionally linked to, the District as follows:
  - a) Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites;
  - b) Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Ancient Woodland and Veteran Trees;
  - c) Local Wildlife Sites (LWS), Local Nature Reserves (LNRs) and any areas of priority habitats including traditional orchards, local geodiversity, Core Sites in the emerging NRN or other irreplaceable habitats not already identified in a & b above.
10. Where development is anticipated to have a direct or indirect adverse impact on sites or features of importance to nature conservation, development will be refused unless it can be demonstrated that:
  - a) The mitigation hierarchy has been applied and the objectives of a site's designation, where applicable, and integrity of the area will not be undermined;
  - b) The reason for the development clearly outweighs the likely impact to notified features and / or the need to protect the value of the site; and
  - c) Appropriate mitigation and compensation measures will be provided.

11. Any development with the potential to impact the Arun Valley SPA / SAC / Ramsar site, The Mens SAC and / or Ebernoe Common SAC will be subject to a Habitats Regulation Assessment to determine the need for an Appropriate Assessment. In addition, development will be required to be in accordance with the necessary mitigation measures for development set out in the HRA of this plan.

## Policy 31: Local Green Space

- 7.50 Local Green Space provides a wide range of social, health and environmental benefits and are a vital component of the District's green infrastructure. The purpose of local green spaces is to protect green areas of particular importance to local communities and provide special protection. Although individual spaces may not provide the strategic functions of a designation such as Green Belt, they are nonetheless important at a neighbourhood level and should be protected because of their special value to the local community. This local plan does not identify any new Local Green Spaces, but a number have been identified in Neighbourhood Plans. It is expected that local communities may seek to review existing or identify new Local Green Spaces as part of future Neighbourhood Plans or their reviews.
- 7.51 This policy therefore sets out how proposals for development on existing Local Green spaces will be considered and sets out a framework for their designation as part of Neighbourhood Plans. The NPPF 'presumption in favour of sustainable development' does not apply to designated local green spaces. However, national policy is clear that designation of Local Green Space should be consistent with the wider planning policy for the area. Proposals affecting the designated Local Green Space should be consistent with national Green Belt Policy.
- 7.52 The provision of new or enhanced open space will be delivered through Policy 45. Open space within Strategic allocations should be considered integral to the masterplanning of development proposals.

### Policy 31: Local Green Space

1. Local green and open spaces should be protected. Areas designated as Local Green Space, as identified on the Policies Map, will be safeguarded from development unless it can be demonstrated that:
  - a) Development is proposed to enhance Local Green Space functions, for example through improvements to access, recreation and wildlife; or
  - b) It is required for a statutory utility infrastructure purpose, for example water, gas, electricity or telecommunications provision.

2. Within Neighbourhood Plans, the creation of new areas of Local Green Space will be supported providing it is within reasonably close proximity to the community it serves, is local in character and is not an extensive track of land. It must also meet the relevant criteria, as set out in any relevant national planning guidance documents, in relation to scale, beauty, historic significance, recreational value, tranquillity and ecological value, and does not conflict with the strategic policies of this Local Plan.

# Chapter 8: Development Quality, Design and Heritage

- Horsham District has a mostly rural character, containing a network of towns, villages and hamlets, each of which having their own identity. Development proposals will need to consider how this can be maintained and where possible enhanced.
- In order to maintain the District's high quality of life for existing and future residents, development will need to be designed to ensure that it is of a high standard.
- The District's rich and diverse cultural heritage and archaeology contributes to the sense of place and character. These are not always protected by national designations, but in combination they have a high local value.
- Any proposals for development should consider the impact on the District's history and heritage.
- The District has a number of significant heritage assets which need to be preserved and enhanced in order for future generations to enjoy them.

- 8.1 The District has a rich history with archaeological finds dating back to the Palaeolithic era, and has clear evidence of settlement in Roman times. Most of the settlements in the District date back to Saxon and medieval times. Horsham became a market borough in the 14th Century. The north of the District grew through the development of the Wealden iron industry and the south grew through the wood trade. There was a 'boom' period for the District during the 15th and 16th centuries; the 17th to 19th Century saw a comparative depopulation, with a reversal occurring from the late 20th Century. This is reflected in the buildings in Horsham Town and the surrounding villages.
- 8.2 Understanding the cultural heritage of the District is important as it guides settlement patterns and historic landscape considerations, and also influences decisions about the materials used in development. The historic environment also has a key role to play in the local economy; historic buildings in town centres attract businesses and shoppers, and stately homes and parks are often a tourist attraction.
- 8.3 For development to be sustainable, good design is essential. It will need to draw on local, social and environmental characteristics alongside visual and functional concerns. Good design will ensure that development enhances and complements local character, landscape and open spaces, and ensure that environmental mitigation is incorporated into development. Ultimately good design should achieve vibrant and functional communities with a distinctive 'sense of place'.

## Strategic Policy 32: Development Quality

- 8.4 Good design is a key element in sustainable development. This policy seeks to ensure that development in the District promotes a high standard of design, architecture and landscape. Development will be required to enhance and protect locally distinctive characters through good design, landscaping (both within a scheme and in terms of the impact on surrounding landscapes), creating or contributing to the identity or 'sense of place', and in ensuring that local, social and environmental characteristics are considered.

### Strategic Policy 32 - Development Quality

High-quality and inclusive design for all development in the District will be required based on a clear understanding of the local, physical, social, economic, environmental and policy context. In particular, development will be supported provided that it meets all the following relevant criteria:

1. It provides an attractive, functional, accessible, safe and adaptable environment in accordance with the principles of the National Design Guide, or any future updates;
2. It complements and responds to locally distinctive characters and heritage of the District. In appropriate locations where context permits, contemporary architecture can be considered;
3. It contributes a sense of place both in the buildings and spaces themselves, having consideration to the built historic environment and townscape, and in the way they integrate with their structural surroundings and the landscape in which they sit;
4. It makes efficient use of land and optimises the provision and use of buildings and open space within a site, taking into account the character, appearance and needs of the site itself, together with the appearance and needs of the surrounding area;
5. It contributes to, and enhances, the green and blue infrastructure that makes the District a pleasant place to live. Existing landscape belts, trees, hedgerows and watercourses that form the character of the landscape should be retained;
6. It helps secure a framework of high-quality open spaces which meets the identified needs of the community, and where relevant to reflect the Neighbourhood Plan, Design Statement and/or Character Statement for that area; and
7. If located within the High Weald Area of Outstanding Natural Beauty, proposals for housing should have regard to the High Weald Housing Design Guide.

## Strategic Policy 33: Development Principles

- 8.5 To ensure that all proposals for development are of high quality, well designed and take account the existing character of the area, the following policy will apply to all new development. Applicants must consider all of the criteria within this policy in relation to

their proposal and will be required to justify why they do not consider a specific element is relevant to their application. The NPPF is clear that development should achieve appropriate densities and optimise use of land. This will require consideration of a range of factors including an area's prevailing character and setting and the potential for regeneration or change.

### **Strategic Policy 33: Development Principles**

In order to conserve and enhance the natural and built environment, proposals for development will supported provided that it meets all of the following:

1. Makes efficient use of land, and prioritises the use of previously developed land and buildings, whilst respecting any constraints that exist and meet the requirements of, and accord with, other Local Plan policies and designations;
2. Provides or retains a good standard of amenity for all existing and future occupants of land and buildings of the proposed site;
3. Is designed to avoid unacceptable harm to the amenity of existing and future occupiers or users of nearby property and land, for example due to overlooking, over dominance or overshadowing, light pollution, traffic generation, and general activity, noise, odour and/or vibration, and having regard to the sensitivities/impact of surrounding development;
4. Ensures that the scale, massing and appearance of the development is of a high standard of design and layout and relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views;
5. Ensures that it is locally distinctive in character, respects and responds to the character of the surrounding area (including the overall setting, townscape features, views and green corridors) and, where available and applicable, takes account of the guidance in relevant Council endorsed Supplementary Planning Documents, Design Statements, Character Assessments and/or masterplans;
6. Uses high standards of building materials, finishes and landscaping and demonstrates sustainable use of resources in design and construction, incorporating best practice in resource management, energy efficiency and climate change adaptation;
7. Includes the provision of street furniture, public art and street scene improvements where appropriate;
8. Relates sympathetically to the local landscape and nature. Any losses or harm to landscape and natural features that may occur through the development will require justification and evidence that new opportunities will be provided or that mitigation or compensation for any loss will be provided;
9. Ensures buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, unless this conflicts with the positive character features of the surrounding townscape, landscape or topography or otherwise significantly compromises other design principles;
10. Provides pedestrian, cycle and public transport priority over the use of private vehicles, incorporating the provision of safe recreational/utility routes, public rights of way and connectivity within the development and to the surrounding area;

11. Incorporates convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling facilities;
12. Incorporates measures to reduce actual or perceived opportunities for crime or antisocial behaviour both on the site and in the surrounding area. Measures expected include the creation of visually attractive active frontages with windows and doors that provide informal surveillance of public areas by occupants of the site, adjoining streets and public spaces; and
13. Make a clear distinction between the public and private spaces.

## **Policy 34: Heritage Assets and Managing Change within the Historic Environment**

- 8.6 The historic environment is one of the District's greatest assets. It is rich and varied in both urban and rural areas, with many high-quality historic places that have formed part of the landscape for thousands of years. In many places throughout the District, the historic environment is the District's environment. Farms, hamlets, villages and towns form the core of this District's historic development and character.
- 8.7 The Council recognises that the historic environment is an irreplaceable resource which should be conserved for future generations. It provides a backdrop to sustainable tourism and local economy by creating places that are unique to the District.
- 8.8 Heritage assets may be classified as either 'designated' or 'non-designated' and both are important to consider through the planning process. The aim of the historic environment policy is to preserve and, where appropriate, enhance the significance of the District's heritage assets, including where those qualities make the asset special and historic. Significance is defined as the value of the heritage asset and setting as illustrated by the archaeological, architectural, artistic and historic interest it possesses.
- 8.9 The historic environment is recognised and conserved through local and statutory designations. The District is home to around 1,500 Listed Buildings, 26 Conservation Areas, 178 Archaeological Notification Areas, 29 Scheduled Monuments and a number of Registered Parks and Gardens.
- 8.10 Local heritage is recognised through designated Sites of Archaeological Interest, "Locally Listed" buildings as well as similar assets which come to light during the course of development. Collectively, the District's historic environment are these heritage assets and carry weight in the consideration of planning and development matters.

## Horsham Roofing Stone

- 8.11 Of the local building materials used in the construction of buildings in the past, Horsham roofing stone is the most difficult to obtain, but is also a locally distinctive building material which makes a strong contribution to the character of the District. Horsham Roofing Stone is a relatively scarce material and it is essential that opportunities to extract the stone are taken to ensure the District's historic roofs, including those of listed buildings, can be repaired in the future. The availability of Horsham roofing stone will also enable new development to reinforce the local distinctiveness of the District.
- 8.12 In order to facilitate opportunities for extraction of Horsham Stone, the Council will expect development proposals to include a proportionate minerals resource assessment. Where a site is underlain by the safeguarded area for building stone as illustrated in the West Sussex Joint Minerals Local Plan or contains a site of historic Horsham stone extraction a minerals resource assessment must have regard to the standards considered acceptable to the Minerals Planning Authority.

### **Strategic Policy 34: Heritage Assets and Managing Change in the Historic Environment**

1. The Council will preserve and enhance its historic environment through positive management of development affecting designated and non-designated heritage assets, and their settings. Applications for such development will only be supported if they:
  - a) Make reference to, and show an understanding of, the significance of the asset, including drawing from research and documentation such as the West Sussex Historic Environment Record;
  - b) Take account current best practice guidance produced by Historic England and Conservation Area Character Statements, Appraisals and Management Plans;
  - c) Make a positive contribution to the character and distinctiveness of the area, and ensure that development in conservation areas is consistent with the special character of those areas;
  - d) Preserve, and ensure clear legibility of, locally distinctive vernacular building forms and their settings, including traditional architectural form, proportion, detailing, materials and, where appropriate, landscape features including trees;
  - e) Demonstrate that the use(s) proposed are consistent with the significance of the heritage asset whilst securing its viable and sustainable future and continued preservation. Changes of use must be compatible with, and respect, the special architectural or historic interest of the asset and setting; and
  - f) Demonstrate that any proposal in the vicinity of a heritage asset with, or has the potential to include, archaeological interest is accompanied by appropriate archaeological research, including the investigation, recording and reporting of both above and below-ground archaeology. This will, as a minimum, include a desk-based assessment, and where deemed necessary by the Council, a field evaluation

will also be required. If necessary, the Council will require assets to be preserved in situ or excavated.

2. Proposals which affect a heritage asset, or the setting of a heritage asset, will only be supported where accompanied by a Heritage Statement.
3. Proposals which would cause substantial harm to, or loss of, a heritage asset will not be supported unless it can be demonstrated that the substantial public benefits gained would outweigh the substantial harm or total loss of the asset and that any replacement scheme makes an equal contribution to local character and distinctiveness. Applicants must show an understanding of the significance of the heritage asset to be lost, either wholly or in part, and demonstrate how the heritage asset has been recorded.
4. Proposals which would lead to less than substantial harm to the significance of the heritage asset should be weighed against the public benefits of the proposal and will only be supported where public benefit is considered to outweigh the harm.

## Policy 35: Shop Fronts and Advertisements

- 8.13 Shop fronts, including temporary shop fronts and advertising help contribute to a vibrant and successful economy. To enable shopping areas to remain vibrant whilst protecting the often historic character of town and village centres across the District, shop fronts and advertisements will be expected to be of high quality and will require a particularly sensitive approach in Conservation Areas and to Listed Buildings.
- 8.14 When assessing the relationship of the shop front to the building the Council will require details of the evaluation of the whole building frontage. In Conservation Areas in particular, traditional materials of suitable colours or high-quality substitutes should be used. Applicants should consult Horsham District Council: Design of Shopfronts and Advertisements or any subsequent updates, as well as any other Council or local Parish Design guidance.

### Policy 35: Shop Fronts and Advertisements

1. Applications for new, replacement and temporary shop fronts, including fascias, will be supported where the proposal respects the architectural style, character and form of the buildings or location of which they form a part, including appropriate use of materials, colour and illuminations.
2. Within Conservation Areas or on Listed Buildings or other designated heritage assets, proposals will be expected to retain an existing traditional shop front and/or features of architectural or historic interest, through retention or restoration. This will include the use of traditional materials or high-quality substitutes, traditionally painted fascias and hanging signs with muted colours. Externally illuminated signs must be discreet and appropriate to their context.
3. Advertisements, including interactive advertisements, hoardings, illumination of hoardings and illuminated fascia signs should be sensitively designed, of an appropriate size and appropriately located.

4. Advertisements should not be detrimental to the visual amenity of local residents, buildings or the area by reason of scale, detail, character, design or illumination; impair on pedestrian or highway safety including in respect of people with disabilities; or result in, or compound, the perception of clutter on the street scene.
5. The cumulative impact of advertisements on the character and appearance of the surrounding townscape and landscape will be considered as part of any such application.

## Chapter 9 – Climate Change and Flooding

The following issues have been identified that will be addressed through the policies in this document:

- Horsham District Council aspires for its own emissions to be carbon neutral by 2030. The national target for carbon neutrality is 2050.
- A key opportunity for the Council to address climate change in the Local Plan will be to ensure that new developments are built to high sustainability standards, to reduce the demand for energy and reduce emission of greenhouse gases. Reduction in the demand for transport should also be incorporated wherever possible to reduce the impacts of traffic on climate change.
- Development needs to be designed to reduce reliance on carbon-based heat and electricity sources to reach these targets. These include renewable technologies such as heat pumps, district heating schemes or solar energy.
- An increase in pressure for renewable energy provision may affect landscape and townscape character.
- Development needs to be designed to be adaptable to the impacts of a changing climate and to reduce vulnerability to issues such as flood risk, drought and heatwaves.
- Development will place increased pressure on water resources. Changing weather conditions as a result of climate change (such as hotter summers) may also increase demand for water.
- Any development proposals will need to consider the capacity on existing wastewater treatment works and the ability of these sites to expand in the future.
- Climate change has the potential to increase the area at risk of flooding. Development will need to be located away from areas at risk of flooding and incorporate measures to avoid increasing the risk of flooding downstream.
- Development also has the potential to increase flood risk by increasing the speed and quality of run-off into rivers and streams. Development must incorporate appropriate flood attenuation measures to manage such runoff.

- 9.1 It is widely accepted that climate change is caused by increasing levels of carbon dioxide (CO<sub>2</sub>) in the atmosphere. In Horsham District, these emissions arise from a range of sources, including homes, businesses and transport. The largest sector for carbon emissions is transport, (46%); with 30% for industry and commercial and 34% for homes (Figure 4). The main sources of carbon emissions from both domestic and business activities are the use of gas and electricity supplies.

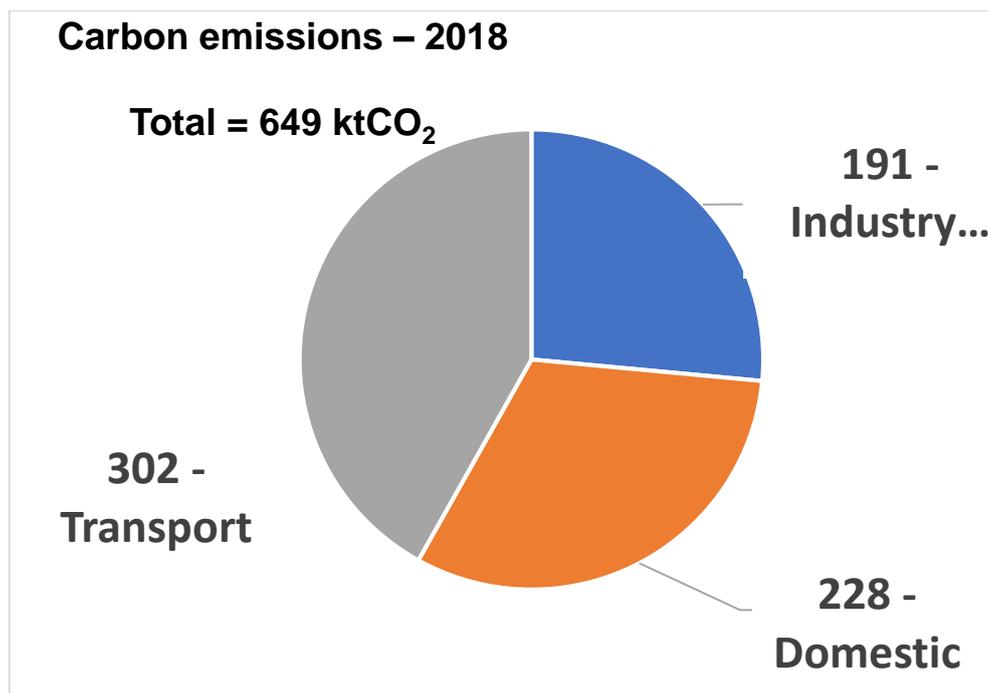


Figure 4: Carbon Emission sources in Horsham District (Source: BEIS)

- 9.2 The impacts of climate change are being felt in the District in a number of ways, and are predicted to increase over time, with winters getting warmer and wetter, while summers become hotter and drier. It is expected that there will be more extreme weather leading to impacts including intense rainfall, floods, heatwaves, droughts and increased risk of subsidence. These impacts will affect people's lives, homes and businesses as well as essential services and supplies such as transport, hospitals, water supply and energy. There will also be significant impacts on biodiversity and the natural environment.
- 9.3 The Climate Change Act 2008 (2050 Target Amendment) Order 2019 commits the UK to carbon emission reduction target of 100% by 2050 compared with a 1990 baseline. This target will require radical changes in how we live and how we plan our settlements to ensure our energy and transport systems are decarbonised over the next 30 years.
- 9.4 The Council has committed to the development and implementation of a range of measures that work towards a net zero carbon target and to achieve the national commitment by 2050 and aspires to achieve net zero carbon from its own activities by 2030. Positive steps to lower carbon emissions for the District have already been made, with a reduction of 32% between 2005 and 2017 (see Figure 5). Given the severity of climate impacts predicted by the Intergovernmental Panel on Climate Change<sup>8</sup> these steps need to not only continue but to be accelerated.

<sup>8</sup> Intergovernmental Panel on Climate Change (2019). Global warming of 1.5°C: Summary for Policy Makers, <https://www.ipcc.ch/sr15/chapter/spm/>

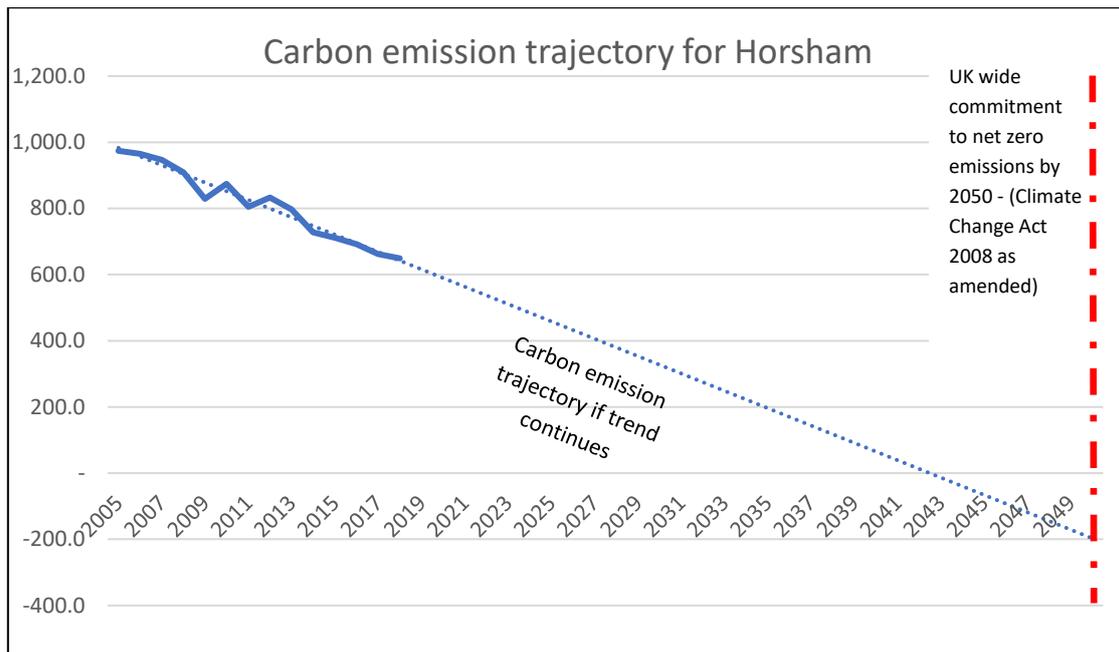


Figure 5: Carbon emission reductions in Horsham (2005 - 2018) and trends, against Climate Change Act commitments (Source: UK local authority and regional carbon dioxide emissions national statistics, BEIS)

- 9.5 The need to mitigate and adapt to climate change is therefore a key objective of this plan. Carbon reduction will need to be delivered through a number of measures, including indirectly through the provision, and increased level of, local employment, thereby reducing commuting distances.
- 9.6 In order to demonstrate how proposals will minimise the impacts of and adapt to climate change, planning proposals will need to be accompanied by information proportionate to the scale of development proposed in the form of a Sustainability Statement. This should set out how the development has taken measures to mitigate and adapt to the effects of climate change (Policy 36), how the development has considered the energy hierarchy (Policy 37), and how sustainable design and construction measures have been incorporated into development design (Policy 38). Positive weight will be given to low carbon and renewable energy schemes that have clear evidence of local community involvement and to carbon emission reductions resulting from renewable energy proposals. However, such schemes will also need to ensure that they do not have significant adverse effect on landscape character, biodiversity, heritage or cultural assets or amenity value.
- 9.7 A Climate Change Supplementary Planning Document, to support Policies 36, 37 and 38 will provide further guidance on these matters.

## Strategic Policy 36: Climate Change

- 9.8 This policy is an overarching policy, designed to ensure the impacts of climate change are fully considered from the onset of early design. This includes ensuring sustainable and active modes of transport and forms of movement are actively promoted as an alternative to private car use to reduce vehicle miles and transport related carbon emissions (see Policy 41).
- 9.9 New development will ultimately need to be net zero carbon in construction and operation. To work towards this, new development in Horsham District should maximise the smart use of renewable energy, enable the decarbonisation of our energy supply, use renewable or low carbon heat sources and be highly energy efficient to minimise energy demand and heat losses.
- 9.10 Planning can have also a key role in shaping places to help minimise vulnerability and provide resilience to the effects of climate change. Development should be adapted for the climate it will experience over its lifetime, so that communities can live, work, rest and play in a comfortable and secure environment in the face of inevitable climate change.
- 9.11 Proposals should incorporate flexible climate change reduction and adaptation technologies in order to accommodate technological advancements throughout the plan period. New development should be designed to adapt to more intense rainfall, the possibility of flooding, heatwaves and droughts. The design of development needs to take account of matters such as shading, insulation, passive ventilation, storage and surface water runoff and the use of appropriate tree and other planting. Future proofing buildings now will result in reduced requirements for retrofitting in the future as regulations tighten. Buildings with better environmental performance also have lower energy costs thereby reducing fuel poverty.
- 9.12 Existing buildings contain embodied carbon (i.e. carbon that was emitted during the construction process) and so it is important that that this already emitted carbon is not wasted through the needless demolition of existing structures. Where demolition is unavoidable, applications will be required to demonstrate how the onsite embedded carbon has been retained.

### Strategic Policy 36 - Climate Change

#### Carbon Reduction

1. Development proposals will only be supported where they include measures which contribute to achieving net zero carbon emissions across the District by 2050 at the latest. The Council will be supportive of a range of measures to achieve this target, including but not limited to:

- a) Design which incorporates high standards of energy efficiency including optimal levels of thermal insulation, passive ventilation and cooling and passive solar design;
- b) The use of renewable and low carbon energy supply systems and connection to renewable and low carbon heat networks;
- c) The efficient use of natural resources used in new buildings to reduce the environmental impacts of construction;
- d) Design that influences the behaviour of occupants to reduce energy use;
- e) Using patterns of development and providing sustainable transport infrastructure which reduce the need to travel, encourage walking and cycling and include good accessibility to public transport and other forms of sustainable transport and ensure residents have access to services and facilities that are within walking distance;
- f) Reduce whole life carbon emissions by retaining and reusing existing buildings, components or materials, including onsite where possible.

### **Climate Change Adaptation**

2. Development will only be supported if it includes site and building level measures to adapt to the future impacts of climate change and reduce vulnerability, particularly in terms of the comfort, health and wellbeing of current and future occupiers. Flood risk, water supply, overheating and changes to the District's landscape should also be considered. Measures should include but are not limited to:
  - a) Use of site and interior building layout: new buildings should be orientated to maximise the opportunities for both natural heating and ventilation and to reduce the exposure to wind and other elements, and the potential for overheating;
  - b) The conservation of water supplies to minimise the risk and impact of drought and flooding;
  - c) The use of green/blue infrastructure and dual use Sustainable Urban Drainage Systems (SUDS) to provide multifunctional benefits such as helping to absorb heat, reduce surface water runoff, provide flood storage capacity and assist habitat migration; and
  - d) Moderating external temperatures through the use of green walls and roofs, tree planting or other nature-based solutions and landscaping for shade and drainage design.
3. Development will be supported providing it avoids responses to climate impacts which lead to increases in energy use and carbon dioxide emissions. In considering the likely impact of climate change over the lifetime of the development reference should be made to the most recent climate change projections.

### **Sustainability Statement**

4. Development will be supported provided a Sustainability Statement is submitted which demonstrates how the development has taken measures to mitigate and adapt to the effects of climate change.

## Policy 37: Appropriate Energy Use

- 9.13 Without mitigation, there is potential for future development in Horsham District to have a significant impact on the consumption of energy and resources, which in turn will contribute to climate change, including global heating.
- 9.14 This policy seeks to ensure that developments consider the most appropriate energy use as a means of improving efficiency into their design. There is an expectation that developments will be constructed to energy performance standards that push beyond Building Regulations in order to work towards achieving carbon neutrality by 2050 or earlier. In order to reach net zero carbon, both supplies of electricity and heat to new buildings will need to be decarbonised (i.e. not derived from fossil fuels such as coal, oil or gas).
- 9.15 The Planning and Energy Act 2008 allows local planning authorities to impose reasonable requirements for:
- a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;
  - b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development;
  - c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.
- 9.16 The development of renewable and low carbon energy is a key means of reducing the District's contribution to climate change. Renewable and low carbon energy can encompass a wide range of technologies including combined heat and power (CHP); combined cooling, heat and power (CCHP); district heating, energy from waste, wind (large and small scale), biomass, solar (thermal and photovoltaics) and heat-pumps.
- 9.17 Achieving zero carbon by 2050 will require existing properties to be retrofitted to reduce their energy demands and reliance on fossil fuels for heating and electricity. Whilst much of this will need to be achieved outside the planning system, it should be noted that due to the emissions performance standards required, the Future Homes Standard effectively prohibits the installation of individual gas boilers in newly built properties from 2025. To avoid unnecessary costs in the future, new homes constructed prior to 2025 should be heated through zero or low carbon sources as opposed to gas boilers.
- 9.18 Due to the variations in the suitability, type and scale of energy resources which could be used throughout the District, a bespoke renewable/low-carbon sourced energy target will be expected for individual proposals, which should be justified in the Energy Statement that accompanies the planning application. This will ensure that opportunities for greater carbon savings are maximised through renewable and low-carbon sources. Horsham District Council will work proactively with developers to

ensure these requirements are met. The Energy Statement should also consider how the scheme's energy performance will be monitored against targets.

- 9.19 Support will be given to community initiatives which are used to deliver renewable and low carbon energy, especially when considered as part of a Neighbourhood Plan.9.20. Renewable energy proposals will need to consider the impact that they may have on protected landscapes. This includes the need to take into account views from protected landscapes to proposals which lie outside the South Downs National Park or High Weald AONB. Policy 29 sets out the Council's further requirements.

## Policy 37: Appropriate Energy Use

### Energy Hierarchy

1. Development will be supported provided that it contributes to clean, efficient energy in Horsham based on the following cascade:
  - a) **Be Lean** – use less energy – for example, by minimising energy demand through energy efficiency measures such as fabric performance and passive design;
  - b) **Be Clean** – supply energy efficiently and exploit local energy resources such as secondary heat and district energy networks where available. Preference must be given to technologies with greater efficiencies and fuels with lower carbon emissions to achieve the highest total lifecycle carbon emission savings, in accordance with Part 2 of this policy;
  - c) **Be Green** – maximise the use of renewable energy sources.

### Zero and Low Carbon Heating

2. Development proposals must demonstrate how they will provide zero and low carbon heating in accordance with the following hierarchy. Evidence must be provided that opportunities to meet each level of the hierarchy have been exhausted before cascading to the next level:
  - a) Connect to local existing or planned heat networks\*, in combination with on-site renewable energy generation;
  - b) Maximise use of on-site renewable energy generation;
  - c) Use of the optimum means of low or zero-carbon heat supply is demonstrated, based on the in order of preference below:
    - i. Use of waste heat sources;
    - ii. Electrically-driven ground, water or air source heat pumps;\*\*
    - iii. Direct Electric Heating. \*\*

### Energy Statements

3. Residential or commercial development will be supported provided that it includes an Energy Statement, (which may be incorporated into the Sustainability Statement), demonstrating how compliance with this policy has been achieved.

### **Renewable Energy Schemes**

4. Stand-alone renewable energy schemes will be supported where they do not conflict with other policies in this plan. Renewable and low carbon energy generation developments that are led by, or meet the needs of, local communities will carry significant weight.

*\*Where a local heat network is planned but not yet in existence or connection is not currently viable, but may become viable in the future, the development should be designed to allow for the cost-effective connection and supply at a later date. In this case the heat should be supplied according to steps 2b and 2c of the above hierarchy.*

*\*\*Electric heat pumps and direct electric heating are assumed to become zero-carbon when the national grid decarbonises.*

## **Strategic Policy 38: Sustainable Design and Construction**

### **Sustainable Design**

- 9.20 Sustainable design has a key role to play in mitigating the environmental impact of growth, during the both the construction phase and lifetime of the development. This policy seeks to ensure that new development is designed and constructed in a way that helps the District achieve zero carbon emissions by 2050, as well as enabling flexibility in design to enable buildings to be easily adapted, to reflect changing lifestyle needs and to mitigate against and/or adapt to the impacts of climate change.
- 9.21 Because of the UK's carbon emission reduction target, no development should be planned without demonstrating that it is fit to take its place in a net-zero emissions future as this will avoid costly retrofitting at a later date.
- 9.22 In light of the Government's agenda on climate change, and the key objectives of this plan, a greater minimum reduction in regulated CO2 emissions is now sought as best practice. The overall reduction, as outlined in this policy, shall be delivered through a combination of energy efficiency measures and on-site renewable energy generation.
- 9.23 The Building Research Establishment Environmental Assessment Method (BREEAM) is an accredited, independent method for assessing the environmental performance of non-domestic development. Non-domestic development should be assessed against the BREEAM standard and should achieve BREEAM 'Excellent' under this

standard. The Council will require the BREEAM standard to be verified by an independent assessor at the applicant's cost.

- 9.24 Construction materials play a key role in reducing the environmental impact of all development. The use of low-impact and biodegradable materials (natural, local and reclaimed) with low whole life carbon emissions contributes to the national commitment of becoming net-carbon zero. Applicants can source further information in The Green Guide by the Building Research Establishment (BRE).

## Retrofitting Existing Buildings

- 9.25 Retrofitting involves incorporating measures into existing buildings to reduce the demand for energy and resources. Simple measures include insulation or double glazing to reduce the amount of heat lost through the roof, walls and windows, and introducing technologies to generate renewable energy on site. As 35% of Horsham District's carbon emissions comes from existing domestic properties and 30% from commercial premises, improving the energy efficiency of existing buildings will be a key factor in helping to achieve the net zero carbon emissions goal.
- 9.26 Much of this retrofitting will take place outside the planning process, or through permitted development, but there are some occasions where planning consent is required. This is particularly the case for heritage assets such as listed buildings, and properties located within a Conservation Area. Applicants should therefore also refer to Policy 34 of this document and Historic England's suite of 'Energy Efficiency and Historic Buildings' guidance or any relevant update.

## Water Resources

- 9.27 Water is an essential resource and has a critical part to play in contributing to the economy, ecosystems and overall health of the population. Much of the South East has now been designated as an 'area of serious water stress' by the Environment Agency, with demand for water exceeding supply. Water in Horsham District is supplied from abstraction at Hardham (located in the South Downs National Park), and over abstraction will lead to the loss of integrity of the Arun Valley SPA, SSSI and Ramsar site. Climate change has the potential to place further stress this supply, causing longer periods of drought and reducing river flow which could impact on the quality of rivers and increase demand for water use. This is something which is recognised in the Water Resource Management Plans (WRMP) produced by Southern Water and Thames Water, and will in part need to be addressed through investment and water saving measures outside the remit of planning.
- 9.28 In order to ensure that water supplies can be maintained and the environment be protected, the Council propose that all new housing should meet a tighter level of water efficiency and provide measures that contribute to the aim of water neutrality, and as a minimum, does not increase demand for water over existing levels. This will include designing new strategic scale development to incorporate measures such as greywater recycling and rainwater harvesting from the outset. Measures may also

include provision of garden water butts, low flush toilets, low volume baths, aerated taps, and water efficient appliances. It is important to note that water efficiency measures are not finite limits to water use within a property after which water supplies are cut off but a means of providing measurable targets to lower water consumption levels.

- 9.29 Other policies in this Local Plan further support sustainable design. Development will be required to include electric vehicle charging points in accordance with Policy 42. Policy 30 seeks enhancement of green infrastructure which will further benefit carbon reduction and assist with ensuring the development is adapted to a changing climate.

### **Strategic Policy 38: Sustainable Design and Construction**

1. Development will be supported where it is demonstrated that sustainable design, including its construction and operation, is integrated into the development from the design stage onwards. To deliver sustainable design, development will only be supported where it meets all of the following requirements that are relevant:
  - a) New-build homes deliver a minimum 35% overall reduction on the Dwelling Emission Rate (DER) against the Target Emission Rate (TER) based on the 2013 Edition of the 2010 Building Regulations (Part L), of which:
    - i. A minimum 10% reduction is through energy efficiency measures; and
    - ii. The residual additional reduction is achieved through on-site renewable energy generation or connection to a heat network.
  - b) New non-domestic buildings to achieve a BREEAM rating of 'Excellent' unless it can be demonstrated that this would make the scheme unviable;
  - c) New residential development achieves a water efficiency of 100 litres/person/day. Development above 200 homes is expected to achieve 80 litres/person/day and incorporate site wide measures to conserve and reduce water consumption, including grey water recycling;
  - d) New non-domestic buildings to achieve the maximum credits in BREEAM category Wat 01 Water Consumption;
  - e) Minimise construction and demolition waste, utilise recycled and low-impact materials and incorporate measures that reduce the amount of biodegradable waste sent to landfill;
  - f) Be designed flexibly to enable future modification of use or layout, facilitating future adaptation, refurbishment and retrofitting;
  - g) Include the provision of gigabit capable broadband access and enable provision of future communication technologies;
2. Where permission is required to retrofit energy efficiency measures into existing development, schemes will be supported in principle.
3. Development that involves the retrofitting of an existing historic building (heritage asset) will be supported provided that the following criteria are met:
  - a) It does not result in detriment to the significance of the asset or damage to its fabric;
  - b) A whole building approach to improving energy efficiency is taken as advocated by Historic England;

- c) Micro-renewable technologies do not result in harm to the heritage asset or their setting;
  - d) Where the proposal involves major development, it is demonstrated that opportunities for the retention and retrofitting of existing historic buildings within the site boundary have been included within the scheme.
4. In order to demonstrate compliance, proposals should be accompanied by a Sustainability Statement to demonstrate how these measures will be incorporated into development design.

## Strategic Policy 39 - Flooding

- 9.30 This policy aims to ensure development adapts to the changes in the future climate and that flood risk is not increased. It also accords with the 'Wilder Horsham' objective to maximise opportunities to protecting and enhance wildlife.
- 9.31 Flooding is a natural process that can happen at any time, in a variety of locations. It can arise from rivers, the sea, directly from rainfall on the ground's surface or from rising groundwater levels, overwhelmed sewers and drainage systems. In the future the risk of flooding is expected to increase as a result of climate change, which is predicted to bring more intense rainfall events that could lead to more frequent flooding events occurring and new areas becoming vulnerable to flooding.
- 9.32 The Council has undertaken Strategic Flood Risk Assessments (SFRAs) which cover the Adur, Arun and Upper Mole catchment areas, and a Gatwick Sub Region Water Cycle Study with neighbouring local authorities. The recommendations arising from these studies have informed this policy to ensure flood risk is appropriately managed in the District.
- 9.33 Approximately 6% of the District is classed as flood zone 3a or 3b which is considered the 'functional floodplain'. Development activity should be located away from these areas and in addition will need to undertake site specific flood risk assessments (FRAs) that:
- Meet the recommendations of the latest Strategic Flood Risk Assessments;
  - Assess the risk of all forms of flooding;
  - Investigate groundwater flooding in detail either where located in the south of the District, or where a site is located in groundwater emergence zone; and
  - Identify options for mitigation.
- 9.34 The impact that development can have on flood risk as a result of increased run-off or changing drainage patterns must also be considered. To ensure development does not increase flood risk, developments will be required to incorporate sustainable urban drainage systems (SUDS) to help manage flood risk. SUDS manage surface water and groundwater sustainably and help to reduce flood risk, minimise diffuse pollution, maintain or restore natural flow regimes, improve water resources and enhance

amenity. Sewer flooding is also an issue, and to minimise the risk of sewer overload, development will not be allowed to drain to the foul sewer. It is important SUDS are appropriate in scale and location. They should be incorporated into the Council's Green Infrastructure network as much as possible.

- 9.35 The West Sussex County Council Local Flood Risk Management Strategy identifies the responsibilities for flooding within the county and enables a range of organisations to work together to improve the management of flood risk. Early discussion with the appropriate flood risk management authority on SUDS for appropriate management techniques will be required.
- 9.36 Where appropriate, development will be encouraged to look for ways to improve water quality to ensure the objectives of the Water Framework Directive or any future legislative updates can be met.

### **Strategic Policy 39: Flooding**

1. Development proposals will only be supported where they follow a sequential approach to flood risk management, so that priority is given to development sites with the lowest risk of flooding, where shown to be safe, and shown not to increase flood risk elsewhere.
2. Development proposals will be supported provided that they meet all of the following that are relevant:
  - a) Consider flood risk at an early stage in deciding the layout and design of the site;
  - b) Take a sequential approach to ensure most vulnerable uses are placed in lowest risk areas;
  - c) Are not located on the functional floodplain (Flood Zone 3b), except for water-compatible uses and essential infrastructure;
  - d) Where located in Flood Zone 2 and 3, have undergone a sequential test and, if necessary, exceptions test, using a 1 in 100 annual probability flood level including an appropriate allowance for climate change;
  - e) Not result in a net loss of flood storage capacity, and not adversely affect flood routing and thereby increase flood risk elsewhere;
  - f) If over 1 hectare and in Flood Zone 1, or in Flood Zone 2 and 3, are accompanied by a site-specific Flood Risk Assessment;
  - g) Comply with the tests and recommendations set out in the Horsham District Strategic Flood Risk Assessments (SFRAs);
  - h) Where there is the potential to increase flood risk, incorporate the use of sustainable urban drainage systems (SUDS) unless technically unfeasible, or incorporate water management measures which reduce the risk of flooding and ensure flood risk is not increased elsewhere;
  - i) Make appropriate provision for surface water drainage to ground, water courses or surface water sewer. Development will not be allowed to drain to the foul sewer;
  - j) Where technically feasible, utilise drainage techniques that mimic natural drainage patterns and manage surface water as close to the source as possible;

- k) Comply with the objective of the Water Framework Directive, and with the findings of the Gatwick Sub Region Water Cycle Study, in order to maintain water quality and water availability in rivers and wetlands and wastewater treatment requirements; and
  - l) Include a management plan to maintain the flood water assets in perpetuity.
3. New development which incorporates SUDS will be supported where it considers amenity value, green infrastructure, local ecological resources including water quality and biodiversity, natural flood management methods, and contributes towards environmental net gain. An appropriately detailed assessment should be submitted to demonstrate an appropriate SUDS strategy.

# Chapter 10 - Infrastructure, Transport and Healthy Communities

The following issues will be addressed through the policies in this chapter:

- There are already infrastructure deficits within and around Horsham District. These include a need to upgrade the transport infrastructure, wastewater treatment, health care provision and to ensure there is sufficient provision of school places for all children.
- A key concern amongst existing and new residents is access to healthcare facilities. There is a network of GP health centres across the District but some of these will require expansion to meet future needs. A further concern of residents is the lack of a nearby hospital with A & E facilities.
- In addition to healthcare, the Local Plan will need to ensure that other key facilities are provided, including primary and secondary schools. There is also a need to make sure that special educational needs and disabilities (SEND) and alternative provision (provision for children who have been excluded from mainstream education) is delivered to make sure that all children can access the education that they require.
- There is a need to ensure development is designed to enable healthy lifestyles. This includes incorporating walking and cycling into everyday life, and ensuring access to green spaces, sport and recreation facilities.
- There will still need to be a focus on providing health services for all sectors of the population, including teenagers and young adults. The ageing structure of the population of the District will increase the pressure for healthcare services for the elderly and their carers. In the future, properties need to be designed to be adaptable for all ages and the needs of the wider community.
- At present, public transport services in much of the District are limited. There is no direct rail service in many settlements and railway stations are often very busy during peak travel times. Unless individuals have access to the private car, transport access to GPs, hospitals and other services can be particularly difficult.
- New development is likely to generate increased traffic on the wider road network and the need for car parking facilities. It will be essential that the effect of increased traffic generation from all new development, both individually and cumulatively, is considered. The wider road network beyond the District (particularly the A23/ M23) should be taken into account.

## Strategic Policy 40: Infrastructure Provision

- 10.1 Infrastructure is a term used to refer to a range of services such as roads, railways, public transport, water supplies and sewerage capacity, electricity, education and healthcare facilities, and sport and recreation and other community facilities as well as green infrastructure (Policy 30). The delivery of this infrastructure is fundamental to delivering great places to live that are self-sustaining communities. There are existing infrastructure pressures facing Horsham District and in surrounding districts and boroughs. It will be important to consider the cumulative impacts of any development on current and existing infrastructure both within the District and in nearby communities.
- 10.2 Much of the infrastructure needed to support development is not provided directly by the Council. Horsham District has a strong track record of actively engaging with infrastructure providers to ensure that the needs of the residents and businesses in the District are met. This ranges from public sector partners such as the NHS on health care, West Sussex County Council on matters such as education and transport, and key utilities providers such as Southern Water, together with developers who are promoting development. This ongoing work has helped to bring forward enhancements and upgrades across the District, which have over the years included the redevelopment and expansion of Piries Place car park in Horsham, The Bridge leisure centre in Broadbridge Heath, an upgraded Health Care centre in Steyning.
- 10.3 Whilst it is not the role of new development to resolve existing deficiencies, any new development will need to provide sufficient community facilities, services and infrastructure to meet the needs of new development and ensure thriving healthy communities and to not create additional burden. New development will also need to be mindful of the existing deficit and consider whether there are opportunities for existing communities to benefit from any new provision.
- 10.4 The required upgrades to infrastructure necessary to support development are set out in the Council's Infrastructure Delivery Plan. These will usually be funded through Community Infrastructure Levy (CIL) payments. Some larger scale strategic scale development will secure the required infrastructure upgrades and will be delivered through S106 agreements as may be appropriate. In addition, delivery of key infrastructure through other funding sources, including national government investment schemes, will be investigated and bids will be made where this is appropriate.
- 10.5 It will be essential for infrastructure to be provided in a timely way that meets the needs of the new development as it comes forward. Studies to determine whether the proposed development will lead to overloading of existing infrastructure may be required to support planning applications. It will also be necessary to understand from key infrastructure providers the timing and delivery of any key new upgrades that may be necessary, such as road upgrades or new water treatment facilities, and the level of development that can come forward prior to the completion of these upgrades, as this may impact on the speed at which the new development can come forward.

- 10.6 With regard to wastewater treatment matters, developers are encouraged to contact the water/wastewater infrastructure provider as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint, the Local Planning Authority will where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.

### **Strategic Policy 40: Infrastructure Provision**

1. The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.
2. Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.
3. To ensure required standards are met, arrangements for new or improved infrastructure provision will be secured by Planning Obligations/Community Infrastructure Levy, or in some cases contributions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development.

### **Strategic Policy 41: Sustainable Transport**

- 10.7 Access and ease of movement are important considerations in good place-making, and therefore also in creating strong, safe and healthy communities. Efficiency of movement is also critical to the local economy, enabling residents to travel to their place of work, and also allowing the movement of goods and services.
- 10.8 A particular challenge for Horsham District is the high levels of car ownership and car use. Around half of households in the District own two or more cars which is significantly higher than the regional average. Outside the towns, bus services in the District are often limited, and cuts in funding may affect this further in the future. The Arun Valley railway line runs through the District and there are eight stations which have relatively frequent services, with the exception of Faygate, at which very few trains stop. The long-term impact of Covid-19 on travel patterns is not yet known, but many of these stations are normally very well used in peak hours. However, many of the settlements in the east of the District do not have direct access to a railway station.
- 10.9 There is a growing recognition of the challenge presented by climate change, and the role that transport has to play in attaining net zero carbon. This will include the transition to Electric Vehicles. There is also increasing levels of congestion on the

District's road networks and beyond, which is impacting more and more on people's quality of lives and the local environment. In line with national policies, this Local Plan looks to more innovative and sustainable approaches to travel and movement, reflecting the challenges and also the opportunities presented by people's changing lifestyle choices, driven by changes to technologies. This approach provides clear benefits to people's physical and mental health, and promotes social inclusion, for example for the District's growing elderly population.

- 10.10 Policy 42 supports the wider spatial strategy, which seeks to establish patterns of strategic development that improves opportunities for home working, local journeys within neighbourhoods, walking, cycling and the use of public transport. This includes, where appropriate, supporting Demand Responsive Transport Services to connect our rural communities, and supporting electric vehicle use wherever possible.
- 10.11 There is an expectation that this policy will seek to ensure that sustainable forms of transport are considered in the first instance, with the provision of safe walking and cycling facilities. Options for public transport including access to bus and rail services will need to be considered, and for larger development proposals there is an expectation that mechanisms to increase the uptake of this form of transport will be provided at an early stage of operation. For developments that generate significant amounts of movement, interventions should be documented in a Transport Assessment or Statement submitted in support of the application, and a Travel Plan produced to ensure measures are implemented and sustained. Impacts on the wider strategic road network may also need to be considered.
- 10.12 The West Sussex Transport Plan 2011-2026 sets out the strategy for guiding future investment in highways and transport infrastructure across West Sussex. It also sets a framework for considering transport infrastructure requirements associated with future development across the county. The Council will work with West Sussex County Council and other transport and service providers and developers to improve accessibility to key services and facilities and provide an improved and better integrated transport network.
- 10.13 The following strategic improvements to transport networks are supported by the Council in the medium to long term. All improvements should be designed to provide safe and attractive passage for pedestrians and cyclists. These will be facilitated primarily by the development of strategic sites, and supported as necessary through further developer funding:
- A 'middle section' Western Crawley Link Road, as part of the West of Ifield development
  - A full Western Crawley Link Road (sections of which may be delivered beyond the Plan period)
  - Major junction upgrade at Buck Barn (A24) and associated improvements to the A24/B2135 Steyning Road junction
  - Main network junction upgrades at Washington Roundabout (A24/A283), Hop Oast Roundabout (A24/B2237) and Moorhead Roundabout (A24/A264)

- Mitigation of junctions at Cowfold (A272/A281), Storrington (A283/B2139) and Pulborough (A29/A283).

10.14 The Council has worked with partners to produce a Local Cycling and Walking Infrastructure Plan (LCWIP). This sets out cycling and walking network plans, and a prioritised programme of improvements for future investment. Policy 41 expects development to have regard to this programme together with any relevant government guidance including LTN120 – Cycle Infrastructure design, or any future updates.

### **Strategic Policy 41 - Sustainable Transport**

1. Development will be supported provided the following is demonstrated:
  - a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;
  - b) The layout, design and location of facilities and infrastructure maximise the potential for residents and workers to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs;
  - c) Walking and cycling routes are designed to be attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;
  - d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement;
  - e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;
  - f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle and scooter hire, and electric bus.
2. Development will be supported where it demonstrates how the priorities and principles set out in the West Sussex Transport Plan 2011-26, LTN120, Cycle Infrastructure design, and the Horsham Local Cycling & Walking Infrastructure Plan (LCWIP), or any subsequent updates have been adhered to.
3. Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should be prepared in line with advice from the Local Highway Authority.

## Policy 42: Parking

- 10.15 Although it is important to reduce the reliance on the car as far as possible, Horsham District is rural in character and there will still be a need to travel by this means. It will therefore be important to ensure that sufficient car parking facilities are provided in residential developments, at employment sites and in town centres whilst ensuring that they are suitably located and do not conflict with other uses. In order to reduce reliance on the car it is important to provide adequate bicycle storage in dwellings and residential areas to encourage bicycle ownership and bicycle use.
- 10.16 The number of parking spaces provided should take into account any available guidance, such as the West Sussex County Council Guidance on Parking at New Developments, and any future District parking standards guidance adopted by the Council.
- 10.17 The need to reduce vehicle emissions as a means of achieving net zero carbon and improving air quality is recognised nationally, and the transition to electric vehicles will take place over the plan period. Parking facilities will be expected to provide electric charging points to ensure that the increasing number of electric vehicles can be supported.
- 10.18 This policy also addresses the issue of off airport parking in relation to Gatwick Airport, which is close to the District boundary with Horsham. It is the responsibility of the Gatwick Airport operator to ensure that passenger access to the airport is managed and controlled. Gatwick Airport Ltd provides facilities for airport related parking and is responsible for meeting targets for a modal shift to sustainable modes of transport to access the airport. There are also a number of well-established businesses with the appropriate planning consents which provide long-stay airport related parking in off-airport locations. Locations within the airport boundary will remain the most sustainable places for airport parking, and in general additional off airport facilities will not be considered acceptable.

### Policy 42: Parking

1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.
2. Adequate parking facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of motorcycle parking, and vehicles for the mobility impaired.

3. Adequate, safe and secure parking and overnight storage facilities for bicycles must be provided within developments to encourage the use of sustainable modes of transport.
4. Adequate parking and plug-in charging facilities must be provided to cater for the anticipated increased use of electric, hybrid or other low emission vehicles.
5. Plug-in charging facilities for all new residential parking spaces must be provided or at minimum the infrastructure to enable easy installation in future.
6. Where off street parking is not provided within a development proposal, the design and layout should incorporate infrastructure to enable the on-street charging of electric or other vehicles.
7. For residential development with communal off-street parking provision, at least 20% of spaces must have active charging facilities and the infrastructure to enable easy activation of all spaces as demand increases.
8. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.
9. Proposals for additional or replacement airport related parking, including long- and short-term parking for passenger vehicles, will not be permitted.

## Policy 43 - Gatwick Airport Safeguarding

### Safeguarding Land for Gatwick Airport

- 10.19 Land around Gatwick Airport is currently safeguarded to allow for the future expansion of the airport if necessary. Most of this safeguarded area is located within the administrative boundary of Crawley Borough, but a small area in the far north east of the District is located in this area.
- 10.20 The National Planning Policy Framework sets out that planning policies should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development. In December 2018, the Government published a consultation document 'Aviation 2050: The future of UK aviation'. This Green Paper highlights the importance of aviation to the UK economy.
- 10.21 This document also refers to the importance of the safeguarding of land for growth. It advises that it is prudent to continue with a safeguarding policy to maintain a supply of land for future national requirements and to ensure that inappropriate developments do not hinder sustainable aviation growth.
- 10.22 Further details of the Government's Aviation Strategy are anticipated. The Council considers that until further clarification on this matter is provided by Government, it is expected that the safeguarded land should continue to be safeguarded until a point at which point the requirement for this policy is reviewed.

## **Aerodrome Safeguarding**

- 10.23 Aerodrome safeguarding is a legal requirement set out by the International Civil Aviation Organisation (ICAO). Legal requirements are embedded into the Town & Country Planning process through the DfT/ODPM Circular 01/2003 'Safeguarding of Aerodromes, Technical Sites & Military Explosives Storage Areas: The Town & Country Planning (Safeguarded Aerodromes, Technical Sites & Military Explosive Storage Areas) Direction 2002. It seeks to ensure the continued safe operation of airport related activity when new development proposals close to aerodromes come forward.
- 10.24 This policy will ensure that the requirements of aerodrome safeguarding are taken into account in the planning and design of development. The aerodrome safeguarding zone is shown on the Planning Policies Map. The northern and eastern parts of the District, including the whole of Horsham Town, lie within the safeguarded area, although it should be noted that the safeguarded area is neither the responsibility nor the proposal of the Council.
- 10.25 Gatwick Airport Ltd should be consulted by developers for advice on planning applications within the aerodrome safeguarding area. Developers should also refer for general awareness to the AOA (Airport Operators Association) technical aerodrome safeguarding advice notes available at [www.aoa.uk/policy-campaigns/operations-safety](http://www.aoa.uk/policy-campaigns/operations-safety). Where required, the Council will consult with the airport operator and/or the operator of technical sites (e.g. radar stations) on relevant proposals in the aerodrome safeguarded areas.
- 10.26 Proposals that cannot be mitigated to the satisfaction of the statutory consultee are considered to be a hazard to aircraft safety and will be refused.

### **Policy 43 – Gatwick Airport Safeguarding**

#### **Safeguarding Land for Gatwick Airport**

1. Land identified on the Local Plan Policies Map will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport.
2. Minor development within this area, such as changes of use and small-scale building works, such as residential extensions, will normally be acceptable. Where appropriate, planning permission may be granted on a temporary basis. The airport operator will be consulted on all planning applications within the safeguarded area.

#### **Aerodrome Safeguarding**

3. Development in identified aerodrome safeguarding areas will only be supported if it is consistent with the continued safe operation of Gatwick Airport. Where required, the airport operator and/or the operator of technical sites (e.g. radar stations) will be consulted on relevant proposals in the aerodrome safeguarded areas.
4. Applicants will be required to ensure that development proposals adhere to any restrictions that are placed on the height or detailed design of buildings, structures or other development in order to avoid impacts on the airport aerodrome, including those relating to navigational aids, Instrument Flight Procedures (IFPs) or on developments which may increase bird strike risk, create building-induced turbulence or lighting that could pose a hazard to the safe operation of the aerodrome.
5. Proposals that cannot be mitigated to the satisfaction of the statutory consultee are considered to be a hazard to aircraft safety and will be refused.

## Strategic Policy 44 - Inclusive Communities, Health and Wellbeing

- 10.27 The design of a development has a direct impact on the health and wellbeing of the people who live there. Having facilities and services within walking and cycling distance, and thought given early on to the routes people will use to access schools, shops and places of work, for example, can encourage active modes of travel, with direct health benefits. The Covid-19 pandemic has highlighted that the design and layout of our homes and community space is vital to both our physical and mental health with access to open green spaces proving particularly vital.
- 10.28 All development in the District should contribute to the creation of inclusive, accessible and safe places which encourage healthy, active lifestyles and facilitate social cohesion. Development should seek, wherever possible and where appropriate, to address identified needs within communities. Access to a good range of healthy, affordable food, to open space, good quality accommodation and a range of community spaces and facilities will help to ensure the physical and mental health and social wellbeing of individuals and communities is supported.
- 10.29 Overall, the health of the people living in Horsham District is very good. Average life expectancy reported by the Office for National Statistics is 82 years for men and 85 years for women, which is higher than the national average and has improved in the last 15 years. The resident population has an older age profile than the national average, with many people choosing to retire here.
- 10.30 Access to healthcare facilities, including hospitals, can be difficult for rural residents, particularly for those without access to a car. The nature of healthcare provision is changing, with a greater emphasis on larger medical GP practices and on local networks of healthcare providers sharing responsibility for delivering a range of services. The need for a hospital has not been identified as required in this plan. The Council will continue to work with the local Clinical Commissioning Group (CCG) and

Primary Care Networks (PCNs) to ensure healthcare needs in the District can be met and will work to ensure residents can access the services they need.

- 10.31 The rising age structure for the District will have implications for long term health, illnesses and disabilities, particularly in relation to social and healthcare facilities and for the types of accommodation the District will require in the future. As well as levels of physical inactivity and diabetes, key areas of concern relating to ill health in the District are age-related health conditions, such a dementia, and hearing and sight loss.
- 10.32 Alongside the delivery of healthcare infrastructure, development plays an important role in ensuring communities are physically and mentally healthy and resilient. The role of development in encouraging people to make healthy choices is recognised, and development schemes which deliver an environment which supports good mental and physical wellbeing, while minimising the negative health impacts arising from development, will be supported.
- 10.33 The District has a low level of deprivation overall, with few Local Authority areas less deprived and some of the least deprived areas in the country sitting within the Horsham District. There are some pockets of deprivation. These areas include certain parts of Itchingfield, Shipley and Warnham, Forest and Roffey South wards. Access to safe, appropriate housing with access to facilities and services, and as part of a diverse, mixed community is an important element of healthy, inclusive communities and is covered by other Local Plan policies.
- 10.34 The majority of the population in Horsham District (96.1%) described themselves as White British, Irish or Other, with just 2.7% of residents describing themselves as of Black or of Minority Ethnic origin. 1.4% are of Mixed Ethnic Origin (2011 census). While many of these groups are well integrated into communities in the District, specific provision needs to be made for Gypsies and Travellers. Their specific accommodation need is addressed separately in Policy 20.
- 10.35 Christianity is the dominant religion in the District, (63.5% of residents at the 2011 census). A significant minority (26.9%) considered themselves to have no religion. There is however a continued need to recognise the requirement of different faith groups in the District.
- 10.36 Strategic Policy 44 aims to ensure that all aspects of inclusivity, health and wellbeing are considered when planning for and designing new development. Specific requirements relating to these principles are set out in other policies in this Local Plan.

### **Strategic Policy 44 - Inclusive Communities, Health and Wellbeing**

1. Development proposals must take positive measures to create socially inclusive and adaptable environments to meet the long-term needs of a range of occupiers and users and to ensure they support mixed, sustainable communities.
2. New development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs. It should be designed with mental and physical wellbeing in mind and seek to minimising

the negative health impacts arising from development. Proposal will be supported provided that they address requirements stemming from:

- a) The needs of an ageing population, particularly in terms of accommodation and health;
  - b) The requirements of people with additional needs including sensory or mobility difficulties, including the physically disabled and/or those with learning disabilities, and support Horsham's status as a dementia-friendly District;
  - c) The requirements of rural workers or essential workers in rural areas;
  - d) The co-ordination of services to fulfil the needs of children and young people;
  - e) The specific needs of minority groups within the District, including Gypsies and Travellers;
  - f) The specific needs of faith and other community groups; and
  - g) The need to protect and enhance existing community facilities, services and open spaces, and /or to provide new facilities to meet the needs of existing and new communities.
3. Development proposals should demonstrate consideration of the following:
- a) How design and layout will promote active transport (such as walking and cycling) to local services and facilities, including public transport hubs;
  - b) How the development will incorporate measures for climate change mitigation and adaptation to reduce health risks to future users;
  - c) Access to green space, community facilities, services and healthy food; and
  - d) Best practice and relevant, up to date national or local guidance on delivery of development which supports health and wellbeing.

## Policy 45 - Community Facilities, Leisure and Recreation

10.37 The policy covers a variety of facilities and services that help fulfil the community's recreational, cultural and social needs, including health and emergency services. Whilst not an exhaustive list, community facilities and services encompass the following: open space (excluding private farmland and commercial woodland); sports facilities; places of worship; museums; art galleries; libraries; cinemas; theatres; music venues; meeting places; public houses; hospitals; health centres / GP surgeries; dentists; and schools and educational/training facilities. Whilst national planning policy includes local shops as a community facility, these are considered under the retail policies in this document. The delivery of infrastructure such as schools or health care to support new development is also addressed by Policy 40.

10.38 Overall, the District has a good quantity of good-quality and accessible leisure and recreation sites, with a range of facilities including three public swimming pools, leisure

centres, playing fields and parks, allotments and children's play areas. The District also has a theatre, cinema and a number of museums, libraries, restaurants and pubs.

- 10.39 In September 2019 the Council adopted a Playing Pitch Strategy and Built Sports Facility Strategy for the period to 2031. The strategies provide guidance to assist with determining what provision of outdoor sports pitches and built sports facilities are required to respond to an increasing population and to large-scale infrastructure requirements for new community housing developments. The strategies highlight key findings and set out priority areas for the Council to help maximise future sporting and recreation provision within the District. It therefore assists in the prioritisation of what additional provision is required to meet future needs, some of which it is anticipated can be met as part of development of strategic sites.
- 10.40 The Council recognises the importance and value of sport and recreation and leisure pursuits to the health and well-being of people. This is set out in the Council's Sport and Physical Activity Strategy, which has an overall aim 'to increase participation in sport and physical activity and improve the health and wellbeing of people living, working or visiting the Horsham District'.
- 10.41 A number of strategic recreation routes pass through the District, including the Downs Link and the Wey and Arun Canal. These routes, together with the overall rights of way network contribute to the health and wellbeing of communities.
- 10.42 Policy 45 seeks to retain and enhance existing facilities and services and ensure that new facilities are provided at an appropriate level where a need is identified. The provision of outdoor community leisure and recreation facilities will contribute to the provision of Green Infrastructure, and where appropriate the Nature Recovery Network, and this should be incorporated into development proposals.
- 10.43 The Open Space, Sport & Recreation Review 2021 assessed current provision and recommends appropriate standards, after taking into account surrounding and national standards. The Community Facilities Study 2020 sets the review and recommendations in respect of community rooms and halls. The table within Policy 45 sets out the updated standards for open space and indoor community halls. In respect of sports facilities regard should be given to the Playing Pitch Strategy and Built Sports Facility Strategy which highlight a number of priorities including a need for an additional swimming pool (4 lane 25m pool or equivalent), an unmet demand in Horsham for Gymnastics facilities, a requirement for new '3rd Generation' artificial surface pitches, a deficit in youth football pitch provision, and Hockey facilities in and around Horsham and in the Billingshurst sub area.
- 10.44 The needs of the community should be met without requiring the shared use of school facilities, although such use is welcomed where additional to identified requirements. Proposals for the dual use of new school facilities for community sporting or social use will be expected to provide additional safe, lockable, readily accessible storage facilities to facilitate and meet the needs of the community use and have a formal community use agreement.

- 10.45 Where proposals are submitted relating to the loss of a facility, and further detail on marketing is sought, this should address the marketing of the site for the current lawful community use, together with any other alternative community uses that may be appropriate. It is recognised that marketing must have been undertaken for a minimum of one year. Where proposals relate to public houses, proposals will be expected to refer to appropriate established guidance such as the CAMRA ‘Public House Viability Test’ ([www.camra.org.uk](http://www.camra.org.uk)).

### **Policy 45 - Community Facilities and Uses**

1. The provision of new or improved community facilities or services will be supported, where they meet the identified needs of local communities as indicated in the current Open Space, Sport & Recreation Study, the Community Facilities Study, the Playing Pitch and Built Facilities Strategies, the Infrastructure Delivery Plan and other relevant studies or updates, and / or contribute to the provision of Green Infrastructure and the Nature Recovery Network. Proposals for new or improved community facilities and services will be required to meet all of the following criteria:
  - a) Be located within a defined built-up area boundary unless it can be demonstrated an alternative location is the only practicable option for the use proposed, and the site is suitable and well-related to an existing settlement;
  - b) Be of an appropriate scale and intensity of use for the location and not prejudice adjoining and nearby uses or habitats, unless it can be demonstrated any harmful impacts can be suitably mitigated;
  - c) Lighting proposals, including floodlighting, must minimise light pollution, help reduce crime, and must not cause significant nuisance to surrounding occupants or highway users, and not significantly harm habitats and species; and
  - d) unless convincingly demonstrated to be impracticable:
    - i. be accessible to the community it serves by walking, cycling and public transport;
    - ii. improve access to existing open space; and
    - iii. provide accessible public toilets and drinking water refill facilities for the occupants and the general public.
2. To facilitate community cohesion, integration, healthy and active living, all proposals for additional dwellings will be required to contribute to the provision and improvement of the quality, quantity, variety and accessibility of public open space and public indoor meeting and sports halls to meet the needs generated in accordance with the local minimum standards set out in Table 10. All open space and indoor provision will be required to have an agreed funded maintenance and management plan. The community use of school facilities will be supported but should be additional to that required to meet generated needs.
3. Proposals that would result in the total or partial loss of sites and premises currently or last used for the provision of community facilities or services will be resisted unless it has been demonstrated that one of the following applies:

- a) the proposal will secure replacement facilities or services of equivalent or better quality, with appropriate capacity, and in an equally accessible location within the vicinity; or,
- b) evidence is provided that demonstrates the continued use of the site as a community facility or service is no longer feasible, taking into account factors such as; appropriate active marketing, the demand for a community use within the site or premises, the quality, usability, viability and the identification of a potential future occupier.

**Table 10: Local minimum standards of size for community spaces**

Type of Provision		Area per resident (sqm)	Distance threshold	Min size (excluding buffer)
<b>TOTAL MINIMUM OPEN SPACE STANDARD</b>	All typologies as shown below	<b>46.6</b> <b>(4.66ha per 1,000 population)</b>	See below	See below
The above total should be split in accordance with the following, unless there is a more appropriate split within an area as agreed by the Council.  Quality should accord with the standards in the Open Space, Sport and Recreation report, or subsequent amendments				
Typology	Sub-Typology	Area per resident (sqm)	Distance threshold	Min size (excluding buffer)
<b>Allotments</b>	-	<b>1.8</b>	<b>1km</b>	<b>0.04ha</b>
<b>Multi-Functional Greenspace (MFGS)</b>	<b>Split as shown in italics below:</b>	<b>43.9</b> (see below for recommended split)	<b>300m-1km</b> (see below)	<b>0.05ha</b> (see below)
	<i>Natural &amp; Semi-natural Greenspace</i>	<i>24.3</i>	<i>300m for local;</i> <i>1km for Sub-district / Strategic</i>	<i>0.05ha for local;</i> <i>otherwise depends on context</i>

				(min length or breadth 5m)
	<i>Amenity Green Space</i>	5.8	480m	0.05ha (min length or breadth 20m)
	<i>Parks &amp; Gardens</i>	13.8	1km	Small: 0.05ha Medium: 0.2ha Large: 3.0ha
<b>Children and Young People</b>	<b>Split as shown in italics below:</b>	<b>0.9</b> (see below for recommended split)	<b>400m (children - local)</b> <b>1km (children - neighbourhood / youth)</b> (see below)	<b>0.01ha</b> (see below)
	<i>Children</i> <i>(playgrounds / landscaped areas of play)</i>	0.5	<i>400m for local</i> <i>1km for neighbourhood / Sub-district</i>	0.01ha (for LAP - and 5m from dwelling boundary) 0.04ha (for LEAP – and 20m from dwelling boundary) 0.1ha (for NEAP - and 30m from dwelling boundary)
	<i>Youth areas and facilities</i> <i>(skate parks / bike tracks / open access ball courts)</i>	0.4 (0.2 for small settlements)	1km	25mX14m for ball court 500sqm for skate park – and 60m from dwelling boundary 20mx30m or 0.8-1.5mX1-

				<i>2km for Bike track</i>
<b>Outdoor sports</b>	Grass Pitches and Artificial Pitches	See the Sport England Sport's Playing Pitch Calculator and also the: <ul style="list-style-type: none"> <li>• Council's Playing Pitch Strategy,</li> <li>• FA Horsham Local Football Facility Plan,</li> <li>• Council's Open Space, Sports and Recreation Review</li> </ul>	In accordance with Sport England guidance and best practice	In accordance with Sport England guidance and best practice, including orientation
	Tennis		1.6km (1 mile) walk time	0.12ha
	Bowling	(NB – the land take is included within Parks and Gardens)	1.6km (1 mile) walk time & 20 min drive time	0.16ha
<b>BUILT FACILITIES</b>				
<b>Indoor facilities</b>	Community Halls or similar	0.055 (55sqm per 1,000 population)	3km	≥158sqm
	Indoor Sports facilities	See the Sport England Sports Facility Calculator and also the Council's Built Sport Facility Strategy	In accordance with Sport England guidance and best practice	In accordance with Sport England guidance and best practice

# Chapter 11: Housing Allocations

- 11.1 Chapter 11 of this Local Plan sets out the housing allocations required to bring forward the required level of housing delivery to meet the District's needs. It covers both the Strategic Scale allocations and the smaller housing allocations. The chapter sets out the key principles for these developments.
- 11.2 This chapter does not repeat other policies in this plan, such as those relating to affordable housing or flooding, which also apply to these allocations. The policies in this section should be read in conjunction with the rest of the document and together with other relevant development plans including those for Minerals and Waste. In particular, development will be expected to have regard to the presence of, and avoid, the sterilisation of mineral resources and must not prejudice waste sites, in accordance with both the Joint Minerals Local Plan (JMLP)<sup>9</sup> and the Waste Local Plan (WLP)<sup>10</sup>.

## Strategic Policy HA1 - Strategic Site Development Principles

- 11.3 It is important that any urban extensions or new communities which are allocated in the new Local Plan bring forward vibrant and successful new communities, either as part of the extension of an existing settlement or in their own right. It is therefore expected that all new strategic sites which are allocated adhere to the following key principles. These principles apply in addition to the detail provided in the individual policy allocations.
- 11.4 The Horsham District Playing Pitch Strategy identifies a number of District wide requirements for sport and leisure provision. These include new grounds for Horsham Hockey club, additional 3G football pitches, land to support the expansion of Horsham Gymnastics Club, upgrades to off-road cycling provision and Multi-use Games Areas (MUGAs). There are opportunities to meet these needs as part of strategic allocations, which will help to ensure that the needs of both existing and future leisure requirements are met.

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<sup>9</sup> Particularly Policies M9 and M10

<sup>10</sup> Particularly Policies W2 and W10

## Strategic Policy HA1: Strategic Site Development Principles

Where land is allocated in the Local Plan for strategic scale development, proposals will be supported where it can be demonstrated that they adhere to the following principles:

1. The design and layout of the development is landscape-led, responding to, and complementing, positive landscape characteristics and qualities of the site and surrounding area. A strong landscape buffer shall be provided to any open countryside beyond the allocation to provide a robust, long-term defensible boundary to the development. Development will be designed to a high quality that is locally distinctive, uses local materials and accords with garden community principles. Proposals should also be designed to bring forward healthy communities and lifestyles.
2. Masterplans will be expected to identify key areas of biodiversity enhancement, demonstrating that a minimum of 10% biodiversity net gain can be achieved. It is expected that development will avoid impacts on biodiversity through good design, responding and complementing existing features, and that any SUDs features will be incorporated into the provision of biodiversity gain.
3. Development shall be designed and laid out, incorporating character areas exhibiting a range of appropriate densities and building heights and typologies, to create a strong sense of place which respects the existing settlement and enhances the landscape qualities of the area, and provide Green Infrastructure within the site that provides functional links beyond the site, and contributes to the wider nature recovery network.
4. Development will be expected to contribute to the achievement of net zero carbon through a range of measures. Development will be expected to achieve this through direct measures such as the design and construction of development and the provision of alternative sources of energy such as combined heat and power, together with indirect measures such as design of the development to minimise the need to travel by car. Strategic Scale development must also be designed to minimise water consumption and contribute to water neutrality.
5. Development will be expected to deliver high-quality mixed-use communities that provide a range of housing types and tenures, including provision for young families, older people and Gypsies and Travellers. Strategic Site allocations will be expected to take into consideration the demand for self-build and custom build housing and provide enough serviced plots of land to meet the identified need.
6. Provide sufficient new employment opportunities through new employment land and through other opportunities to meet the principle of one new job per home. Homes should be designed appropriately to accommodate home working.
7. Development will be expected to deliver the necessary services and facilities that contribute to the development of a successful community. This will include, but is not necessarily limited to, education facilities including SEND and alternative provision, healthcare, community buildings, and leisure and recreational facilities and new retail centres. Proposals will be expected to consider how they can accommodate any District-wide leisure facilities that may have been identified.
8. Development should deliver the necessary new infrastructure to support the new development, including provision of utilities, water supplies, waste water treatment

and any necessary transport mitigation. The design of development should consider the future direction of refuse collection and disposal. All developments will be expected to provide full-fibre, gigabit-capable broadband infrastructure.

9. Be designed to minimise the need to travel in the first instance and prioritise pedestrian and cycling opportunities. Development shall have a legible layout that facilitates other modes of sustainable transport and minimises reliance on the private car. It is expected that extensive provision for electric vehicle charging will be incorporated into the development.
10. Identify long-term management mechanisms and/or arrangements to ensure the long-term success of communities which are created.

## Strategic Site Allocations

### Strategic Policy HA2: Land West of Ifield

- 11.5 The settlement of Crawley directly adjoins the north eastern boundary of Horsham District. The town plays a key economic role within North West Sussex and is at the centre of the Gatwick Diamond with significant employment and a large range of services and facilities. The town has tight administrative boundaries and constraints including aircraft noise which has meant that in recent years that it has been unable to meet the full housing need for the town. The settlement has identified infrastructure issues, including education.
- 11.6 An area of land which sweeps in a broad arc around the western edge of Crawley, from Faygate in the south west to Gatwick in the North east has been promoted as having potential for up to 10,000 homes. It is suggested this area could be delivered as three new neighbourhoods of Crawley in the medium to longer term. At this stage, the longer term housing needs of Crawley are unknown, and would need to be considered within the wider context of the town. Furthermore, the deliverability of a 10,000 home scheme site in the period to 2038 cannot be demonstrated at this time. It will therefore be necessary to consider the need for and any future allocation of this wider parcel of land as part of a subsequent Local Plan review.
- 11.7 Within the overall area promoted for 10,000 homes a parcel of land known as Land West of Ifield, controlled by Homes England, is allocated for 3,250 homes. Although a stand-alone allocation, it is considered this allocation would have the potential to form part of any wider development of 10,000 homes should this be identified as part of a future Local Plan review.
- 11.8 Once completed, development in this location will form part of the wider urban form of Crawley. Whilst the starting point for any Local Plan is to meet the needs of the Local Authority Area, it is envisaged that development in this location will also assist in delivering unmet housing needs for Crawley. Therefore, any development which takes place in this location will require close and ongoing discussions with Crawley Borough Council. In addition to delivering housing (including self and custom build), there are

strong opportunities to support economic growth in the area and deliver education needs arising from Crawley. Development in this location will also need to ensure infrastructure impacts in and around the town are considered cumulatively, taking account of development within and around the town.

- 11.9 An Economic and Employment strategy is to be submitted and agreed by the Council, to demonstrate the phased delivery of an appropriate number and diversity of jobs to ensure a balance between population and jobs growth and promote economic growth and prosperity for local communities.
- 11.10 Crawley differs from the rural and market town character which dominates Horsham and West Sussex more generally. This is due to the population and economic profile of the town, alongside the borough's transport infrastructure, with two major rail stations situated on the Brighton-London main line, an established Bus Rapid Transit network (Fast-way network), and Gatwick Airport. As a result, a bespoke approach is required to deal with the cross-boundary issues including existing character, urban design and sustainable travel.
- 11.11 The Land West of Ifield is currently rural in character, although there are urban influences including Gatwick Airport, which is located some 2km to the north east as well as Crawley town itself. Although close to these urban influences, the rural character takes in areas of Ancient Woodland, a section of the River Mole, and Ifield Brook Meadows (a Local Wildlife Site). It also abuts the Ifield Conservation Area, including the Grade 1 Listed St Margaret's Church. Any development in this location must respect the rural and natural environment and local heritage and be brought forward in a sensitive way which generates net biodiversity gain and green infrastructure that is functionally linked to the surrounding environment. Development will also need to ensure access to the wider countryside for existing residents of Crawley is retained.
- 11.12 A neighbourhood centre is proposed as the heart of the new community for Land West of Ifield; this area will provide a mixture of higher density residential development (compared with the neighbourhood as a whole), retail, community facilities and civic public realm. The development will also deliver, in a timely manner, schools and education, sports and open space, and necessary sewerage upgrades.
- 11.13 1A comprehensive masterplan is being developed to ensure that issues such as flood risk, biodiversity net gain, carbon neutrality, air quality and noise impact are comprehensively addressed ahead of any development taking place. The masterplan will also ensure that the development is landscape-led, includes a Gypsy and Traveller residential site, and provides excellent green infrastructure and recreational links (including via public rights of way) to the wider countryside.
- 11.14 The site is of a scale which provides an opportunity to achieve a degree of self-containment, with many day-to-day journeys being made locally, but will from the very first phases, enjoy good quality bus, cycle and pedestrian links to key destinations outside the site, including Crawley town centre, Manor Royal business park, Ifield train stations, and Horsham Town. It will be important for the development to locate places

of work, shops and community facilities to maximise convenience of travel within the site. To promote sustainable and active travel modes, the scheme design will prioritise movement within the site by walking and cycling, with motor vehicles being required to give way to non-motorised traffic on most routes. Walking and cycling routes should seek to include off-road provision and 5km exercise circuits to help promote healthy lifestyles.

- 11.15 Evidence from strategic transport modelling shows that to deliver the Land West of Ifield, significant mitigation will be necessary to mitigate the impacts on the local road network. The proposals include as a minimum the development of a partial link road to be delivered within the site. Its initial main purposes will be to provide the main vehicular access to the development, and to facilitate new bus, cycling and walking links through the site and integrating with the wider movement network. Delivery of the road must be delivered 'up front' within the first phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.
- 11.16 It is anticipated that a full Crawley Western Link Road and multi-modal corridor will be required to mitigate the impact of wider traffic growth in and around Crawley in addition to the development of additional homes in this location. Land is therefore safeguarded in the plan to allow for the delivery of such a road as soon as is practicable and deliverable. The full Link Road must connect the A264 at Faygate to the A23 south of Gatwick Airport, north of County Oak. An indicative safeguarded area of search for the full Link Road is shown on the Policies Map. Contribution towards transport mitigation schemes on the A23 junctions may also be necessary.

### **Strategic Policy HA2: Land West of Ifield**

1. Land West of Ifield, as shown on the Policies Map, is allocated as comprehensive new neighbourhood to deliver the necessary infrastructure, services and facilities to meet the longer-term development of 3,250 homes.
2. Development will be in accordance with a comprehensive masterplan to be agreed with the Council which clearly shows the key elements of development, a comprehensive site-wide Design Code, and a clear phasing plan and will provide the following:
  - a) In the period to 2038, at least 3,250 homes (C2 and C3 Use Class), a minimum 35% of which will be affordable homes, together with the provision of a permanent Gypsy and Traveller site of 15 pitches.
  - b) A new Neighbourhood Centre to provide a community, employment and transport hub to include a library, community centre, and potentially café and/or public house and indoor sports facilities
  - c) Approximately 3,300 sqm of retail space to cater for day-to-day shopping and service needs delivered as part of the Neighbourhood Centre and/or secondary neighbourhood centre and a medium size food store.
  - d) Around 2.0 ha of employment floorspace to incorporate an enterprise and

- innovation centre, and to include:
- i. non-retail and restaurant E class employment uses (offices, research, professional services and light industrial),
  - ii. B2/B8 uses (general industry and warehouse/distribution
  - iii. provision for improved home working facilities and desk space units within the development.
- e) Land and contributions to meet the education provision standards advised by the Local Education Authority, (or any future updates) as follows:
- i. Two 2-form entry primary schools, to incorporate support centres for special educational needs (SEND);
  - ii. An 8-form entry secondary school, to incorporate support centres for special educational needs (SEND) and meet existing education needs in Crawley
  - iii. Two new full-day care nurseries; and
  - iv. An education, skills and innovation facility.
- f) Through liaison with the Clinical Commissioning Group (CCG) or any updated organisation with responsibility for health care provision, ensure that development facilitates, the delivery of local healthcare facilities which as a minimum, meet the needs of the new occupants of the development. This may include the appropriate provision of land, buildings and/or financial contributions.
- g) Formal and informal open space, sport and recreation provision is provided to meet the needs of the new community in accordance with standards and the respective recommendations in the Playing Pitch Strategy and Open Space, Sport & Recreation Review 2021. Informal open space provision shall include (but not be limited to):
- i. a network of nature paths throughout the development, integrating with existing public rights of way,
  - ii. accessible natural green space,
  - iii. 3G football pitches & MUGAs
- h) Comprehensive sustainable travel improvements, including the first phase of a link road to connect the A264 at Faygate to the A23 north of Crawley alongside high-quality bus service connections and sustainable travel options for first residents.
3. The development is landscape-led, to reflect the landscape and townscape context, and the pattern of development enhances identified landscape and heritage features with particular attention given to:
- a) Views from Hyde Hill to the south of the development along the River Mole valley;
  - b) Ensuring good access to the open countryside from Crawley's existing communities is maintained and public rights of way across the site connect their users with the landscape and retain some of their rural aspect
  - c) Preserving and enhancing all designated and non-designated heritage assets and their settings, including the Ifield Conservation Area (which includes the Grade I Listed St Margaret's Church), and Ifield Court (Scheduled Ancient Monument) and as far as possible historic field patterns.

- d) Maintains the sense of settlement separation between Horsham and Crawley.
4. Proposals must provide a comprehensive Ecology and Green Infrastructure Strategy, incorporating a Biodiversity Gain Plan, to demonstrate how a minimum 10% net biodiversity gain will be achieved on the site, and in particular demonstrate:
    - a) that the Ifield Brook Meadows Local Wildlife Site is conserved and enhanced, ensuring an appropriate buffer;
    - b) that the Ancient Woodlands at Ifield Mill Stream, Hyde Hill, The Grove and Ifield Wood are protected and enhanced, ensuring an appropriate buffer;
    - c) the delivery of a biodiverse River Mole Linear Park, which protects and enhances the riparian ecosystems along the River Mole corridor;
    - d) that other ponds, watercourses, wetlands, ecologically important hedgerows and woodlands and veteran trees are in the first instance protected and enhanced in situ, or else impacts appropriately mitigated to ensure the protection of protected or vulnerable species.
    - e) ensure the retention and creation of wildlife corridors, and support delivery of the emerging Nature Recovery Network
    - f) the proposals do not have an adverse impact on operations at Gatwick Area through increased risk of bird strike, create building-induced turbulence or lighting that could pose a hazard to the safe operation of the airport aerodrome.
  5. An Air Quality Impact Assessment and comprehensive Air Quality Strategy is submitted to, and agreed by the Council, to demonstrate that any impacts on the Hazelwick Air Quality Management Area, and any impacts elsewhere, have been assessed and mitigated.
  6. A full noise impact assessment and mitigation strategy is submitted and agreed by the Council, which demonstrates that aircraft noise has been assessed and its impacts mitigated across the whole development. No residential or other noise sensitive uses are permitted anywhere on the site considered to be exposed to current or potential future aircraft noise level, which is above 60bB  $L_{Aeq, 16hr}$ ;
  7. The masterplan and Sustainability Statement must demonstrate the delivery of net zero carbon, including demonstrating a fabric first approach to the construction of built development, and maximum use of onsite renewable energy technologies. This shall include a strategy to ensure that from 2025, all homes built on the site are designed as net-zero carbon through their expected lifetime.
  8. A comprehensive transport strategy is submitted as part of the masterplan with development to include the following:
    - a) A walking and cycling strategy that demonstrates how attractive, direct and legible routes that have priority over motorised traffic, and integrated with the existing and wider network will be delivered and maintained;
    - b) A link road with segregated Fastway bus lanes initially connecting Charlwood Road to the north with Rusper Road to the south (with southern access limited to public transport and emergency and non-motorised vehicles);
    - c) Extensions to the Crawley Fastway bus rapid transit network to enable fast

connections to (as a minimum) Crawley Town Centre and Manor Royal Business District, and provide convenient bus access to key destinations within Horsham District; and

- d) Demonstrate how electric vehicle use for private car travel and, as far as possible, for public transport are embedded in the strategy from the first phases of development.
  - e) A comprehensive Travel Plan and Construction Travel Plan to be agreed by the Council and Local Highway Authority is submitted, to cover the entire construction period, which demonstrate the long-term embedment of the transport strategy.
9. No development shall occur within a safeguarded area of search as shown on the proposals map for a comprehensive Crawley Western Link Road and multi-modal corridor from the A264 near Faygate to the A23 south of Gatwick, north of County Oak that may prejudice development of a full Crawley Link Road.
10. Close liaison with water treatment utilities companies must be undertaken, including clear agreements on the phasing of development, to ensure that a new or expanded Wastewater Treatment Works (WwTW) is provided to provide timely additional capacity for the sewerage network.
11. A comprehensive surface water drainage and flood risk strategy is required to demonstrate that the development will reduce the potential for flood events in the area

## Strategic Policy HA3: Land West of Southwater

- 11.17 Southwater is a large village located approximately 4 miles to the south of Horsham and is classified as a small town / large village and a second-tier settlement. The village has been identified in previous Local Plans as a suitable location for strategic scale growth. This urban extension site, of around 44 hectares is therefore in a sustainable location in terms of access to a good range of services and facilities, including the village centre of Lintot Square, as well as road and bus access to Horsham with particular proximity to the A24.
- 11.18 This policy therefore allocates the land area for at least 1,200 homes to come forward in the period to 2038. Development of the site represents an opportunity to create a new sustainable community adjacent to, and integrated with, Southwater village and the newly created Broadacres development. It should be noted that this allocation includes the area already identified by Southwater Parish Council within their Neighbourhood Plan. Given the strategic nature of this site and the requirements this generates for infrastructure delivery, the entirety of this land has been identified to ensure that it can be considered on a comprehensive basis. It is expected that the provisions for the land identified by Southwater parish in their Neighbourhood Plan be adhered to insofar as it is applicable to the delivery of the strategic site as a whole.
- 11.19 The site will provide a range of homes including family, affordable housing and housing for older people and key workers; a new school; employment and community facilities. There is also the opportunity to enhance open space, and wildlife and provide biodiversity improvements.
- 11.20 A key issue for the area is transport. This development provides the opportunity for the provision of sustainable transport, in terms of promoting cycling and walking, opening and improving links to adjacent settlements. There has been considerable housing growth in Southwater in the last 20 years and this past growth, in addition to the planned strategic site, needs to be considered cumulatively when master planning the strategic site. Contribution towards transport mitigation schemes on the A23 junctions may also be necessary.
- 11.21 Development will also need to take account of the existing character areas in and adjacent to the development site.

### Strategic Policy HA3: Land West of Southwater

1. Land West of Southwater, as identified on the Policies Map, is allocated for mixed-use strategic development and associated infrastructure of at least 1,200 homes.
2. Development will be in accordance with a comprehensive masterplan to be agreed with the Council which clearly shows the key elements of development, a comprehensive site-wide Design Code, and a clear phasing plan and will provide the following:
  - a) In the period to 2038, at least 1,200 homes (C2 and C3 use classes), a minimum 35% of which will be affordable, together with the provision of a permanent Gypsy and Traveller site of 5 pitches.
  - b) A community hub shall be provided, offering appropriate uses, including leisure, sports facilities, and retail whilst retaining Lintot Square as the primary centre of Southwater;
  - c) Subject to suitable access being demonstrated, around 4.0ha of employment floorspace shall be provided (office, industrial, storage and /or distribution including flexible desk space within one or both of the following locations:
    - i. the employment area identified to the north of the development site;
    - ii. the community hub
  - d) Land and contributions to meet the education provision standards advised by the Local Education Authority, (or any future updates) as follows:
    - i. One form of entry primary school expandable to two forms of entry to incorporate support centres for special educational needs (SEND)
    - ii. Up to 6 form entry secondary school expandable to 8 forms of entry, to incorporate support centres for special educational needs (SEND)
    - iii. One new full-day care nurseries, to accommodate a minimum 60 places in total.
  - e) Formal and informal open space, sport and recreation provision to meet the needs of the new community in accordance with standards and the respective recommendations in the Playing Pitch Strategy Open Space, Sport & Recreation Review 2021. Informal open space provision shall include (but not be limited to):
    - i. incorporate a 5km safe circular route for pedestrians and cyclists and a trim trail;
    - ii. MUGAs
  - f) Comprehensive sustainable travel improvements
3. Development proposals are required to demonstrate that they are landscape-led, the pattern of development enhances identified landscape and heritage features, and that:
  - a) The tranquil character and the setting of the Downs Link is preserved;
  - b) Public rights of way across the site connect their users with the landscape and retain some of their rural aspect
  - c) A landscape buffer is provided along the western edge of the allocation
  - d) Important key views within the development towards the open countryside are identified, including trees, heritage or other assets of special interest. The

layout should also have regard and respond sensitively to key views into the site

- e) Create character areas through the development based on the existing woodland and field character building in opportunities for leisure activities, informal food growing and a mosaic of meadows, water bodies and tree cover
4. Proposals must provide a comprehensive Ecology and Green Infrastructure Strategy, incorporating a Biodiversity Gain Plan, to demonstrate how a minimum 10% net biodiversity gain will be achieved on the site, and in particular demonstrate:
    - a) The areas of Ancient Woodland (Courtland Wood) and Local Wildlife Site (Smith's Copse) and any other woodland, are protected and their setting enhanced
    - b) that natural and semi-natural habitats, including woodland and ancient woodland, hedgerows and ponds, are retained and protected wherever possible;
    - c) the creation of native species rich hedges through the development; and
    - d) the retention and creation of wildlife corridors, and support for delivery of the Nature Recovery Network
  5. The masterplan and Sustainability Statement must demonstrate the delivery of net zero carbon, including demonstrating a fabric first approach to the construction of built development, and maximum use of onsite renewable energy technologies. This shall include a strategy to ensure that from 2025, all homes built on the site are designed as net-zero carbon through their expected lifetime.
  6. The design and layout of the development will recognise and respect existing heritage assets, particularly Great House Farm, and preserve those elements of the heritage assets and their settings that are significant in illustrating their historic and architectural interest. The masterplan should include consideration of a sustainable future use for Great House Farm that is compatible with the desire to preserve the special interest of the listed building.
  7. A comprehensive transport strategy is submitted as part of the masterplan with development to include the following:
    - a) A walking and cycling strategy that demonstrates how attractive, direct and legible routes that have priority over motorised traffic, and integrated with the existing and wider network, will be delivered and maintained. It should take account of the West Sussex County Council schemes from their "Walking and Cycling Strategy (2016-2026)", including a direct route along the Worthing road, connecting Horsham to Southwater.
    - b) Improved links shall be provided between the development and Christ's Hospital station to help promote sustainable travel. This will include:
      - i. enhancements to the Downs Link, provision of secure bicycle storage and additional car parking (60 spaces) at the station
      - ii. Subject to suitable access and strong landscaping being provided, a new link road connecting the development to Two Mile Ash road,

	together with a new crossing to connect with Christ's Hospital Road. A new footway will also be provided along Station Road at Christ's Hospital to complete the route and deter on-verge parking associated with the station
iii.	Exploring the options with Metrobus to provide a direct service between the development and the station.
c)	New road improvements shall be provided as part of the development, including:
i.	A new link road between the development and Hop Oast roundabout;
ii.	Full signalisation of the Hop Oast roundabout to allow safe crossing of pedestrians and cyclists north to Horsham, plus further improvements to junctions on the A24 in consultation with, and as required by West Sussex County Council.
iii.	Four new accesses to the development, in consultation with West Sussex County Council, in order to spread traffic evenly across the development.
iv.	improvements are proposed between Cedar Drive roundabout and the new school.
v.	The provision of a sustainable link for pedestrians and cyclists between Southwater village and Horsham (a bridge, underpass, or signal-controlled toucan crossing close to Hop Oast roundabout), in consultation with and as agreed by, West Sussex County Council

## Strategic Policy HA4: Land East of Billingshurst

11.22 Billingshurst is located six miles to the south-west of Horsham and is designated a small town / large village in the Council's settlement hierarchy. The historic core of the settlement is built around the crossroads of the A29 and A272, with more recent development surrounding this. The village has been identified in previous Local Plans as a suitable location for strategic scale growth. This urban extension site, of around 44 hectares, is therefore in a sustainable location in terms of access to a good range of services and facilities and offers a railway service to Horsham and London as well as good road access via the A29 and the A272.

11.23 Development of the site will form an urban extension adjacent the existing village and connect to the current expansion of the village north of the A272. The site will provide 650 new homes, including family housing (including affordable homes), a new primary school, employment and community facilities. There is also the opportunity to conserve and enhance the Local Wildlife Site within the eastern part of the site, and provide a minimum 10% biodiversity net gain, and to provide new public open space.

11.24 Development will need to be designed sensitively in order to reflect the semi-rural character of the area whilst making efficient use of the available land. Particular

consideration of impacts on The Mens Special Area of Conservation (SAC) in relation to Barbastelle bats will also be required.

- 11.25 Development of this land will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the community. Development shall be designed at an appropriate density and layout which relates to the existing settlement and provides links to existing and new facilities. A key issue for the comprehensive development of the land is to ensure the provision of improved sustainable transport links to the wider area. In terms of promoting cycling and walking, improved links to adjacent neighbourhoods will be required subject to regard to railway safety.
- 11.26 Policy HA4 requires submission of a comprehensive Travel Plan. It is especially important at this location to reduce reliance on combustion engine motor traffic due to the potential effects of nitrogen deposition on the nearby Mens SAC. Measures could include (but are not limited to) provision of communal minibus and car club spaces; high quality cycle parking and workplace shower facilities; on-site services and shops; Personalised Journey Planning for residents; workplace Travel Plans, and high quality information for residents on sustainable travel options (including easy availability of bus timetables). If the transport assessment concludes that the development will increase the number of HGVs using the A272 at The Mens to or above 200 HGVs per day, measures should be taken to either reduce this to less than 200 or ensure Euro6 standard compliance.
- 11.27 There has been considerable housing growth in Billingshurst in the last 20 years and this past growth, in addition to the planned strategic site, needs to be considered cumulatively when master planning the strategic site. Contribution towards transport mitigation schemes on the A23 junctions may also be necessary.

### **Strategic Policy HA4: Land East of Billingshurst**

1. Land East of Billingshurst, as shown on the Policies Map, is allocated for mixed use strategic development to accommodate at least 650 homes and associated infrastructure, services and facilities.
2. Development will be in accordance with a comprehensive masterplan to be agreed with the Council which clearly shows the key elements of development, a comprehensive site-wide Design Code, and a clear phasing plan and will provide the following:
  - a) In the period to 2038, at least 650 residential units (C2 and C3 Use Class), including 35% as Affordable Housing, together with the provision of a permanent Gypsy and Traveller site of 5 pitches.
  - b) A community hub shall be delivered providing facilities such as a community hall, a shop, and a café facility, and designed to create a focus and sense of place within the new community, and to facilitate social

- inclusion and integration;
- c) Around 0.5ha employment floorspace to include office, including flexible desk space, industrial, storage and / or distribution uses within one or both of the following locations:
    - i. The community hub;
    - ii. Land adjacent and to the east of Rosier Business Park to provide compatible employment floorspace.
  - d) Land and contributions to meet the education provision standards advised by the Local Education Authority (or any future updates) as follows:
    - i. a 1 form of entry primary school designed to be expandable to two forms of entry,
    - ii. provision for special educational needs (SEND); and
    - iii. early years facilities.
  - e) Formal and informal open space, sport and recreation provision shall be provided to meet the needs of the new community in accordance with standards and the respective recommendations in the Playing Pitch Strategy and Open Space, Sport & Recreation Review 2021. Informal open space provision shall include (but not be limited to):
    - i. a 5km safe circular route for pedestrians and cyclists and a trim trail;
    - ii. MUGAs
  - f) Comprehensive sustainable travel improvements.
3. Development proposals are required to demonstrate that they are landscape-led, and that the pattern of development enhances identified landscape and heritage features. Prior to any development a site-wide landscaping strategy shall be submitted and agreed. It must demonstrate the design and layout of the scheme minimises any adverse landscape impacts and conserves and enhances the biodiversity and green infrastructure network and must address the following:
- a) Existing trees and hedgerows shall be protected with appropriate enhancements. Any felling or removal of hedgerow, along with any new features including lighting, must demonstrate there will be no adverse impact upon the foraging of bats (particularly from The Mens SAC) or any other protected species;
  - b) The landscape character and value of the north-eastern field and its borders shall be protected from development;
  - c) The design shall ensure that there is an appropriate landscape buffer along the railway line to help secure public safety and appropriate wildlife links throughout the site with a buffer / transition to beyond the allocation to facilitate connectivity to the wider landscape and delivery of the emerging Nature Recovery Network; and
  - d) The design and layout will recognise and respect existing heritage assets, particularly the Grade II listed Little Daux Farmhouse and Rosier Farmhouse, and preserve those elements of the heritage assets and their settings that are significant in illustrating their historic and architectural interest.

4. Proposals must provide a comprehensive Ecology and Green Infrastructure Strategy, incorporating a Biodiversity Gain Plan, to demonstrate how a minimum 10% net biodiversity gain will be achieved on the site, and in particular demonstrate:
  - a) how the Local Wildlife Site (Wilden's Meadow) shall be conserved and enhanced
  - b) the creation of native species rich hedges through the development; and
  - c) ensure the retention and creation of wildlife corridors and support the delivery of the emerging Nature Recovery Network.
  
5. The masterplan and Sustainability Statement must demonstrate the delivery of net zero carbon, including demonstrating a fabric first approach to the construction of built development, and maximum use of onsite renewable energy technologies. This shall include a strategy to ensure that from 2025, all homes built on the site are designed as net-zero carbon through their expected lifetime;
  
6. The proposals must be accompanied by a comprehensive transport strategy with development to include a legible layout which facilitates and supports all modes of sustainable transport, and provides clear and safe linkages throughout the site and to adjacent neighbourhoods, local services, facilities, the railway station, and the countryside. Proposals should include:
  - a) a new station car park in the south-western corner of the site to facilitate increased use of rail travel within the wider area, with the provision of electric vehicle charging and the provision of safe, covered cycle parking;
  - b) Two primary vehicular access points shall be provided off the A272, one of which shall be via the Amblehurst Green development to the north;
  - c) The road layout includes the ability for the introduction of a through bus route, in accordance with bus operators' guidance and requirements, and provide a safe dropping off and pick up zone for the new primary school and community hub;
  - d) Safe pedestrian and dedicated off-road cycle routes through and around the site, including an alternative to the use of the A272. There should be links to the school and community hub, with the provision of safe covered cycle parking, to facilitate healthy active lifestyles;
  - e) The design of the new road layout must be designed to make provision for a secondary pedestrian and cycle and, (if required), emergency vehicles access only point via Brooker's Road to facilitate connectivity to the village centre.
  - f) The development must provide appropriate safety improvements in respect of the railway line and the public right of way crossing in consultation with and agreement from Network Rail and West Sussex County Council. Prior to formal agreement, the layout shall safeguard land adjacent the railway around the existing footpath level crossing to provide the ability for the provision of a future footbridge or underpass to enable safe pedestrian and cyclist crossing of the railway.
  - g) A comprehensive Travel Plan and Construction Travel Plan to be agreed by the Council and Local Highway Authority is submitted, to cover the entire construction period, which demonstrate the long-term embedment of the transport strategy. Electric vehicle charging points must be provided for all car parking spaces to mitigate air quality impacts on The Mens Woodland

## Strategic Policy HA5: Land at Buck Barn

- 11.28 This site lies to the immediate east of the A24 and immediate north of the A272 at the point where these two major roads meet (referred to as the Buck Barn crossroads). The land at Buck Barn Garden is allocated in this Local Plan as a new Garden Village.
- 11.29 This will be the first entirely new settlement developed in Horsham in living memory, and will help deliver housing needs by providing a significant amount of affordable and market housing in a relatively accessible part of Horsham District. It is of utmost importance that, from the outset, new residents and workers have a sense of place and community. The early delivery of community infrastructure including schools, shops, community space and sports/open space facilities is a clear requirement for the site allocation. Many of these will be focused around a new Village Centre. A comprehensive masterplan will be in place to guide all future planning applications, and ensure a strong place-making and community-building ethos from the outset.
- 11.30 In total, the new community has been promoted for some 3,000 to 3,500 homes. Given that the site will be a new settlement, the lead in times necessary to bring forward this development, together with delivery of the necessary infrastructure requirements, mean that the level of housing that can be delivered within the plan period is anticipated to be around 2,100 homes. The policy therefore allocates the land for a settlement of at least 2,100 homes together with the necessary infrastructure to support this scale of development. It will be a matter for future Local Plan reviews to address future housing needs and additional development in this area. However, recognising the overall scale of development proposed, this allocation seeks to safeguard land for a period to enable future needs to be considered and provided for if appropriate.
- 11.31 In order to provide new jobs and employment opportunities, an economic and employment strategy will need to be submitted and agreed by the Council, to demonstrate the phased delivery of an appropriate number and diversity of jobs to ensure a balance between population and jobs growth, and promote economic growth and prosperity for local communities. The strategy shall include provision for home working facilities as standard for residential units.
- 11.32 It is recognised that this site is currently rural in nature and that the development of this site will significantly alter the character of this area. It is however expected that development in this location will respect the rural environment, and seek to ensure that the development which takes place respects the natural environment and is brought forward in a sensitive way which generates net biodiversity gain and green infrastructure and is functionally linked to the surrounding environment. The development also provides opportunity to establish new wildlife corridors and

eventually form part of a Nature Recovery Network. Links to the Wilder Horsham partnership and potential links to the Knepp Estate rewilding scheme should be investigated.

- 11.33 At the current time the site comprises two distinct land parcels, to the south and north of Bar Lane (a rural road which provides access to villages to the east). The area is predominantly rural in character although there are some urban influences in and around the site, including the power lines, the major roads, and Buck Barn Services. Within the site, there are mature tree belts, some classed as ancient woodland, and many mature hedgerows and treed areas. Some isolated mature trees are present within some of the fields. There is also a listed 17th Century farmhouse (which would be retained). High voltage power lines supported by pylons bisect the southern site. The Downs Link (a strategic recreation route between Guildford and Shoreham-by-Sea) adjoins the site to the east. It is expected that the development proposals will be landscape led drawing on this existing character and retaining and enhancing the setting of key landscape and heritage feature as far as possible.
- 11.34 The site is of a scale which provides an opportunity to achieve a degree of self-containment, with a number of day-to-day journeys being made locally. It will be important for the development to locate places of work, shops and community facilities to maximise convenience of travel within the site. To promote sustainable and active travel modes, the scheme design will prioritise movement within the site by walking and cycling, with motor vehicles being required to give way to non-motorised traffic on most routes. Walking and cycling routes should seek to include off-road provision and 5km exercise circuits to help promote healthy lifestyles. For longer journeys, fast bus services will be established to larger nearby settlements (in particular Horsham and Southwater). Bus access will be prioritised over private cars. For private car travel, homes and businesses will be designed to facilitate electric vehicle use and ownership as the norm.
- 11.35 Development of the site also brings opportunity for improvements to the A24 and wider transport network, which can help address not just the impacts of the development itself, but also address wider congestion issues on the A24 corridor. Bespoke junctions will be needed south of Mill Straight Roundabout, at the A24/A272 crossroads, and to improve safety at the B2135 Steyning Road junction. Collaboration with WSCC to bring forward these upgrades will be required.
- 11.36 All stages and elements of the development will be designed to achieve zero-carbon living, and incorporate on-site renewable energy technologies. Development will also need to be designed to contribute to water neutrality, including rainwater harvesting and greywater recycling.
- 11.37 The development will potentially have an impact on the Cowfold Air Quality Management Area (AQMA). As part of the transport assessment, there will be a clear strategy for mitigation of these impacts, with the aim of achieving a net improvement in air quality at Cowfold, whilst also mitigating wider congestion. Transport mitigation for east –west traffic at Cowfold, and potentially the A23 junctions on the strategic road Network will need to be provided.

## Strategic Policy HA5: Land at Buck Barn

1. Land at Buck Barn, as shown on the Policies Map, is allocated as a new Garden Village. The comprehensive development of this area will be required to deliver the necessary infrastructure, services and facilities for at least 2,100 homes.
2. Development will be in accordance with a comprehensive masterplan to be agreed with the Council which clearly shows the key elements of development, a comprehensive site-wide Design Code, and a clear phasing plan and will provide the following:
  - a) In the period to 2038, at least 2,100 homes (C2 and C3 use classes), a minimum 35% of which will be affordable, together with the provision of a permanent Gypsy and Traveller site of 15 pitches.
  - b) A new Village Centre co-located with a new Village Green, to provide a community and employment hub, and will include a village hall, library, community centre, a café and/or public house and indoor sports facilities.
  - c) Approximately 3,300 sqm of retail space to cater for day-to-day shopping and service needs delivered as part of the Village Centre and/or secondary neighbourhood centre and a medium size food store.
  - d) Around 6.5ha of employment floorspace to include:
    - i. non-retail/restaurant E class employment uses (offices, flexible desk space, research, professional services and light industrial);
    - ii. B2/B8 uses (general industry and warehouse/distribution), and
    - iii. Commercial floorspace in the village centre in the form of small to medium business units, and offices providing flexible desk space.
  - e) Land and contributions to meet the education provision standards advised by the Local Education Authority (or any future updates) as follows:
    - i. Two 2-form entry primary schools, to incorporate support centres for special educational needs (SEND);
    - ii. Up to 6-form entry secondary school expandable to 8 forms of entry, to incorporate support centres for special educational needs (SEND); and
    - iii. Two new full-day care nurseries
  - f) Safeguarding of an appropriately sized and located area of land to 2032 in order to ensure the future provision of primary health care provision.
  - g) Formal and informal open space, sport and recreation provision is provided to meet the needs of the new community in accordance with standards and the respective recommendations in the Playing Pitch Strategy and Open Space, Sport & Recreation Review 2021. Informal open space provision shall include (but not be limited to):
    - i. a Village Green, as part of the new Village Centre;
    - ii. a Green Route and Linear Park along the river on the site;
    - iii. a network of nature paths throughout the development, integrating with existing public rights of way and the Downs Link;

- iv. accessible natural green space alongside, and accessible from, the Downs Link, and
  - v. 3G football pitches & MUGAs.
- h) Comprehensive sustainable travel improvements, including a full upgrade of the Buck Barn road junction and other physical improvements necessary to mitigate the traffic impacts. The village centre should provide a transport hub to facilitate the transport strategy.
3. Development proposals are required to demonstrate that they are landscape-led, the pattern of development enhances identified landscape and heritage features. Prior to any development a site-wide landscaping strategy shall be submitted and agreed. It must demonstrate the design and layout of the scheme minimizes any adverse landscape impacts and conserves and enhances the biodiversity and green infrastructure network and must address the following:
- a) The tranquil character and the setting of the Downs Link is preserved;
  - b) Public rights of way across the site connect their users with the landscape and retain some of their rural aspect;
  - c) The areas of Ancient Woodland and other woodland bordering the river, and the Local Wildlife Site adjacent to the Downs Link, are protected and their setting enhanced;
  - d) Historic field patterns are, as far as possible, reinstated and native-species hedgerow planting is maximised;
  - e) Historic ponds are retained and restored;
  - f) The development preserves and enhances all designated and non-designated heritage assets and their settings, including Grade II Listed buildings Tuckmans Farmhouse, Little Tuckmans, 8 Bar Lane and Old Cottage.
4. Proposals must provide a comprehensive Ecology and Green Infrastructure Strategy, incorporating a Biodiversity Gain Plan, to demonstrate how a minimum 10% net biodiversity gain will be achieved on the site, and in particular demonstrate:
- a) that natural and semi-natural habitats, including woodland and ancient woodland, hedgerows and ponds, are retained and protected wherever possible;
  - b) the creation of native species rich hedges through the development; and
  - c) ensure the retention and creation of wildlife corridors and contribute to the delivery of the emerging Nature Recovery Network, and
  - d) protect and enhance the riparian ecosystem along Blake's Gill and ensure the provision of an appropriate buffer.
5. An Air Quality Impact Assessment and comprehensive Air Quality Strategy agreed by the Council is required to demonstrate that potential impacts on the Cowfold Air Quality Management Area, and any impacts elsewhere can be mitigated.
6. The masterplan and Sustainability Statement must demonstrate the delivery of net zero carbon, including demonstrating a fabric first approach to the construction of

built development, and maximum use of onsite renewable energy technologies. This shall include a strategy to ensure that from 2025, all homes built on the site are designed as net-zero carbon through their expected lifetime;

7. A comprehensive transport strategy is submitted as part of the masterplan with development to include the following:
  - a) A walking and cycling strategy that demonstrates how attractive, direct and legible routes that have priority over motorised traffic, and integrated with the existing and wider network, will be delivered and maintained;
  - b) A bus strategy to demonstrate the feasibility of new and extended bus services that, as a minimum, provide
    - i. upfront incentives to new residents to use new and existing bus services;
    - ii. convenient, frequent and direct bus connections to Southwater, Horsham (town centre and rail station), Crawley and Worthing; and;
    - iii. convenient and regular bus services to other destinations such as Burgess Hill, Billingshurst and Brighton.
  - c) Demonstrate how electric vehicle use for private car travel and, as far as possible, for public transport are embedded in the strategy from the first phases of development.
  - d) The following highways schemes or any others identified as necessary to mitigate traffic impacts are delivered in partnership with the Local Highway Authority:
    - i. New roundabout on A24 south of Mill Straight Roundabout providing the primary vehicular access to the development;
    - ii. Conversion of the A24/A272 Buck Barn junction to a 'through-about' roundabout (or variant scheme as agreed with the Council appropriate to mitigate impacts), incorporating a secondary vehicular access to the development;
    - iii. Improvements to the A24/B2135 Steyning Road junction to improve safety whilst also maintaining smooth traffic flow; and
    - iv. In partnership with Cowfold Parish Council, a Highways and Public Realm Improvement Strategy, incorporating mitigation of impacts on the Cowfold Air Quality Management Area.
  - e) A comprehensive Travel Plan and Construction Travel Plan to be agreed by the Council and Local Highway Authority is submitted, to cover the entire construction period, which demonstrate the long-term embedment of the transport strategy.

## Settlement Site Allocations

- 11.38 In addition to the new, large scale strategic allocations that are necessary to help meet the housing requirement in this Local Plan, it is recognised that additional growth in and around towns and villages will be required. Smaller sites are usually quicker to come forward than strategic sites and will help to maintain housing delivery across the plan period. More importantly, these sites also help to sustain local communities, including maintaining the vitality of community shops and services.
- 11.39 The National Planning Policy Framework 2019 has sought to diversify the housing requirement to increase specific provision of small sites as part of the housing supply. Alongside the key strategic and smaller scale site allocations, local planning authorities will also need to identify further land to accommodate at least 10% of their housing requirement on sites no larger than one hectare, unless it can be shown that there are strong reasons why this cannot be achieved. At the current time, the vast majority of Horsham District's windfall development (over 100 homes each year) has been delivered on these smaller sites and it is therefore envisaged that the need for smaller sites will mainly be met through this mechanism. Other land which has been promoted to the Council and is considered to be available and suitable for development is however usually larger than 1 hectare, although some potential exists to make up the remainder of this requirement through this route, including in Neighbourhood Plans.

### Neighbourhood Plans

- 11.40 Neighbourhood Planning has been an important part of the planning system since it was introduced through the Localism Act 2011. Horsham District Council takes a positive approach to working with, and assisting, Parish and Neighbourhood Councils in the District to prepare their Neighbourhood Plans. We now have a number of 'Made' Neighbourhood Plans, with a number of other Parishes at Examination or in the later stages of plan preparation. The sites that are identified in these locally prepared plans will continue to contribute towards meeting housing needs in the period up to 2038.
- 11.41 In recent years, the preparation of Neighbourhood Plans has become increasingly complex, with a greater level of evidence to support the allocation of sites and demonstrate their deliverability being required. This has slowed the delivery of a number of Neighbourhood Plans in this District. To ensure that the Council can demonstrate that it can deliver housing sites in the period up to 2038, it has been necessary to identify additional smaller sites for housing development in settlements across the District.
- 11.42 Following adoption of this Local Plan, there remains opportunity for communities who wish to do so to allocate additional sites in their new or revised Neighbourhood Plans. Existing allocations in Neighbourhood Plans will also remain.



## Settlement Site Allocations

- 11.43 The following Policies allocate land identified assessed as being suitable, available and achievable for residential development in the plan period and being capable of accommodating the level of growth in accordance with Policy 2. It is expected that proposals will make efficient use of land. The total number of homes delivered on each site is expected to be within 10% of the figure quoted in the policy.
- 11.44 The settlement site allocation policies do not repeat policy criteria that are set out in other Local Plan policies. The Development Plan is to be read as a whole and all allocations will be expected to come forward in accordance with the wider policy provisions set out in this plan, including those set out in HA1. Where necessary, specific policy criteria have been introduced to ensure that key, site-specific issues are addressed in a proposal for development. This does not mean that such issues are less or more important than those covered by other policies in this Local Plan. In addition, all allocations will be expected to have regard to the presence of, and avoid the sterilisation of, mineral resources and must not prejudice waste sites, in accordance with both the Joint Minerals Local Plan (JMLP)<sup>11</sup> and the Waste Local Plan (WLP)<sup>12</sup>.
- 11.45 This Plan allocates sites that are also featured in emerging Neighbourhood Plans that are not yet Made. Applicants will need to address policy requirements on certain sites where Neighbourhood Plans progress through Examination, Referenda and become 'Made'.

## Strategic Policy HA6: Ashington

- 11.46 Ashington village lies approximately 10 miles to the South of Horsham. The A24 lies to the east of the village and connects the village to both Horsham and the coastal settlements of Worthing and Brighton.
- 11.47 Ashington is identified in the settlement hierarchy as a 'Medium Village'. The village has some local services to reflect its status in the hierarchy. There is a local shop which services the village, a primary school and recreational facilities such as the scout hut, Multi-Use Games Area, a community centre and a pub. Furthermore, the petrol filling station located to the north of the village also provides an additional convenience store for residents in Ashington. There is no doctors surgery located within the village and for residents to access such services they are required to travel to larger settlements such as Storrington or Steyning.
- 11.48 To ensure no adverse effect on the integrity of the Arun Valley SPA/ Ramsar site, the applicant will be required to provide evidence that the development will not result in an adverse effect on the integrity of the Arun Valley SPA/Ramsar. To achieve this, surveys will be required to determine habitats and current use of the site to determine

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<sup>11</sup> Particularly Policies M9 and M10

<sup>12</sup> Particularly Policies W2 and W10

if it does support a significant population of qualifying species. Where habitats are suitable, non-breeding bird surveys will be required to determine if the site and neighbouring land constitute a significant area of supporting habitat. Surveys should be required to be undertaken during autumn, winter and spring and more than 1 year of surveys may be needed (to be agreed in consultation with the local planning authority and Natural England). If habitat within the site is identified to support significant populations of designated bird features, avoidance measures and mitigation will be required, such as the creation of replacement habitat nearby, and the planning application will likely need to be supported by a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on integrity.

### **Strategic Policy HA6: Ashington Housing Allocations**

1. The following sites are allocated as shown on the Policies Map, for at least 75 homes:
  - ASN1: Land east of Mousdell Close, 2.24 hectares (75 homes)
2. To ensure no adverse effect on the integrity of the Arun Valley SPA / Ramsar site any application will be supported by a HRA and a wintering bird survey.
3. In addition to meeting national and Local Plan requirements, development will be supported where proposals demonstrate:

#### **ASN1**

- a) There is connectivity from the site to key local amenities and services and that these are enhanced through improvements to local pedestrian and cycling networks.

### **Strategic Policy HA7: Barns Green**

11.49 Barns Green is a village located approximately 5 miles (8km) to the south west of Horsham Town and between Southwater and Billingshurst to the east and west, respectively. The village is the largest settlement within the parish of Itchingfield. It is identified as a medium village in the settlement hierarchy for its moderate range of services and facilities.

### **Strategic Policy HA7: Barns Green Housing Allocations**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 105 homes:
  - BGR1: Land South of Smugglers Lane, 3.3 hectares (50 homes)
  - BGR2: Land South of Muntham Drive, 1.85 hectares (25 homes)
  - BGR3: Land at Slaughterford Farm (Sumners Pond), 1.5 hectares (30 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

**BGR1**

- a) Demonstrate housing is carefully sited and include an appropriate buffer from adjacent ancient woodland; and
- b) Ensure that appropriate regard is had to the impact on the adjacent Grade II Listed Buildings (Bennetts, Blacksmiths Cottage and The Queen's Head Public House).

**BGR2**

- a) Shall be carefully sited and include an appropriate buffer from adjacent ancient woodland.

**BGR3**

- a) Comply with any policies, including site-specific policies, in a Made Itchingfield Neighbourhood Plan
- b) Deliver housing alongside seven new employment units (Use Class B2, B8 and E) for a net gain in floorspace of around 500sqm;
- c) Ensure that appropriate regard is had to the impact on the adjacent Grade II Listed Building (Little Slaughterford).

## Strategic Policy HA8: Broadbridge Heath

11.50 Broadbridge Heath is a settlement located immediately to the west of Horsham Town, separated from the town by the A24. It is categorised as a small town/larger village in the settlement hierarchy owing to its good range of facilities and services. Broadbridge Heath has experienced substantial urban expansion since 2007, and whilst it is considered there is potential for some additional growth, any new development during this plan period will need to be mindful of the existing and new community and contribute to wider community cohesion in this area. The current parish boundaries are such that any further growth associated with Broadbridge Heath will be in the neighbouring parishes of Itchingfield and Slinfold.

## Strategic Policy HA8 – Broadbridge Heath Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 150 homes:
  - BRH1: South of Lower Broadbridge Farm [Slinfold Parish], 6.3 hectares (150 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

### BRH1

- a) Retains the mature and semi-mature trees belts within and bounding the site;
- b) Ensure that appropriate regard is had to the impact on the adjacent Grade II Listed Buildings (Lower Broadbridge Farmhouse, Mill House and Mill Cottage);
- c) Demonstrate that buildings are carefully sited and designed to minimise noise impacts from adjoining uses;
- d) Have regard in the design and setting of development to the high pressure gas pipeline to the west of the site.
- e) Provide formal and informal open space, sport and recreation provision to meet the needs of the community in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2021
- f) Provides safe access by non-car modes across the A281 to the services and facilities in Broadbridge Heath/Wickhurst Green.

a)

## Strategic Policy HA9: Christ's Hospital

11.51 Christ's Hospital is a small settlement in Southwater Parish, which is primarily known for its historic independent school. It is categorised as a smaller village in the settlement hierarchy as it has limited facilities and services, though it has a train station with services that terminate in London and the south coast. The sports facilities (Bluecoat Pond) are also available for public use.

## Strategic Policy HA9 – Christ's Hospital Housing Allocation

1. The following site is allocated, as shown on the Policies Map, for the provision of at least 20 homes. Development is limited to the eastern part of the site, with the remaining area left undeveloped;

- CH1 - Land at The Warren, 5.7 hectares (20 homes)

2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

#### **CH1**

- a) Are carefully sited and designed to prevent against any impact to the site's protected trees, and include an appropriate buffer from ancient woodland;
- b) Ensure that existing rights of way within and adjacent to the site are unaffected, or else provide replacement provision.

## **Strategic Policy HA10: Cowfold**

11.52 Cowfold is village on the eastern side of Horsham District and is the largest settlement in Cowfold Parish. The settlement lies on the intersection of the A272 and A281. The settlement is identified as a medium village for its moderate range of services and facilities and an Air Quality Management Area has been declared in Cowfold due to nitrogen dioxide emissions exceeding legal limits levels, with emissions from vehicles being the main cause. Any development in this location will therefore be required to mitigate these impacts, taking account of any cumulative effects of growth in other locations.

### **Strategic Policy HA10 – Cowfold Housing Allocations**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 105 homes:

- CW1: Land at Brook Hill & Cowfold Glebe, 4.8 hectares (35 homes)
- CW2: Field West of Cowfold, North of A272, 2.9 hectares (35 homes)
- CW3: Fields West of Cowfold, South of A272/Field West of Cowfold, South of A272, West of Little Potters, 5.4 hectares (35 homes)

2. Any development proposals must be accompanied by an Air Quality Impact Assessment and Emissions Mitigation Assessment

3. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

#### **CW1**

- a) Comply with any policies, including site-specific policies, in a Made Cowfold Neighbourhood Plan
- b) Ensure the Brook Hill and Cowfold Glebe land parcels come forward as a single, comprehensive development, in order to optimise the use of land;
- c) Are carefully sited and designed in order to prevent against any negative impacts to the High Weald Area of Outstanding Natural Beauty.
- d) Ensure built development is limited to the southern part of the site as shown on the Proposals Map and must provide a robust soft landscape buffer to protect the character of the area.
- e) Provide public open space in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2020 and upgrade to the existing public right of way to the west of the site to provide year-round accessibility.

**CW2**

- a) Ensure built development is limited to the southern part of the site as shown on the Proposals Map and must provide a robust soft landscape buffer to protect the character of the area

**CW3**

- a) Comply with any policies, including site-specific policies, in a Made Cowfold Neighbourhood Plan
- b) Ensure all three land parcels come forward as a single, comprehensive development, in order to optimise the use of land;
- c) Ensure built development is limited to the northern part of the site as shown on the Proposals Map and must provide a robust soft landscape buffer to protect the character of the area.
- d) Ensure that prior to development there is an appropriate archaeological investigation to preserve and, where not possible, record in-situ remains;
- e) Ensure the design, layout and form of the development preserves or enhances the character of a Conservation Area.
- f) Provide public open space, childrens' recreation space in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2020 and upgrade to the existing public right of way to the west of the site to provide year-round accessibility
- g) Provide a high-quality frontage to the A272 and include a safe and accessible 'drop-off' point to serve the adjacent school and children's nursery

## Strategic Policy HA11: Henfield

11.53 Henfield is a large historic village located around 12 miles (19km) from both Horsham Town and Brighton at the road junction of the A281 and A2037. It is the main settlement in Henfield Parish and lies in the Sussex Low Weald. The River Adur flows around the north and west sides of the village.

11.54 Henfield is identified in the settlement hierarchy as a 'Smaller Town or Larger Village', owing to its range of facilities and services and also benefits from a range of recreational and employment opportunities. Henfield is therefore considered to be one of the District's more sustainable settlements. Henfield Neighbourhood Plan identifies a number of key aspirations and it is expected that these should be met as outlined in the allocations below. These include both a countryside park and provision of additional leisure facilities.

### Strategic Policy HA11: Henfield Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 55 homes:
  - HNF1: Land at Sandgate Nurseries, 3.8 hectares (55 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

#### HNF1

- a) Have regard to the setting of the Grade II listed building (Dears Farmhouse);
- b) Are supported by a landscape-led masterplan which should inform site layout, capacity, enhance existing boundary treatments, and promote high-quality design for the site; and
- c) Ensure the site maximises connectivity from the site to Henfield Village centre through improvements to local pedestrian and cycling networks.

## Strategic Policy HA12: Horsham

11.55 Horsham Town is the largest settlement in the District. This historic market town lies approximately 30 miles south of London and is located approximately 26 miles north west of Brighton. The town has close economic links with nearby Crawley and Gatwick airport and is home to many important industries including financial and technology services. The town has road connections to London with access to the wider strategic road network and there is a frequent rail service connecting Horsham to many London

terminals. Horsham Town is identified in the settlement hierarchy as the 'Main Town'. Horsham has a large range of services and facilities offering both social, employment and leisure opportunities for a large local population and is the most sustainable town in the District, in respect of access to shops, services and sustainable transport

## **Strategic Policy HA12: Horsham Housing Allocations**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 400 homes:
  - HOR1: Land at Hornbrook Farm, 10.45 hectares (100 homes)
  - HOR2: Land at Mercer Road, 14.3 hectares (300 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

### **HOR1**

- a) Have appropriate regard to the setting of the High Weald Area of Outstanding Natural Beauty (AONB);
- b) Undertake a Landscape and Visual Impact Assessment to inform site layout, capacity and identify and safeguard key views to and from the High Weald AONB.

### **HOR2**

- a) Complements the masterplan for, and does not prejudice the delivery of, the adjacent Land North of Horsham strategic allocation;
- b) Are designed to ensure that residents are not subject to any harmful impacts from neighbouring uses.
- c) Are designed to provide links to the northern and southern parcels of land on the site.
- d) Provide public open space, childrens' recreation space in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2020
- e) Provide a temporary means of safe transport connection to Horsham Town across the A264 for non-car modes until the Phase 3 connections to be delivered by the North of Horsham development are complete.
- f) Have appropriate regard to the Ancient Woodland on the northern boundary of the site and retain existing trees on the site where practicable.
- g) Provide around 50 parking spaces for Warnham Railway Station in the North West part of the site.

## Strategic Policy HA13: Kilnwood Vale

- 11.56 Kilnwood Vale is an ongoing housing development to the west of Crawley and was developed in partnership with Crawley Borough Council as part of the Joint Area Action Plan, adopted in 2009. Permission has been granted for 2,500 dwellings (DC/10/1612) and development is well underway. Following the Built-up Area Boundary review and reflecting that this is a new settlement, Kilnwood Vale has been added to the Settlement Hierarchy in Strategic Policy 2.
- 11.57 Kilnwood Vale is classified as a 'Small Town/Larger Village' because of its relationship as a new neighbourhood of Crawley that is located within Horsham District. The neighbourhood has a good range of services and facilities, strong community networks, together with reasonable rail and/or bus services. Nevertheless, it is acknowledged that, as the development of this neighbourhood is ongoing not all of the planned services and facilities have been fully delivered, but will come forward during the plan period.
- 11.58 In the 2009 Joint Area Action Plan, a primary objective for the development, was to build on the Neighbourhood Principle that is seen across the rest of Crawley. This Principle seeks to ensure that the new neighbourhood has a centre, providing local self-sufficiency, is green, has its own identity and is sustainable. The Land West of Kilnwood Vale should reflect these criteria and ensure the site complements the adjacent Kilnwood Vale strategic allocation. The proximity to Crawley, which sits at the centre of the Gatwick Diamond, also provides Kilnwood Vale with access to an excellent range of services and facilities, transport links and employment opportunities. The extended neighbourhood should integrate with the physical and social infrastructure of Crawley, and with the landscape.
- 11.59 Land within the settlement site allocation has been safeguarded for a potential future access for the Crawley Western Link Road and multi-modal corridor, which has been identified as potentially being required to mitigate the impact of wider traffic growth in and around Crawley.

### **Strategic Policy HA13: West of Kilwood Vale**

1. The following site is allocated, as shown on the Policies Map, for the provision of at least 350 homes:
  - WKV1: Land West of Kilwood Vale, 15.6 hectares (350 homes).
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

#### **WKV1**

- a) Provide an agreed landscape buffer to minimise landscape impacts and in particular the potential coalescence of Horsham and Crawley;
  - b) Address noise impacts through an appropriate noise mitigation strategy;
  - c) Complement, and do not prejudice, the delivery of the adjacent Kilwood Vale strategic allocation;
  - d) Do not commence development of the site prior to the delivery of the local services and amenities necessary to support the development within Phases 2 & 3 to ensure the delivery of the adjacent Kilwood Vale strategic allocation;
  - e) Provide integrated walking, cycling and vehicular links and a seamless and cohesive connection to Phase 6 of the adjacent Kilwood Vale strategic allocation;
  - f) Provide a logical and accessible continuation of the Kilwood Vale green and blue infrastructure;
  - g) Do not seek to provide a new access on to the A264 to serve the development; and
  - h) Ensure the safeguarding of land for a potential future access for the Crawley Western Relief Road
3. Land is reserved for a period of 10 years for a potential future access for the Crawley Western Link Road should this be identified as being necessary.

### **Strategic Policy HA14: Lower Beeding**

- 11.60 Lower Beeding is a settlement in a parish with the same name. It is located around 4 miles (6.5km) away from Horsham Town, centred around the junction of the B2110 and B2115. The character of the settlement is influenced by the Grade II Listed Buildings of Holy Trinity Church and the Plough Inn together with the High Weald AONB, which borders its southern and eastern boundaries. Lower Beeding is categorised in the settlement hierarchy as a smaller village as it has limited facilities and services.

### **Strategic Policy HA14: Lower Beeding Housing Allocations**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 57 homes:
  - LWB1 – Land at Glayde Farm, West of Church Lane, 2.7 hectares (30 homes)
  - LWB2 – Land North of Sandygate Lane, 1.1 hectares (20 homes)
  - LWB3 – Land at Trinity Cottage (Land South of Church Farm House), 0.5 hectares (7 homes)
  
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:
  - a) Comply with any policies, including site-specific policies, in a Made Lower Beeding Neighbourhood Plan;
  - b) Protect and enhance the setting of the Grade II listed Holy trinity church
  - c) In the case of LWB1, carefully site and design development in order to prevent against any negative impacts to the High Weald Area of Outstanding Natural Beauty.

### **Strategic Policy HA15: Pulborough**

- 11.61 Pulborough is village located approximately 18 miles south-west of Horsham, situated on the lower part of the southern slope of an escarpment that runs parallel to the South Downs, which are a short distance away to the south. Pulborough is separated from the South Downs by the floodplain of the River Arun and its tributary, the Rother. The A29 and A283 are key road arteries which bisect the village and it is also served by a train station which operates services to London terminals.
- 11.62 Pulborough is identified in the settlement hierarchy as a ‘Larger Village or Small Town’ as it benefits from a range of services and facilities.
- 11.63 To ensure no adverse effect on the integrity of the Arun Valley SPA/Ramsar site, the applicant will be required to provide evidence that the development will not result in an adverse effect on the integrity of the Arun Valley SPA/Ramsar. To achieve this, surveys will be required to determine habitats and current use of the site to determine if it does support a significant population of qualifying species. Where habitats are suitable, non-breeding bird surveys will be required to determine if the site and neighbouring land constitute a significant area of supporting habitat. Surveys should be required to be undertaken during autumn, winter and spring and more than 1 year of surveys may be needed (to be agreed in consultation with the local planning authority and Natural England). If habitat within the site is identified to support significant populations of designated bird features, avoidance measures and mitigation will be required, such as the creation of replacement habitat nearby, and the planning application will likely need

to be supported by a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on integrity.

## **Strategic Policy HA15: Pulborough Housing Allocations**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 255 homes:
  - PLB1: Land at Greendene, 3.7 hectares (60 homes).
  - PLB2: Land at New Place Farm, 17 hectares (170 homes)
  - PLB3: Land at Highfields, 1 hectare (25 dwellings)
2. To ensure no adverse effect on the integrity of the Arun Valley SPA / Ramsar site any application is supported by a HRA and a wintering bird survey.
3. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

### **PLB1**

- a) Deliver a high quality, landscape led, sustainable extension to Pulborough, which respects the character of the edge of settlement location and the surrounding countryside, and which is comprehensively integrated with the settlement so residents can access existing facilities.
- b) Deliver upgraded site access together with pedestrian and road improvements to the A29, including the pedestrian rail bridge.

### **PLB2**

- a) Comply with any policies, including site-specific policies, in a Made Pulborough Neighbourhood Plan
- b) Deliver publicly accessible open green space as part of any proposal as shown on the Policies Map. This will be in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2020, to meet identified local requirements
- c) Have regard to the setting of the South Downs National Park.
- d) Undertake a full archaeological assessment and set out any necessary mitigation measures that may be required

### **PLB3**

- a) Comply with any policies, including site-specific policies, in a Made Pulborough Neighbourhood Plan
- b) Have regard to the setting of the South Downs National Park.

## Strategic Policy HA16: Rudgwick and Bucks Green

11.64 Rudgwick and Buck's Green are two adjacent settlements located in Rudgwick Parish. Rudgwick village is the larger settlement lying either side of the B2128/Church Street. Rudgwick is a largely linear settlement on the A281/Guildford Road. Given their close proximity, they share a number of services and collectively they are classified as a medium village in the settlement hierarchy for their moderate range of services and facilities.

### Strategic Policy HA16: Rudgwick and Bucks Green Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 66 homes:
  - RD1: Land North of Guildford Road, 4.9 hectares (60 homes)
  - RD2: The Former Pig Farm, 0.31 hectares (6 homes)
2. As adjacent sites, the Council would support RD1 and RD2 coming forward as a comprehensive scheme.
3. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

#### RD1

- a) Are limited to the southern part of the site as shown on the policy map, with an agreed landscape treatment in the northern part of the site to minimise landscape impacts.

#### RD2

- a) Ensure that any access into the site does not interfere with the operation of the adjacent bus stop.

## Strategic Policy HA17: Rusper

11.65 Rusper is the main settlement within a parish of the same name. It lies 4.1 miles (6.6 km) north of the town of Horsham and 4.2 miles (6.8 km) west of Crawley. Gatwick airport is located approximately 8 miles to the north east of the village and exerts an influence over the parish. Rusper village is the focal point of the parish, with some local facilities and services. Subsequently, Rusper is identified in the settlement hierarchy as a 'Smaller Village' and would be suitable for some modest growth in sustainable locations.

### Strategic Policy HA17: Rusper Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 38 homes
  - RS1: Land at Rusper Glebe, 0.6 hectares (12 homes)
  - RS2: Land at East Street, 0.4 hectares (6 homes)
  - RS3: Land north of East Street, 0.9 hectares (20 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where it can be demonstrated that residential and other noise sensitive development will not be exposed to unacceptable noise levels emitted from overhead planes on the flightpath from/to Gatwick Airport and;

#### RS1

- a) Have regard to the setting and character of the Rusper Conservation Area and for adjacent local heritage assets including the St Mary Magdalene Church (Grade I), Ghyll Cottage (Grade II) and The Plough Inn (Grade II).

#### RS2 and RS3

- a) Have regard to the setting and character of the Rusper Conservation Area to the west and maintain the rural approach to the village.

## Strategic Policy HA18: Small Dole

11.66 Small Dole is a largely linear village on the A2037. The village straddles the parish boundaries of Henfield and Upper Beeding. It is around two miles (3.2 km) south of Henfield and 2.5 miles (4km) from the villages of Henfield and Upper Beeding, respectively. The South Downs National Park boundary is immediately to the east of its built-up area.

11.67 Small Dole is categorised as a Smaller Village in the settlement hierarchy as it has some local services and facilities and it also benefits from employment opportunities to its south.

### **Strategic Policy HA18: Small Dole Housing Allocations**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 40 homes:
  - SMD1: Land west of Shoreham Road [Henfield], 5.5 hectares (40 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

#### **SMD1**

- a) In accordance with the Policies Map, are restricted to eastern end of the site with a significant proportion of the site (western end) given to public open space and recreation use;
- b) Deliver sustainable urban drainage systems (SUDS) along the southern boundary;
- c) Are designed to take account of the rural character around the site, and incorporate measures to mitigate against any harm to the landscape character

## **Strategic Policy HA19: Steyning**

11.68 Steyning is a historic town situated in the Low Weald within a parish of the same name. It lies 13 miles to the south of Horsham and around 5 miles north of Shoreham-by-Sea on the south coast. It is situated in the Adur gap, where the River Adur passes through a break in the South Downs. The A283 bisects the town and connects the village with larger settlements. The north and east of the settlement is defined by the floodplain of the River Adur and its tributaries while the west and south is enveloped by the South Downs National Park.

11.69 Steyning is identified in the settlement hierarchy as a Smaller Town/Larger Village category and offers a good range of services and facilities and it also benefits from close proximity to coastal settlements which provide the closest railway links to the village.

### **Strategic Policy HA19: Steyning Housing Allocation**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 240 homes:
  - STE1: Land at Glebe Farm, 14 hectares (240 homes).

2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

**STE1**

- a) Provide safe vehicular access into the site from the A283,
- b) Maximise and enhance connectivity from the site to Steyning Village centre through improvements to local pedestrian and cycling networks;
- c) Are landscape-led, supported by a Landscape and Visual Impact Assessment to inform site layout and capacity, safeguard key views to and from the South Downs, and protect all other elements of landscape character.

## Strategic Policy HA20: Storrington & Sullington

11.70 Storrington is a village located in the south of the District, to the north of the South Downs, located approximately 13 miles (21km) south of Horsham. The South Downs National Park boundary abuts much of the southern edge of the village. The village is identified in the settlement hierarchy as a Small Town/Larger Village, and acts as a hub for smaller surrounding settlements, as it benefits from a good employment offer and a range of services and facilities. The A283 bisects the village centre generating high volumes of vehicular traffic and congestion, resulting in the deterioration of air quality. This has led to the designation of an Air Quality Management Area (AQMA) within the village centre. Due to the boundaries of Storrington Parish, some development associated with Storrington village will come forward in Thakeham Parish.

11.71 To ensure no adverse effect on the integrity of the Arun Valley SPA/Ramsar site. The applicant will be required to provide evidence that the development will not result in an adverse effect on the integrity of the Arun Valley SPA/Ramsar. To achieve this, surveys will be required to determine habitats and current use of the site to determine if it does support a significant population of qualifying species. Where habitats are suitable, non-breeding bird surveys will be required to determine if the site and neighbouring land constitute a significant area of supporting habitat. Surveys should be required to be undertaken during autumn, winter and spring and more than 1 year of surveys may be needed (to be agreed in consultation with the local planning authority and Natural England). If habitat within the site is identified to support significant populations of designated bird features, avoidance measures and mitigation will be required, such as the creation of replacement habitat nearby, and the planning application will likely need to be supported by a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on integrity.

## Strategic Policy HA20– Storrington Village Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 145 homes:
  - STO1: Land to the north of Melton Drive, 4.7 hectares and Land South of Northlands Lane, 6 hectares (70 homes).
  - STO2: Land at Rock Road [Thakeham parish], 3.66 hectares (75 homes).
2. Any development within Storrington must be accompanied by an Air Quality Impact Assessment and Emissions Mitigation Assessment.
3. To ensure no adverse effect on the integrity of the Arun Valley SPA / Ramsar site any application is supported by a HRA and a wintering bird survey.
4. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

### STO1

- a) Come forward as a single, comprehensive development, in order to optimise the use of land;
- b) Deliver vehicular access from Fryen Lane;
- c) Have appropriate regard to the setting of West Wantley Farmhouse (Grade II\*) and East Wantley Farm (Grade II);
- d) Are supported by a landscape-led masterplan which will inform site layout and minimise coalescence between Storrington and West Chiltington village; and
- e) Have regard to the setting of the South Downs National Park.

### STO2

- a) Have appropriate regard should be given to listed building Penfolds (Grade II); and
- b) Have regard to the setting of the South Downs National Park.

## Strategic Policy HA21: Thakeham (The Street and High Bar Lane)

11.72 Thakeham lies in the southern part of the Horsham District, lying approximately 2 miles (3.2km) to the north east of Storrington. In recent times it has experienced growth, noticeably on the eastern side of the B2139 and is now identified as a medium village in the settlement hierarchy for its moderate range of services and facilities in the settlement.

## **Strategic Policy HA21: Thakeham (The Street and High Bar Lane) Housing Allocations**

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 65 homes:
  - TH1 – Land North of High Bar Lane, 0.9 hectares (25 homes)
  - TH2 – Land West of Stream House, 1.9 hectares (40 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

### **TH1**

- a) Preserve and enhance the existing hedgerows on site.

### **TH2**

- a) Ensure that the existing rights of way and agreed bridleway within the site are unaffected, or else provide replacement provision.
- b) Are supported by a Noise Impact Assessment that takes into account the activity on the neighbouring Thakeham Mushrooms site and appropriate measures provided to mitigate against any negative impacts to future residents.

## **Strategic Policy HA22: Warnham**

11.73 Warnham village is located approximately 2 miles north west of Horsham, situated in the central low weald. Warnham has a historic core, centred around a Conservation Area with numerous listed buildings, and the A24 runs to the north and east of the village with Broadbridge Heath to the south. Warnham is identified in the settlement hierarchy as a 'Medium Village' as it has a number of services and facilities, while also benefitting from a railway station approximately one mile to its east.

### **Strategic Policy HA22 – Warnham Housing Allocation**

1. The following site is allocated as shown on the Policies Map, for the provision of at least 20 homes:
  - WRN1: Land South of Bell Road, 1.4ha, (20 homes).
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals have regard to site layout and design to ensure

development is sympathetic to local character and prevailing linear urban form on Bell Road.

## Strategic Policy HA23: West Chiltington and West Chiltington Common

11.74 West Chiltington and West Chiltington Common are separate but closely linked settlements in the Parish of West Chiltington located in the south west of the District. West Chiltington is the smaller settlement and has a historic core covered by a Conservation Area designation, which contain multiple listed buildings. West Chiltington Common lies to the south and is characterised by large, detached, residential properties. Together they share services and they are collectively classified as medium village in the settlement hierarchy for their moderate range of services and facilities.

### Strategic Policy HA23: West Chiltington and West Chiltington Common Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 36 homes:
  - WCH1 – Land at Hatches Estate, 0.89 hectares (15 homes)
  - WCH2 – Land West of Smock Alley, South of Little Haglands, 1.3 hectares (15 homes)
  - WCH3 – Land East of Hatches House, 0.5 hectares (6 homes)
2. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

#### WCH1

- b) Take into account, through appropriate design and siting, the impact on trees protected by Tree Preservation Orders on the eastern boundary of the site; and
- c) Mitigate any impacts to adjacent Conservation Area and Listed Buildings and their settings.

#### WCH2

- a) Are designed to be sympathetic to the character of the area;
- b) Take into account, through appropriate design and siting, the impact on trees protected by Tree Preservation Orders in the adjacent Haglands Copse.

#### WCH3

- a) Protect the rural character and rural approach to the settlement, including through the retention and enhancement of the trees and hedgerows around the site,
- b) Retain the setting of the listed buildings at Naldrett's Farm. – This includes providing access to the site from Hatches Paddock.
- c) Ensure that existing rights of way within and adjacent to the site are not adversely affected, or else provide replacement provision.

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# Glossary

**Accessible greenspace:** Outdoor places, which may include bodies of water such as ponds, that are available for the general public to use free of charge and without undue time restrictions (although some sites may be closed to the public overnight and there may be fees for parking a vehicle). The places should seek to be available to all, meaning that every reasonable effort is made to comply with the requirements under the Equality Act 2010.

**Ad-Hoc Development:** This is unplanned development, a reactive rather than proactive planning approach to development.

**Adoption:** The final confirmation of a Development Plan or Local Development Document as having statutory status by a Local Planning Authority (LPA).

**Aerodrome Safeguarding:** The process used to ensure the safety of aircraft while taking off and landing or flying in the vicinity of an aerodrome.

**Affordable Housing:** Housing provided to eligible households whose needs are not met by the market, and complying firstly with the criteria for whichever of social rented, affordable rented or intermediate housing is relevant (as defined below); or if none of these are relevant, complying with the NPPF (Annex 2) definition of affordable housing.

**Affordable Rented Housing:** Housing that must be rented at no more than 80 per cent of the local market rent (including service charges, where applicable); and where the landlord is a Registered Provider (of affordable homes) except where it is included as part of a Build to Rent scheme (which is purpose built rental housing that is typically 100% rented out, typically owned by a single managing freeholder and offering tenancy agreements of three years or more).

**Air Quality Management Area (AQMA):** A designation made by a local authority where air quality standards are not being met, or are at risk of not being met, and people are regularly present.

**Amenity:** A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

**Amenity Greenspace (AGS):** Are normally relatively small outdoor spaces (most are smaller than 1 ha) which help enhance visual amenity by providing an attractive "green setting" for buildings and offer space in which individuals and groups can take part in a wide variety of informal activities such as dog walking, strolling, jogging, picnicking, kite flying and kick about areas close to home. They may include bodies of water such as a pond.

**Ancillary Use:** A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

**Appropriate Assessment (AA):** See Habitat Regulations Assessment.

**Appeal:** The process whereby a planning applicant can challenge an adverse decision, indicating a refusal of permission. Appeals can also be made against the failure of the planning authority to issue a decision, against conditions attached to permission, and against the issue of an enforcement notice.

**Aquifer:** Underground rock layers that hold water, which are often an important source of water for public water supply, agriculture and industry.

**Arboriculture:** The management of trees where amenity is the prime objective.

**Archaeological Assessment:** A study of the extent and quality of any archaeological remains that may exist within a site. The study and resulting report(s) must be performed by a suitably qualified professional and will be examined by the District's archaeological advisor, from whom advice on the form and nature of the assessment may be sought.

**Area Action Plan:** See Joint Area Action Plan.

**Area of Outstanding Natural Beauty (AONB):** A statutory landscape designation, which recognises that a particular landscape is of national importance. The primary purpose of the designation is to conserve and enhance the natural beauty of the landscape.

**Around:** A guide figure that is plus or minus ten percent of the figure quoted.

**Authority Monitoring Report (AMR):** Produced by the Council annually to review the progress made against targets and the performance of policies. The monitoring period is 1 April to 31 March each year.

**Biodiversity (Biological Diversity):** Whole range and variety of life on earth. It includes all species of plants, animals and micro-organisms, the genetic diversity within and between these species, and their habitats and the ecosystems of which they are part. It can be used as a measure of the health of biological systems, and to see whether there is a danger that too many species become extinct.

**Biodiversity Action Plan (BAP):** A strategy prepared for a local area aimed at conserving biological diversity.

**Biodiversity Net Gain:** Relates to natural flora and fauna, and particularly the quality of habitats for wildlife. Defra defines it as "an approach to development that aims to leave the natural environment in a measurably better state than beforehand. This means protecting existing habitats and ensuring that lost or degraded environmental features are compensated for by restoring or creating environmental features that are of greater value to wildlife and people." Defra have produced a metric, which, with the aid of a calculation tool, assigns each habitat a numerical value enabling an ecologist to estimate the biodiversity score after a proposed development has been completed.

**Blue Infrastructure:** Network of water elements such as rivers, ponds, floodplains and water treatment facilities which are essential to the quality of lives and the ecosystem.

**BREEAM:** Standards laid down for the design and building of businesses and homes to be more sustainable, including wildlife friendly design, use of recycled materials and energy, heating and water conservation methods.

**Brownfield Land Registers:** Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.

**Brownfield/Previously Developed Land (PDL):** In the sequential approach this is preferable to Greenfield land. It is land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built-up and rural settings.

**Build to Rent:** Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or joining the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

**Built-up Area Boundaries (BUAB):** These identify the areas in the District of primarily built form, rather than countryside. They identify areas within which development of brownfield land may normally be appropriate, including infilling, redevelopment and conversions in accordance with Government Policy and Guidance (NPPF and NPPG). They do not include a presumption for the development of greenfield land such as playing fields or other open space. Identified built-up area boundaries do not necessarily include all existing developed areas.

**Carbon Neutral:** Offsetting or compensating for carbon emissions (for example from burning fossil fuels) by schemes such as planting trees to absorb carbon or through careful use of design to promote energy efficiency and to avoid carbon emissions.

**Centre Hierarchy:** An ordering of the town and village centres in the District into a hierarchy in order to distinguish between major (Primary), minor (Secondary) and local or neighbourhood centres. Previously defined by their retail activity, the definition has been expanded to acknowledge the wider range of commercial and community uses taking place in these areas alongside traditional retail activity.

**Change of Use:** A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary to change a "use class".

**Character:** A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.

**Climate Change:** Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate exacerbated by human activity, particularly by the increase of greenhouse gases in the earth's atmosphere due to fossil fuel consumption.

**Combined Heat and Power (CHP):** The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.

**Community Facilities:** Facilities available for use by the community. Examples include village halls, doctors' surgeries, pubs, churches and children play areas; may also include areas of informal open space and sports facilities.

**Community Infrastructure Levy (CIL):** The Community Infrastructure Levy is a levy that local authorities in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want - for example, new or safer road schemes, park improvements or a new health centre. The Council adopted its CIL charging schedule in October 2017.

**Community Land Trusts (CLT):** Community-controlled organisations that are set up to own and manage land for the benefit of the community.

**Community Right to Build Orders (CRBOs):** A special type of Neighbourhood Development Order (NDO). Unlike NDOs and NDPs, any local community organisation, not just a Neighbourhood Forum, will be able to create CRBOs. To be eligible to develop a CRBO at least one half of a community organisation's members must live in the neighbourhood area. The organisation must also exist to further the economic, environmental and social well-being of the area in question, and may also be required to make provision that any profits made as a result of community right to build orders be distributed among the organisation's members.

**Compulsory Purchase Order (CPO):** An order issued by the Government or a local authority to acquire land or buildings for public interest purposes.

**Conservation Area:** Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

**Conversions:** This usually refers to the change of use of a building from a particular use, classified in the use classes order, to another use. It can also mean the sub-division of residential properties into self-contained flats or maisonettes.

**Core Indicators:** Indicators measuring the direct effect of a policy. Used to assess whether policy targets have been achieved using the available information.

**Core Strategy:** The Core Strategy, adopted by Horsham District Council in 2007, set out the key elements of the planning framework for the area. It comprised a spatial vision and strategic objectives; a spatial strategy, core policies and a monitoring and implementation framework with clear objectives for achieving delivery. Once adopted, all other Development Plan Documents must conform to it. The Core Strategy has been replaced by the Horsham District

Planning Framework in 2015 and the Horsham District Local Plan, for land outside the South Downs National Park.

**Curtilage:** The area occupied by a property and land closely associated with that building e.g. in terms of a house and garden, the garden normally forms the curtilage of the property.

**Custom Build:** Custom-built homes are dwellings designed to the particular needs of an individual. Self-build development is where an individual or group directly organises the design and construction of their own home or homes.

**Defensible Boundary:** Examples of a defensible boundary might be a stream, road, or hedgerow.

**Demand Responsive Transport Services:** Combination of public and private transportation services. Vehicles typically pick-up and drop-off passengers in locations according to the passenger's needs rather than using a fixed route or timetable.

**Derelict:** A building so damaged by neglect that it is incapable of beneficial use without rebuilding.

**Department of Communities and Local Government (DCLG):** See Ministry of Housing, Communities and Local Government (MHCLG).

**Development Plan:** The statutory development plan is the starting point for the consideration of planning applications for development or use of land.

**Development Plan Documents (DPD):** The local planning documents which made up the Local Development Framework and now Local Plan.

**Duty to Co-operate:** Local authorities have a legal duty to co-operate with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and reflected in their Local Plan. The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the duty to cooperate, legal and procedural requirements, and whether it is sound. Although there is a legal duty to co-operate, there is no legal requirement to agree.

**Ecological (or Ecology):** The interactions and relationships between plants, animals and their environment.

**Ecosystem Services:** The benefits we get from the natural world or 'ecosystems' that contribute to making human life both possible and worth living. They are grouped into four broad categories: 'provisioning', such as the production of food, water and raw materials; 'regulating', such as the control of climate and disease; 'supporting', such as nutrient cycles and crop pollination; and 'cultural', such as spiritual and recreational benefits.

**Efficient Use of Land:** Development having regard to the character of the surrounding landscape, the density of built form, capacity of local infrastructure and principles of good design.

**Enabling Development:** A development that would normally be rejected as contrary to established policy, but which may be permitted because the public benefit such as affordable housing.

**Environmental Net Gain:** The Government promised to embed this as a principle for development in the 25 Year Environment Plan. It is very broad in scope, taking in carbon emissions, air, soil, water quality etc. It includes biodiversity net gain, which is that element which concerns natural flora and fauna, and particularly the quality of habitats for wildlife.

**Examination:** Public discussion of selected issues raised by respondents at the Proposed Submission/Publication stage of representations on the Local Plan document(s). The examination takes place before an independent inspector appointed by the Secretary of State reporting to the Council. For Development Plan Documents an examination is held even if there are no representations.

**Exception Site:** A housing site which is permitted as an exception to the policies in the Development Plan. Usually a site that is able to offer a considerable benefit such as affordable housing.

**Evidence Base:** Collection of baseline specific data for the District which is used to inform the development of all Local Plan policies and Supplementary Planning Documents.

**Extra Care Housing:** Usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24 hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre.

**Farm Diversification:** The introduction of non-agricultural enterprises (such as bed and breakfast) to support an existing farm business.

**First Homes:** New build flats and houses, sold with a discount of at least 40% off the market price. These are for first-time buyers only, but local authorities can to prioritise key workers and people with a local connection. The same percentage discount applied at first purchase is passed on with subsequent sales of the property.

**Flood Zones:** A term used by the Environment Agency in the planning process to determine how likely somewhere is to flood. Flood Zone 1 is areas with the lowest risk of flooding where there is 0.1% chance of flooding in any year, Flood Zone 2 areas have been shown to have between 0.1%-1% chance of flooding in any year and Flood Zone 3 has the highest risk of flooding. Flood Zone 3 is split into two areas of flood risk; 3a and 3b. Areas within Flood Zone 3 have been shown to be at a 1% or greater probability of flooding from rivers or 0.5% or greater probability of flooding from the sea. Flood Zone 3b is classified as functional floodplain and is deemed to be the land most at risk of flooding from rivers or the sea.

**Functional Floodplain:** This is land where water has to flow or be stored in times of flood. Local planning authorities identify functional floodplain boundaries via a Strategic Flood Risk Assessment (SFRA) in agreement with the Environment Agency.

**Gatwick Diamond:** An economic area centred on Gatwick Airport which is situated between London and Brighton. It is an important economic area for wealth generation in terms of GDP makes it one of the first choices in the UK to set up, operate and grow businesses.

**Gypsy and Traveller Accommodation Assessment (GTAA):** An assessment that identifies the amount of pitches and plots needed to accommodate the District's travelling population.

**Gypsy/Traveller:** The government defines Gypsies and Travellers as *persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such*

**Green Belt:** A specific designation around certain towns and cities where there are greater restrictions on development than land outside these areas. They are put in place to prevent urban sprawl and settlement coalescence. There is no designated Green Belt in Horsham District or West Sussex at the current time.

**Green Corridor:** An area of natural or semi-natural habitat providing easy access for species of plants and animals to move from place to place. They often link areas of high wildlife value such as woodland.

**Greenfield Land:** Land that has not been previously developed (or brownfield) land. This applies to most sites outside built-up area boundaries.

**Green Infrastructure:** A term used to describe a multi-functional and connected network of green spaces, water and other environmental features in urban and rural areas. It includes trees, parks, road verges, allotments, cemeteries, woodlands, rivers, wetlands, and green corridors including public rights of way. Green Infrastructure can contribute to the provision of 'ecosystem services'. This includes flood protection, water purification, carbon storage, land for food production, places for recreation, benefits to health and wellbeing benefits, landscape and nature conservation.

**Greenhouse Gases:** Gases including water vapour, carbon dioxide, methane and nitrous oxide. Some human activities are increasing the amount of these gases, in the earth's atmosphere, and is resulting in climate change.

**Greenspace:** Space that is covered with vegetation, for example grass, trees, wildflowers, vegetables or ornamental plants. It may include ancillary elements of hard landscaping, including car parking, and water features.

**Green Travel Plan:** A framework developed by businesses and organisations for changing travel habits in order to provide an environment which encourages more sustainable travel patterns and less dependence on single occupancy private car use. For example, an employer may use the plan to introduce car sharing schemes or secure cycle parking facilities. Travel Plans must have measurable outcomes and should be related to targets in West Sussex Local Transport Plan.

**Greywater Recycling:** Water conservation techniques involving the collection, storage, treatment and redistribution of water from sources such as bathing, laundry washing, and household cleaning.

**Gross Internal Floorspace:** The entire area inside the external walls of a building and internal walls. The difference between gross internal floorspace and gross external area is typically between 2.5 and 5%.

**Habitat:** The area or environment in which a species or group of species live.

**Habitat Regulations Assessment (HRA) (Formally known as Appropriate Assessment):** The statutory process and documentation required by the Birds and Habitats Directives of the European Union to assess the effects of a plan on a nature conservation site of European importance. The aim is to enable a judgement to be made as to whether there will be an adverse impact on the site's integrity.

**High Weald Joint Advisory Unit:** Organisation set up to manage the High Weald AONB. It is overseen by the High Weald Joint Advisory Committee.

**High Weald AONB Management Plan:** The Plan sets out long term objectives for conserving this nationally important landscape and how the High Weald will be looked after for the next 5 years. The Plan is formally adopted by the relevant local authorities as their policy for the management of the AONB and how they carry out their functions in relation to it.

**Historic Landscape Assessment:** A study made of the impact of any proposal within or adjacent to an historic park or garden on the character and quality of the site. The report should include appropriate conservation and enhancement measures.

**Horsham District Local Plan:** The Local Plan will be the overarching planning document for Horsham District. When adopted it will replace the Core Strategy and General Development Control Policies documents which were adopted in 2007, and the Horsham District Planning Framework (HDPF) adopted in 2015. The Local Plan will set out the planning strategy for the years up to 2038 to deliver the social, economic and environmental needs of the whole District, as well as looking beyond the District's boundaries.

**Horsham District Planning Framework (HDPF):** The HDPF is the current overarching planning document for Horsham District, and was adopted in 2015. The HDPF sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs of the whole District, as well as looking beyond the District's boundaries. The new Local Plan will replace this document.

**Housing Delivery Test:** Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.

**Housing Trajectory:** A tool used to show the past and future housing delivery performance by identifying the predicted provision of housing over the lifespan of a Local Plan.

**Independent Examination:** Public discussion of selected issues raised by respondents at the Proposed Submission/Publication stage of representations on the Local Plan document(s). The examination takes place before an independent inspector appointed by the Secretary of State reporting to the Council. For Development Plan Documents an examination is held even if there are no representations.

**Infilling:** The use of vacant land and property within a built-up area for further development.

**Information and Communications Technology (ICT):** Infrastructure and systems including devices, software and networks which form a wider telecoms or information field to allow communication and interaction amongst users or stakeholders. It could include computers, mobile phones, internet connectivity, servers and broadband services.

**Infrastructure:** A collective term for structures, services and facilities such as roads, electricity, sewerage, water, education and health provision required for society and the economy to function.

**Infrastructure Delivery Plan (IDP):** A document forming part of the evidence base in Local Plan preparation that assesses the quality and capacity of infrastructure within a local planning authority area and sets out what infrastructure is required to support development. The IDP will be used to inform the funding of infrastructure as a result of CIL.

**Intermediate Homes:** Homes for sale provided at a cost below market levels complying with the Affordable Housing definition above. These can include Starter homes, First Homes, shared equity, shared ownership, discount market sales housing (sold at a discount of at least 20% below local market value), and Rent to Buy (which includes a period of intermediate rent). See NPPF Annex 2 for further guidance.

**International Dark Sky Reserve (IDSR):** Land which possess an exceptional or distinguished quality of starry nights and nocturnal environment that is specifically protected for its scientific, natural, educational, cultural, heritage and/or public enjoyment. The southern boundary of Horsham District directly adjoins this area.

**Joint Area Action Plan (JAAP):** Area Action Plans are used to provide the planning framework for areas where significant change or conservation is needed. A key feature of Area Action Plans will be the focus on implementation. They will deliver the planning 'growth' areas and resolve conflicting objectives in the areas subject to the major development pressures. Where more than one local authority is involved in the creation of an Area Action Plan due to 'cross-boundary' strategic development, it can become a jointly created plan. The West of Bewbush JAAP was adopted by Horsham District Council and Crawley Borough Council on 31 July 2009.

**Key Employment Areas:** Commercial land/premises to be retained for employment use.

**Key Worker:** An employee, typically in the public sector, who provides an essential service to the community, in areas including the police, health or education.

**Landscape Character Assessment:** An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

**Landscape Led (design approach):** A vision and masterplan that works with, rather than against, the existing landscape components and which will root development firmly into the landscape context providing a strong sense of local character to which people can relate and create a sense of community. The starting point of development proposals is the understanding of the characteristics that are unique to its specific location, it's local landscape character. These include the natural factors, such as landform, hydrology, biodiversity, geology, soils and climate but also human influences such as historic and current land use and the perceptions of the local community. Layout, form, open spaces, architecture and choice of materials must reflect landscape context and must be integrated with the existing green infrastructure as this will help create a distinctive character and a sense of identity for the new communities but also give communities the development tools needed to become more resilient.

**Land Take:** The total area of land needed for any given building or development.

**Listed Building:** A building of special architectural or historic interest, details of which is included within The National Heritage List for England (NHLE).

**Localism Act:** Act of Parliament devolving greater power to local councils and giving local communities greater overall control over housing decisions. The Act was given Royal Assent on 15 November 2011.

**Local connection:** A demonstrable connection to the local area, usually Horsham District, whether as an individual, couple, or family. For affordable rented tenures, this should meet the local connections requirements set out in the Housing Strategy (or any future policy that superseded this). For First Homes, the future occupier must meet one of the following criteria:

- Immediately before taking up occupation of an affordable housing unit had their only principal home in Horsham District for a continuous period of not less than two years; or
- Either themselves or a member of their household has a parent, adult child, brother or sister whose only principal home is and has been for a continuous period of not less than two years in Horsham District and wishes to be near that relative; or
- Is and has been permanently employed in Horsham District for a continuous period of not less than two years for a minimum of 16 hours per week.

Appropriate exceptions will apply where a formal agreement exists for a particular development that the local connections test will also apply to other neighbouring districts/boroughs/unitary authorities.

**Local Development Document (LDD):** The suite of documents prepared by Local Authorities which made up the Local Development Framework, now Local Plan. These documents include the Statement of Community Involvement, Development Plan Documents (the Local Plan or Core Strategy, Site Allocations, Area Action Plans, Proposals Map, General Development Control Policies) and Supplementary Planning Documents.

**Local Development Scheme (LDS):** This is a public statement of the Council's programme for the production of Local Development Documents. The scheme will be revised when necessary. This may either be as a result of the Authority Monitoring Report which should identify whether the Council has achieved the timetable set out in the original scheme or if there is a need to revise and/or prepare new Local Development Documents.

**Local Economic Partnership (LEP):** A LEP is a business-led partnership between local authorities and businesses that plays a central role in determining local economic priorities and undertakes activities to drive economic growth, investment and the creation of local jobs. The Coast to Capital LEP is focused in the Gatwick Diamond area.

**Local Green Spaces:** Green areas of particular importance to local communities that are designated in Local and Neighbourhood Plans so that they are protected from development.

**Local Housing Allowance (LHA):** Rates used to calculate housing benefit for tenants renting from private landlords. Rates are based on private market rents being paid by tenants in the broad rental market area. The Valuation Office Agency Rent Officers determine LHA rates.

**Local Housing Needs Survey:** A local evidence gathering process to establish how many people in a small area (e.g. a parish or neighbourhood) are in need of particular types of housing (such as affordable housing for renting or to buy, smaller 'downsizing' properties, small family-size homes, etc.). There should always be a carefully considered methodology that has buy-in from relevant stakeholders.

**Local Plan:** Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure - as well as a basis for safeguarding the environment, adapting to climate change and securing good design for the area they cover. They are a critical tool in guiding decisions about individual development proposals as Local Plans (together with any Neighbourhood Development Plans that have been made) are the starting point for considering whether applications can be approved. It is important for all areas to put an up to date Local Plan in place to positively guide development decisions.

**Local Transport Plan (LTP):** Strategies for transport provision prepared by County councils and unitary authorities for their areas (See West Sussex Local Transport Plan).

**Main Shopping Area:** The area in a town or village centre where main town centre uses should be concentrated.

**Main Town Centre Uses:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Market Housing:** Housing either bought or rented on the open market without the involvement of any registered social landlord.

**Market Signals:** Evidence used to highlight the affordability pressures of an area, particularly for younger people looking to form new households. Where there is evidence of worsening affordability in an area, adjustments can be made to the overall housing target to improve the ability of younger people to form new households.

**Masterplan:** A type of planning brief outlining the preferred use of land and the overall approach to the layout in order to provide detailed guidance for subsequent planning applications.

**Material Consideration:** A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.

**Mineral Safeguarding Area:** An area designated by West Sussex County Council, the Minerals Planning Authority, which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**Ministry for Housing Communities and Local Government (MHCLG):** Formerly the Department for Communities and Local Government (DCLG). Sets policy on local government, housing, urban regeneration, planning and fire and rescue.

**Mitigation:** A measure which is carried out to reduce the impact of a certain activity/development on the environment.

**Move on Space: New or expanded buildings that allow existing businesses to expand.**

**Multi-use Games Area (MUGA):** A hard-surfaced enclosed ball games court which can be used for a variety of sports.

**National Design Guide:** Part of the Government's collection of Planning Practice Guidance (PPG) setting out the characteristics of well-designed places and demonstrates what good design means in practice. Should be read alongside the Design: Process and Tools PPG.

**Nationally Described Space Standards:** Technical housing standards produced by the Government which deal with internal space within new dwellings.

**National Planning Policy Framework (NPPF):** Part of the Government's reforms to make the planning system less complex, more accessible and to promote sustainable growth, it sets out national planning policies. It was most recently updated in 2019.

**Natural Greenspace (NGS):** Outdoor places where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate. For the purposes of this plan it includes both natural and semi-natural spaces including "blue" spaces such as rivers. Natural and semi-natural greenspace exists as a distinct typology but also as discrete areas within the majority of other greenspace typologies. These spaces allow people living in urban areas and villages to experience nature close to home. Many if not most are managed in ways which provide and protect habitats.

**Nature Recovery Network:** A major commitment in the UK Government's 25-Year Environment Plan, intended to improve, expand and connect habitats to address wildlife decline and provide wider environmental benefits for people. The Wildlife Trusts promote the NRN as a mechanism to deliver a 'Wilder Britain' to create joined-up habitats and help wildlife and people to thrive. The Nature Recovery Network is as much a concept and approach rather than just boundaries on maps. For example, all residential gardens and flat roofs can provide wildlife habitats and facilitate movement of wildlife.

**Neighbourhood Development Orders (NDOs):** Grant planning permission for specific types of development in a particular area. This could be either a particular development, or a particular class of development. A number of types of development, such as Nationally Significant Infrastructure Projects will be excluded from NDOs.

**Neighbourhood Development Plans (NDP):** Written by Parish Councils and Neighbourhood Forums to guide land use planning issues. They set out policies and plans for an area, such as the identification of new sites which are acceptable for new local shops. This should not cover broader local concerns or strategic issues such as major development or major public transport infrastructure.

**Neighbourhood Plan:** See Neighbourhood Development Plans.

**Out of Centre:** A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Parkway Station:** Similar to that of a bus based 'Park and Ride' facility. It is a railway station which has parking facilities allowing user to continue on with the rest of their journey by train.

**Park and Ride:** Facilities which seek to reduce urban congestion by encouraging motorists to leave their vehicles at a car park on the edge of towns and travel into the centre by public transport, usually buses direct from the parking area.

**Park Home:** A mobile home which cannot normally be towed by a motor vehicle and which is carried, often in sections on a lorry before being assembled on a permanent or semi-permanent basis in its location.

**Passive Solar Energy:** Energy provided by a simple architectural design to capture and store the sun's heat. Examples include a garden greenhouse, or south-facing window in a dwelling.

**Pitch:** A site providing for one Gypsy/Traveller family. A single pitch may be occupied by more than one caravan/mobile home to accommodate an extended family.

**Permitted Development Rights: Rights which allow development to take place without the need for obtaining planning permission.**

**Planning Condition:** Limitation or requirement attached to a planning permission by the planning authority when it is granted. Conditions can cover a wide range of aspects about the development permitted and the process that must be followed to carry out the development. In general, however, they are intended to make the development more acceptable.

**Planning Obligations:** A legally binding agreement between the local planning authority and persons with an interest in a piece of land. Planning Obligations will have been set out in an agreement often known as a 'Section 106 Agreement' and may be used to prescribe the nature of development, to compensate for loss or damage created by development or to mitigate a development's impact on surrounding built natural environment. Circular 5/2005 and Community Infrastructure Levy Regulations set out the national policy that regulates these agreements.

**Planning Practice Guidance (PPG):** Guidance which sets out national guidance on how the Government expects the planning system to work.

**Planning Policy for Traveller Sites (PPTS):** Sets out national policy in relation to planning for Gypsies/Travellers and Travelling Showpeople. The PPTS was most recently updated in August 2015.

**Plot:** A site providing for one Travelling Showperson family.

**Primary Frontage:** An area within some settlements across Horsham District within which retail uses are favoured over other uses.

**Proposed Submission or Regulation 19:** The last stage at which comments are sought on the content of the Local Plan before Examination. The pre-submission Local Plan and accompanying documents (including representations) are subsequently sent to the Secretary of State and an independent Examination will be held. Following the successful completion of this process, the DPD may be adopted by the Council.

**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 was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; 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.

**Protected Habitats:** For the purposes of this Local Plan these include Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Ramsar Sites. Regard to these can extend further than the designated sites, for example, the Bat Sustenance Zone which relates to The Mens Special Area for Conservation.

**Protected Landscapes:** These include Areas of Outstanding Natural Beauty and National Parks (regard to their settings is also required).

**Protected Species:** Plant and animal species afforded protection under certain Government Acts and Regulations.

**Registered Park and Garden:** Gardens, ground and other planned open spaces assessed to be of particular significance and identified within the Historic England 'Register of Parks and Gardens of Special Historic Interest in England'.

**Retail Frontage:** A street frontage containing retail shops and services, found in town/village centres.

**Retirement Living (or Sheltered Housing):** Housing often as a group of purpose-built flats or bungalows, with limited communal facilities such as a lounge, laundry room and guest room. It does not generally provide care services, but provides some support to enable residents to live independently. This can include 24-hour on-site assistance (alarm) and a warden or house manager.

**Retail Hierarchy:** An ordering of the town and village centres of an area into a hierarchy so as to distinguish between major, minor and local or neighbourhood retail centres.

**Riverine/Aquatic Environment:** The natural environment found within or beside a river or waterbody.

**Rural Exception Site:** 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.

**Rural Hub:** A central point of activity within the rural area which complements the functions of larger surrounding settlements.

**Rural Workers:** Those who are employed in rural businesses who need to be in immediate vicinity of their place of work to enable the proper functioning of the enterprise (e.g. agricultural or forestry).

**Scheduled Ancient Monument:** A site of national importance that creates a representative sample of sites from different eras. Only deliberately created structures, features and remains are scheduled. The Schedule of Monuments is kept by the Secretary of State for Digital, Culture, Media and Sport (See Ancient Monuments and Archaeological Areas Act 1979).

**Secondary Settlements:** Very small villages and hamlets that generally have some limited local employment, services or facilities (which may include primary schools, allotments, village halls, playing fields, or a church) and/or evidence of a defined local community.

**Sense of Place:** The strong identity of a particular place that is deeply felt by inhabitants and visitors. Urban and rural areas have a different sense of place as do the different villages and towns in Horsham District. It is the collection of qualities and characteristics - visual, cultural, social and environmental - that provide meaning to a location and different from another.

**Settlement Coalescence:** The development of Greenfield land between two urban areas which results in those two areas becoming 'joined' to form one large urban area.

**Settlement Hierarchy:** Settlements are categorised in a hierarchy based on their characteristics and functions e.g. level of facilities, accessibility and community networks.

**Self-build:** See Custom Build

**Self-contained:** Accommodation that has all the normal domestic facilities of a home including bedrooms, lounge room, dining room, kitchen, bathroom, toilet and laundry within one building.

**SEND:** An abbreviation for Special Educational Needs and Disabilities. A child or young person has SEN if they have a learning difficulty or disability which requires special education provision.

**Sequential Approach:** A planning principle that seeks to identify, allocate or develop certain types of locations of land before others. For example, brownfield sites before greenfield sites, or town centre retail sites before out-of-centre sites. In terms of employment a sequential approach would favour an employment use over mixed used and mixed use over non-employment uses.

**Sheltered Housing:** See Retirement Housing

**Smaller Sites:** These are site allocations which will contain fewer than 500 homes and therefore not classified as Strategic Site Allocations.

**Smart Growth:** Redevelopment that would result in an intensification of use in the same area that would not adversely impact on surrounding areas.

**Social Rented Home:** A home that is rented to a tenant by a Registered Provider (of affordable homes) and that has a level of rent set in accordance with the Policy Statement on Rents for Social Housing published by the Ministry of Housing, Communities and Local Government (or equivalent superseding statement from HM Government).

**Sound:** A Development Plan Document is considered sound if it is based on evidence and has been prepared in accordance with all the necessary legal and procedural requirements including the measures set out in the authority's Statement of Community Involvement.

**South Downs National Park:** The South Downs National Park is England's newest National Park, having become fully operational on 1 April 2011. The park, covering an area of 1,627 square kilometres (628 sq mi) in Southern England, stretches for 140 kilometres (87 mi) from Winchester in the west to Eastbourne in the east through the countries of Hampshire, West Sussex and East Sussex.

**Spatial Planning:** Spatial planning goes beyond traditional land use planning to bring together and integrate policies and programmes for the development and use of land. Spatial planning influences the nature of places and how they function. It includes policies which can impact on land use - For example, influencing the demands on or needs for development that are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

**Spatial Strategy/Visions:** A broad overview of how spatial planning objectives can be achieved within the development plan.

**Specialist Care Housing:** Housing as an alternative provision to a care home for persons from a range of age groups including for the frail elderly and requiring varying levels of direct medical or other personal care by staff who are often site based.

**Standard Housing Methodology (Standard Method):** A formula set by Government and used by all local authorities in England to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.

**Statement of Community Involvement (SCI):** Sets out the standards which the plan making authority intend to achieve in relation to involving the community in the preparation, alteration and continuing review of all Local Development Documents (LDDs) and detailing with planning applications. It also sets out how the local planning authority intends to achieve those standards. A consultation statement showing how the local planning authority has complied with the Statement of Community Involvement will be required for all Local Development Documents.

**Strategic Environmental Assessment (SEA):** See Sustainability Appraisal

**Strategic Flood Risk Assessment (SFRA):** An assessment of flood risk at a strategic level across a local planning authority area. The National Planning Policy Framework requires local planning authorities to undertake a strategic flood risk assessment to understand the risk of flooding in their areas to help inform strategic policies.

**Strategic Housing and Employment Land Availability Assessment (SHELAA):** An assessment required by national policy to identify land for housing and employment and assess the deliverability and development of sites. The SHELAA is a key component of the evidence base used to support the delivery of sufficient land for housing to meet the community's need for more homes and for employment land in order to provide sufficient jobs for residents in the District.

**Strategic Housing Market Assessment (SHMA):** Establishes the long-term aims for housing supply and demand in West Sussex. It provides local authorities with a better understanding of their housing markets and a robust evidence base for new planning and housing policies.

**Strategic Site Allocation:** A location for development which is required to ensure a continued delivery of housing sites. The largest strategic sites are 800 homes or more. Site specific details are specified within the draft Local Plan.

**Strategic Road Network (SRN):** A road network designated in the West Sussex Structure Plan, comprising of the M23 motorway, the trunk roads, and some other class A roads of more than local importance. These are the main routes which are best able to cater for trips starting or ending outside West Sussex.

**Student Accommodation:** this is accommodation provided on a campus to meet the needs of a resident student population.

**Submission Stage or Regulation 19:** The final stage in preparation of Development Plan Documents (DPDs). The documents are sent to the Secretary of State and an independent Examination will be held. Following the successful completion of this process, the DPD may be adopted by the Council.

**Sui-Generis:** Term given to specific uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order, for example, theatres, launderettes, car showrooms and filling stations.

**Supplementary Planning Documents (SPD):** Supplementary Planning Documents may cover a range of issues, both topic and site specific, which may expand policy or provide further detail to policies contained in a Development Plan Document, where they can help applicants make successful applications or aid infrastructure delivery.

**Sustainable Development:** Sustainable development is commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Principles of sustainable development include social progress that recognises the needs of everyone, effective protection of the environment, prudent use of natural resources and high and stable levels of economic growth and employment. The Planning definition of sustainable development is set out in the National Planning Policy Framework (NPPF).

**Sustainable Urban Drainage Systems – (SUDS):** The landscape, if left untouched, naturally adapts to the environment and finds ways to cater for sudden or heavy rainfall and consequent surface water. Sustainable Urban Drainage Systems (SUDS) mimic these systems. They can be both large and small in scale.

**Sustainability:** Defined by the World Commission on Environment and Development as 'development that meets the needs of the present, without compromising the ability of future generations to meet their own need.'

**Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA):** It is a legal requirement that certain documents (e.g. Local Development Documents) are assessed to ensure that they maximise their contribution to Sustainable Development. This is achieved by carrying out a process usually referred to as a Sustainability Appraisal. The process measures the effect a document will have on a range of social, environmental and economic issues, and suggests measures that would help improve the sustainability of a plan.

**Total Access Demand (TAD):** A method devised by the Council and District Councils in West Sussex to calculate planning obligations for sustainable transport. TAD comprises two interrelated elements: a Sustainable Access contribution in respect of per occupant or employee without a parking space. The differential between the two elements is designed to encourage the development of accessible site and to discourage the over provision of car parking spaces so as to promote sustainable transport options. The TAD methodology and

contribution levels are set out in the Council's Planning Obligations Supplementary Planning Document.

**Town and Village Centre:** The defined area, usually at or close to the centre of a town or village, where a community, commercial, retail, service and other main town centre uses would usually be co-located.

**Town Centre Management:** A forum of traders, businesses and local authorities to agree and undertake co-ordinated overseeing of the retail environment and funding improvements.

**Trade Counters:** Small element of retail operating from (generally) storage and distribution businesses, which allow local customers to visit and purchase goods direct from a supplier.

**Transport Assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

**Transport Statement:** A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

**Transport Node:** An interchange point where passengers may transfer from one type of transport to another, for example at a railway station or a park and ride.

**Travel Plan:** A long-term travel strategy or framework, to be agreed with the Council and adopted by relevant organisation(s), that implements measures and incentives to significantly change travel habits, and achieve a significant shift to sustainable travel modes (including active forms of travel).

**Travelling Showpeople:** The Government defines Travelling Showpeople as members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers

**Tree and Landscape Led (design approach):** The starting point of development proposals is the recording of the existing trees, landscape, their context and key features including contours and orientation. This is then used to inform where best to plant additional trees, hedgerows and retain as open landscape which then provides the framework for any future development layout.

**Tree Preservation Order (TPO):** A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value which may be under threat.

**Unstable Land:** Land that may be unstable (due to a range of factors) for which planning proposals should give due consideration.

**Urban Design:** The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes, which facilitate successful development.

**Urbanising:** Making a location more urban in character, for example through a combination of increased density of development, traffic flow and economic activity.

**Urban Extension:** Involves the expansion of a city or densely populated area, and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.

**Urban Regeneration:** Making an urban area develop or grow strong again through means such as job creation and environmental renewal.

**Use Class E:** A new Use Class defined under the Use Classes Order 1987 (as amended) which was introduced on 1st September 2020. It covers uses previously defined under revoked Use Classes A1 (shops), A2 (financial and professional), A3 (restaurants and cafes), B1 (Business), D1 (non-residential institutions) (parts a-b) and 'indoor sport' previously under D2. Planning permission is not required for changes of use within Class E.

**Use Class Order:** The Town and Country Planning (Use Classes) Order 1987 (As amended in 1995, 2005, 2013 and 2020) puts uses of land and buildings into various categories. Planning Permission is not needed for changes of use within the same use class.

**Vacant Building Credit:** Vacant building credit was introduced to promote development on brownfield sites. It allows the floorspace of existing buildings that are to be redeveloped to be offset against the calculations for section 106 affordable housing requirements (whether financial contribution or provision). It applies to any building that has not been abandoned and is brought back into any lawful use, or is demolished to be replaced by a new building.

**Viability (in context of development costs and deliverability):** A development is considered viable if, after taking account of all costs, including central and local government policy and regulatory costs and the cost and availability of development finance, the scheme provides a competitive return to the developer to ensure that development takes place and generates a land value sufficient to persuade the landowner to sell the land for the development proposed.

**Village Design Statement:** A document which describes the visual character of a village as seen through the eyes of the inhabitants. Residents of an interested village volunteer to undertake a study of their village and environment and through consultation and discussion determine what they feel this to be.

**Vitality and Viability:** In terms of retailing, vitality is the capacity of a centre to grow or develop a level of commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the existence of the centre.

**Ward:** A small sub-area of a local authority district.

**Waterbody:** A distinct and significant volume of fresh water.

**Waste Collection Authority (WCA):** The local authority that has a duty to collect household waste. They also have a duty to collect commercial waste if requested to do so and may also collect industrial waste. (The WCA may differ from the Waste Disposal Authority). HDC is the WCA for this District.

**Waste Disposal Authority (WDA):** The local authority responsible for managing the waste collected by the collection authorities and the provision of Household Waste Recovery Centres. (The WDA may differ from the Waste Collection Authority). West Sussex is the WDA for this district.

**Waste Hierarchy:** A framework for securing a sustainable approach to waste management. Wherever possible, the level of waste produced should be reduced. Where this is not possible, waste should be reused; and after this, the value recovered by recycling or composting; or waste to energy; and finally landfill disposal.

**Waste Minimisation/Reduction:** The most desirable way of managing waste, by avoiding the production of waste in the first place.

**Waste Planning Authority (WPA):** The local authority responsible for ensuring that an adequate planning framework exists. They are required to prepare Local Development Document(s), or Development Plans, relating to waste and are responsible for determining planning applications for waste management facilities.

**Waste Transfer Station:** A site to which waste is delivered for sorting or baling prior to transfer to another place for recycling, treatment or disposal.

**Water Course:** A channel through which a moving body of water will flow, above or below ground. This includes rivers and streams as well as drainage ditches.

**Water Framework Directive:** European legislation designed to improve and integrate the way water bodies are managed throughout Europe, translated into UK law by The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.

**West Sussex Historic Environment Record:** Set of data managed by West Sussex County Council, linked to a Geographical Information System (GIS). Contains a summary of known historic assets in West Sussex.

**West Sussex Local Transport Plan (LTP):** A ten year plan setting out key strategic transport objectives and outlining broad strategies that will be pursued to meet the objectives. The LTP must tie-in with the broader strategic planning framework set out in local and national policies.

**Wilder Horsham District:** A five year partnership between Horsham District Council and Sussex Wildlife Trust with the aim of improving nature networks across the District in order to allow wildlife populations to thrive, habitats to grow and to increase community awareness of

the local natural environment. The scheme is also intended to have benefits for climate change adaptation and mitigation.

**Windfall Sites:** A site not specifically allocated for development in the Local Development Framework which unexpectedly becomes available for development during the lifetime of a plan. These sites are usually located within Built-up area boundaries. An allowance for windfall sites is included in the Local Plan for monitoring purposes.

**Written Statement:** A documentary statement supplementing and explaining policy, forming part of a development plan.

## Schedule of Changes for Regulation 19 Policies Maps

\* Please note that the Inset Map numbers for Regulation 19 may change from the Regulation 18 references as a consequence of these updates

Details of Proposed Amendment	Regulation 18 Inset Map Number & Settlement Name (available to view on website: <a href="https://strategicplanning.horsham.gov.uk/consult.ti/LocalPlanReview/consultationHome">https://strategicplanning.horsham.gov.uk/consult.ti/LocalPlanReview/consultationHome</a> )
Amend title of Inset Map to include Cox Green	Inset Map 17 – Rudgwick & Bucks Green
Relevant maps to be updated with latest data received from Sussex Biodiversity Record Centre with regards to Local Wildlife Sites (including new designation of Chesworth Farm, Horsham).	Inset Map 9 – Horsham & Broadbridge Heath Inset Map 9A – Horsham
Settlement Site Allocations – update relevant maps to depict proposed/agreed allocations as outlined in Strategic Policies HA6 – HA23 of Regulation 19 Proposed Submission document.	Inset Map 1 – Ashington Inset Map 2 – Barns Green Inset Map 9 – Broadbridge Heath Inset Map 6 – Christ’s Hospital Inset Map 7 – Cowfold Inset Map 9 – Horsham Inset Map 10 – Kilnwood Vale Inset Map 12 – Lower Beeding Inset Map 16 – Pulborough Inset Map 17 – Rudgwick & Bucks Green Inset Map 18 – Rusper Inset Map 20 – Small Dole Inset Map 22 – Steyning Inset Map 23 – Storrington & Sullington Inset Map 24 – Thakeham Inset Map 25 – Warnham Inset Map 26 – West Chiltington

<p>Settlement Site Allocations – the following proposals, as outlined in Regulation 18 Draft Local Plan, are all site allocations included within one of the Neighbourhood Plan’s ‘Made’ at Full Council on 23 June 2021, depict as a Neighbourhood Plan allocation:</p> <ul style="list-style-type: none"> <li>- Land South of Rectory Lane, Ashington (SA122/SA131/SA548/SA735)</li> <li>- Land West of Backettown Farm, Henfield (SA011)</li> <li>- Land East of Wantley Hill, Henfield (SA065)</li> <li>- Land South of Bowls Club, Henfield (SA504)</li> <li>- Land South &amp; East of Parsonage Farm, Henfield (SA686)</li> <li>- Land at Oxcroft Farm, Small Dole (SA689)</li> <li>- Land at Pound Lane, Upper Beeding (SA483/SA055/SA488)</li> </ul>	<p>Inset Map 1 – Ashington</p> <p>Inset Map 8 – Henfield</p> <p>Inset Map 20 – Small Dole</p> <p>Inset Map 4 – Bramber &amp; Upper Beeding</p>
<p>Strategic Site Allocations – remove the following proposals, as outlined in Regulation 18 Draft Local Plan, due to not being carried forward to Regulation 19 Proposed Submission document:</p> <ul style="list-style-type: none"> <li>- Land at Adversane, West Chiltington Parish (Kingswood)</li> <li>- Land West of Billingshurst (Newbridge Park)</li> <li>- Land at Kingsfold, Warnham (North West Horsham)</li> <li>- Land North East of Henfield (Mayfield)</li> <li>- Land at Rookwood, Horsham – includes Gypsy &amp; Traveller proposed allocation</li> </ul>	<p>Inset Map 3 – Billingshurst &amp; Adversane</p> <p>Inset Map 3 – Billingshurst &amp; Adversane</p> <p>Inset Map 11 – Kingsfold</p> <p>Inset Map 14 – North East Henfield (Mayfield)</p> <p>Inset Map 9 – Horsham &amp; Broadbridge Heath</p>
<p>Strategic Site Allocations – update relevant maps to depict proposed/agreed allocations as outlined in Strategic Policies HA2 – HA5:</p> <ul style="list-style-type: none"> <li>- Land East of Billingshurst (Little Daux) – revised boundary excluding land south of the railway line (See Appendix 6)</li> <li>- Land at Buck Barn, West Grinstead (Weald Cross) – revised northern boundary with inclusion of extra parcel of land (See Appendix 6)</li> </ul>	<p>Inset Map 3 – Billingshurst &amp; Adversane</p> <p>Inset Map 5 – Buck Barn</p>

<ul style="list-style-type: none"> <li>- Land West of Crawley, Rusper</li> <li>- Land West of Southwater</li> </ul>	<p>Inset Map 27 – West of Crawley Inset Map 21 – Southwater</p>
<p>Employment Site Allocations – update relevant maps to depict proposed/agreed allocations as outlined in Strategic Policy 6</p>	<p>Inset Map 15 – Partridge Green Inset Map 9 – Horsham &amp; Broadbridge Heath Inset Map 9B – Horsham Inset Map 21 – Southwater</p>
<p>Employment Site Allocations – remove the following proposal’s, as outlined in Regulation 18 Draft Local Plan, due to not being carried forward to Regulation 19 Proposed Submission document:</p> <ul style="list-style-type: none"> <li>- Rosier Commercial Centre, Billingshurst</li> <li>- North &amp; South of Buck Barn Petrol Filling Station</li> <li>- Land at Lower Broadbridge Farm, Broadbridge Heath</li> <li>- Land South of Hilliers Garden Centre</li> <li>- Land Around Mercer Road, Warnham Station (North)</li> <li>- Broadlands Business Campus, Langhurstwood Road, Horsham</li> <li>- Graylands Estate, Langhurstwood Road, Horsham – eastern section only (western area should remain)</li> </ul>	<p>Inset Map 3 – Billingshurst &amp; Adversane Inset Map 5 – Buck Barn Inset Map 9 – Horsham &amp; Broadbridge Heath Inset Map 9 – Horsham &amp; Broadbridge Heath Inset Map 9B – Horsham Inset Map 11 – Kingsfold Inset Map 9B - Horsham</p>
<p>Key Employment Areas (KEA)</p> <ul style="list-style-type: none"> <li>- Huffwood &amp; Eagle Trading Estates, Brookers Road, Billingshurst – remove Nyewood Court from boundary as depicted in Regulation 18 Draft Local Plan</li> <li>- Daux Road Industrial Estate, Billingshurst – amend KEA boundary, as depicted in Regulation 18 Draft Local Plan, to exclude residential development (DC/10/1912) from western boundary</li> <li>- Broadlands Business Campus, Langhurstwood Road, Horsham – remove proposed KEA, as depicted in Regulation 18 Draft Local</li> </ul>	<p>Inset Map 3B – Billingshurst</p> <p>Inset Map 3B – Billingshurst</p> <p>Inset Map 11 – Kingsfold</p>

<p>Plan, due to not being carried forward to Regulation 19 Proposed Submission document</p> <ul style="list-style-type: none"> <li>- Mackleys Industrial Estate, Small Dole – extend southern KEA boundary to reflect Built-up Area Boundary (BUAB)</li> <li>- Graylands Estate, Langhurstwood Road, Horsham – amend KEA boundary, as depicted in Regulation 18 Draft Local Plan, to reflect the central area only</li> <li>- Spring Copse Business Park, Slinfold – amend KEA boundary, as depicted in Regulation 18 Draft Local Plan, to reflect Neighbourhood Plan allocation EC1</li> <li>- The Business Park, Maydwell, Slinfold – amend KEA boundary, as depicted in Regulation 18 Draft Local Plan, to reflect Neighbourhood Plan allocation EC2</li> <li>- Water Lane Trading Estate, Storrington – amend north western KEA boundary, as depicted in Regulation 18 Draft Local Plan, to reflect BUAB.</li> </ul>	<p>Inset Map 20 – Small Dole</p> <p>Inset Map 9B – Horsham</p> <p>Inset Map 19 – Slinfold</p> <p>Inset Map 19 – Slinfold</p> <p>Inset Map 23B – Storrington</p>
<p>Show an 'Indicative search corridor for Crawley Western Link Relief Road'.</p>	<p>Inset Map 10 – Kilnwood Vale</p> <p>Inset Map 27 – West of Crawley</p>
<p>Update relevant maps with Built-up Area Boundary (BUAB) amendments – these are a combination of amendments made by either Horsham District Council as part of the Local Plan Review and/or a Neighbourhood Plan 'Made' at Full Council on 23 June 2021.</p> <ul style="list-style-type: none"> <li>- Ashington</li> <li>- Billingshurst</li> <li>- Christ's Hospital</li> <li>- Codmore Hill</li> <li>- Cox Green</li> <li>- Henfield</li> <li>- Lower Beeding</li> </ul>	<p>Inset Map 1 – Ashington</p> <p>Inset Map 3 – Billingshurst &amp; Adversane</p> <p>Inset Map 6 – Christ's Hospital</p> <p>Inset Map 16 – Pulborough &amp; Codmore Hill</p> <p>Inset Map 17 – Rudgwick &amp; Bucks Green</p> <p>Inset Map 8 – Henfield</p> <p>Inset Map 12 – Lower Beeding</p>

<ul style="list-style-type: none"> <li>- Rusper</li> <li>- Small Dole</li> <li>- Southwater</li> <li>- Thakeham</li> <li>- West Chiltington</li> </ul>	<p>Inset Map 18 – Rusper  Inset Map 20 – Small Dole  Inset Map 21 – Southwater  Inset Map 24 – Thakeham  Inset Map 26 – West Chiltington</p>
<p>Depict allocations and designations contained within following Neighbourhood Plans ‘Made’ at Full Council on 23 June 2021 on relevant maps:</p> <ul style="list-style-type: none"> <li>- Ashington Neighbourhood Plan 2019-2031</li> <li>- Billingshurst Parish Neighbourhood Plan 2019-2031</li> <li>- Bramber Neighbourhood Plan 2018-2031</li> <li>- Henfield Neighbourhood Plan 2017-2031</li> <li>- Rudgwick Neighbourhood Development Plan For the Period to 2031</li> <li>- Rusper Neighbourhood Plan 2018-3031</li> <li>- Shipley Parish Neighbourhood Plan 2019-3031</li> <li>- Southwater Neighbourhood Development Plan 2019-2031</li>   <li>- Upper Beeding Parish Neighbourhood Plan 2018-2031</li>   <li>- West Grinstead Parish Neighbourhood Plan 2019-2031</li> </ul>	<p>Inset Map 1 – Ashington  Inset Map 3 – Billingshurst &amp; Adversane  Inset Map 4 – Bramber &amp; Upper Beeding  Inset Map 8 – Henfield  Inset Map 17 – Rudgwick &amp; Bucks Green    Inset Map 18 – Rusper  New Inset Map Required  Inset Map 6 – Christ’s Hospital and Inset Map 21 – Southwater    Inset Map 4 – Bramber &amp; Upper Beeding and Inset Map 20 – Small Dole    Inset Map 15 – Partridge Green</p>
<p>Update relevant maps, and create new Inset Map where required, to depict the following proposed/agreed Secondary Settlements:</p> <ul style="list-style-type: none"> <li>- Adversane</li> <li>- Ashurst</li> <li>- Blackstone</li> <li>- Colgate</li> <li>- Coolham</li> </ul>	<p>Inset 3 – Billingshurst &amp; Adersane  New Inset Map Required  New Inset Map Required  New Inset Map Required  New Inset Map Required</p>

<ul style="list-style-type: none"> <li>- Dial Post</li> <li>- Faygate</li> <li>- Five Oaks</li> <li>- Ifield</li> <li>- Kingsfold</li> <li>- Littleworth &amp; Jolesfield</li>   <li>- Maplehurst</li> <li>- Nuthurst</li> <li>- Shermanbury</li> <li>- Shipley</li> </ul>	<p>New Inset Map Required                  Inset Map 10 – Kilwood Vale                  New Inset Map Required                  Inset Map 27 – West of Crawley                  Inset Map 11 – Kingsfold                  New Inset Map Required. Partly depicted on Inset Map 15 – Partridge Green                  New Inset Map Required                  New Inset Map Required                  New Inset Map Required                  New Inset Map Required</p>
<p>Gypsy &amp; Traveller Site Allocation – update Policies Map with following proposed allocation:</p> <ul style="list-style-type: none"> <li>- Girder Bridge, Gay Street Lane, North Heath (See Gypsy and Traveller evidence base documentation)  <a href="https://www.horsham.gov.uk/planning/local-plan/local-plan-review-evidence-base">https://www.horsham.gov.uk/planning/local-plan/local-plan-review-evidence-base</a></li> </ul>	<p>New Inset Map Required</p>

## Appendix 3 – Local Plan Evidence Base Summary.

This document sets out the evidence base which has been prepared by the Council as part of the preparation of the Local Plan. Please note some evidence base documents are in draft format or are in the process of being finalised. Final versions of the documentation will be available by the commencement of the Regulation 19 consultation and / or will continue to be updated if appropriate. Duty to Co-operate Statements will be finalised by Local Plan submission. The relevant documents can be viewed from the Council's website

<https://www.horsham.gov.uk/planning/local-plan/local-plan-review-evidence-base> and <https://www.horsham.gov.uk/planning/planning-policy/evidence-base>.

Document	Author	Date
<b>Climate Change</b>		
Carbon Reduction Study	AECOM	June 2021
Electric Vehicle Charging Point Strategy	HDC	February 2020
Sustainable Design and Construction SPD	CSE	July 2021
<b>Conserving the Natural and Built Environment</b>		
Habitats Regulation Assessment	AECOM	Jul-21
Horsham District Local Plan Interim SA Non-Technical Summary of sites & growth options	LUC	February 2020
Horsham District Local Plan Interim SA of strategic sites & growth options	LUC	February 2020
Horsham District Local Plan Interim SA of smaller sites & policies	LUC	February 2020
Built-Up Area Boundary Review 2021	HDC	July 2021
Secondary Settlements Review 2021	HDC	July 2021
Settlement Sustainability Assessment 2019-2020	HDC	July 2021
Green Infrastructure Strategy, April 2014	HDC	April 2014
Addendum: Green Infrastructure Strategy 2014 – Jan 2021	HDC	January 2021
Landscape Character Assessment 2003	CBA	October 2003
Landscape Capacity Study 2020	HDC	February 2020
Draft Heritage Impact Assessment	HDC	June 2021
Sussex Air Quality Guidance	Sussex-Air	January 2020
<b>Duty to Co-operate</b>		
Northern West Sussex Statement of Common Ground	CBC, HDC, MSDC, WSCC	June 2020
<b>Economic Development</b>		
Northern West Sussex Economic Growth Assessment	Lichfields	January 2020

## APPENDIX 3

Northern West Sussex Economic Growth Assessment Focused Update for Horsham	Lichfields	November 2020
Economic Growth Assessment Appendix 5.pdf	Lichfields	January 2020
<b>Housing</b>		
Northern West Sussex Strategic Housing Market Assessment	Iceni	November 2019
Horsham Housing Delivery Study	Iceni	September 2020
Regulation 18 Site Assessment Report Introduction	HDC	February 2020
Regulation 18 Sites with potential for allocation for housing development	HDC	February 2020
Regulation 18 Sites not identified for potential allocation for housing development A-N	HDC	February 2020
Regulation 18 Sites not identified for potential allocations P-W	HDC	February 2020
Regulation 18 Employment Assessment Outcomes	HDC	February 2020
Gypsy and Traveller Accommodation Assessment	OPS	January 2020
Draft Gypsy & Traveller Site Assessment Summaries	HDC	June 2020
<b>Infrastructure, Transport and Healthy Communities</b>		
District Wide Community Facilities Assessment	KKP	February 2021
Draft Infrastructure Delivery Plan 2020	HDC	January 2020
Golf Supply and Demand Assessment, Feb 2021	KKP	February 2021
Horsham Transport Study 2021 Summary	Stantec	June 2021
Open Space, Sport & Recreation Review, June 2021	KKP	June 2021
Open Space, Sport & Recreation Review – Non-Technical Summary Paper	KKP	June 2021
<b>Strategic Flood Risk and Water Cycle</b>		
Gatwick Sub-Region Water Cycle Study	JBA	August 2020
Strategic Flood Risk Assessment main report	AECOM	January 2020
Upper Mole SFRA	JBA	September 2020
Water Neutrality Study Part A	JBA	July 2021



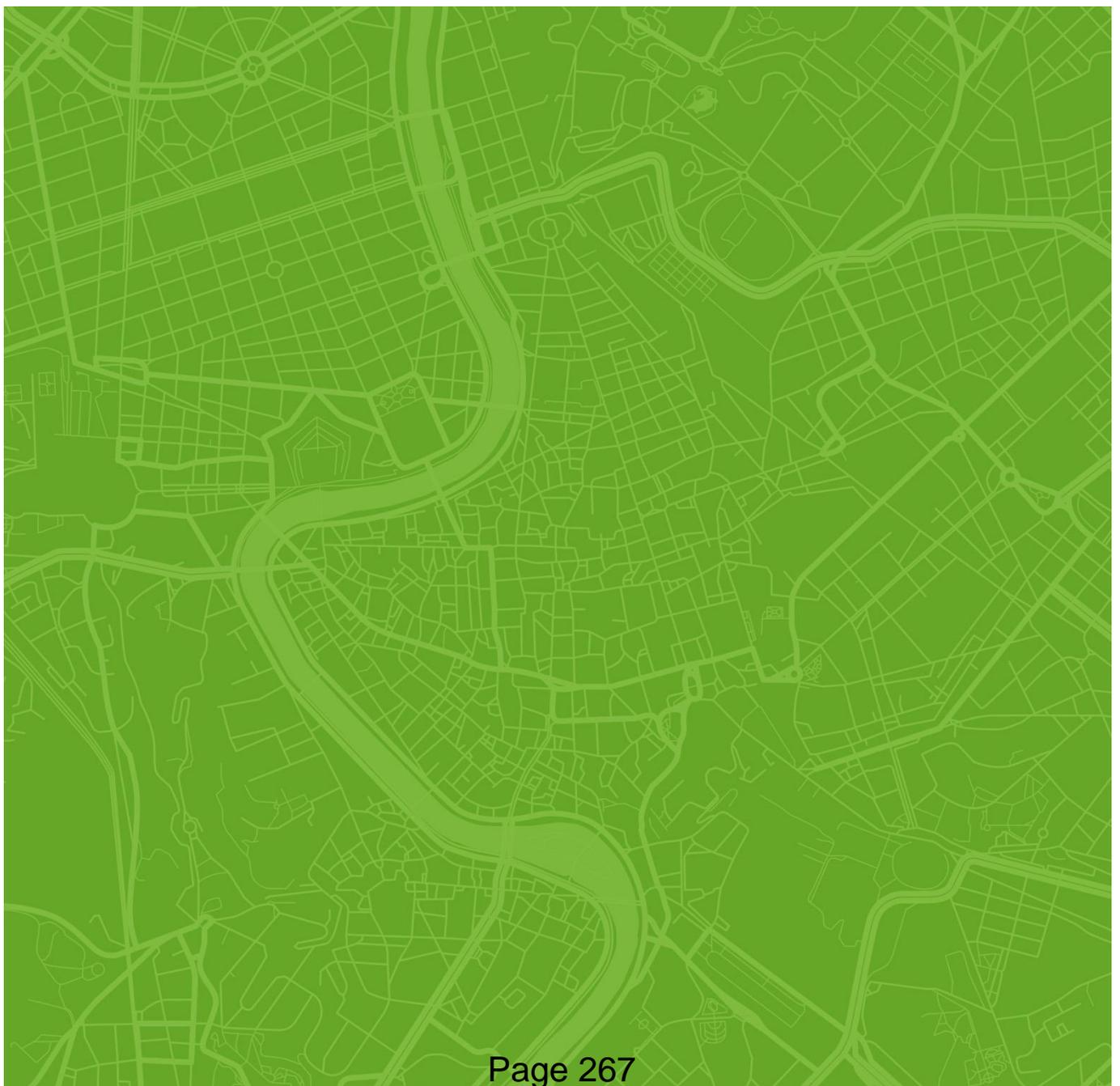
**Horsham District Council**

# **Horsham District Local Plan: Sustainability Appraisal Non-Technical Summary**

**Final report**

Prepared by LUC

July 2021



## Horsham District Council

### Horsham District Local Plan: Sustainability Appraisal Non-Technical Summary

Version	Status	Prepared	Checked	Approved	Date
1.	Sustainability Appraisal report: Non-Technical Summary	K Moroney	K Nicholls	K Nicholls	02.07.2021

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Strategic Planning & Assessment  
Development Planning  
Urban Design & Masterplanning  
Environmental Impact Assessment  
Landscape Planning & Assessment  
Landscape Management  
Ecology  
Historic Environment  
GIS & Visualisation



## Introduction

1. This Sustainability Appraisal Report: Non-Technical Summary relates to the Horsham District Local Plan, which is being prepared by Horsham District Council. The Local Plan will set out the long-term spatial vision and objectives for Horsham District as well as the policies that are required to deliver that vision over the period up to 2038.
2. Plans and strategies such as the Horsham District Local Plan are subject to a process called Sustainability Appraisal (SA), which assesses the likely effects of a plan on social, economic, and environmental issues. This Non-Technical Summary relates to the full SA Report for the Regulation 19 version of the Horsham District Local Plan which is being published for a period of representation during Autumn 2021.
3. The Local Plan Review process commenced in Spring 2018. An Issues and Options document on Employment, Tourism, and Sustainable Rural Development was published for consultation between April and May 2018 and consultation on the Draft Local Plan (referred to as the Regulation 18 version) took place between February and March 2020. The Council has now taken into account the outcomes of that consultation and the findings of the accompanying SA report and has prepared the Proposed Submission (Regulation 19) version of the Local Plan, which the full SA report and this Non-Technical Summary relate to.

## Sustainability Appraisal

4. The Planning and Compulsory Purchase Act 2004 requires Local Plans to be subject to SA. SA is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA process involves appraising the likely social, environmental and economic effects of the policies and proposals in a plan from the outset of its development.
5. SEA is also a statutory assessment process, required by the SEA Regulations<sup>1</sup>. The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment. The Government advises that a joint SA and SEA process can be carried out by producing an SA Report which incorporates the requirements of the SEA Regulations.
6. This Non-Technical Summary relates to the full SA Report for the Proposed Submission (Regulation 19) version of the Horsham District Local Plan. The SA is being undertaken in stages alongside the preparation of the Local

Plan in order to provide sustainability guidance as the plan is developed. The approach that has been taken to the SA of the Horsham District Local Plan to date is described below.

### Stage A: Setting the context and objectives, establishing the baseline and deciding on scope

7. The SA process began in spring 2019 with the production of a Scoping Report for the Local Plan. The Scoping Report determined what the SA should cover by reviewing a wide range of relevant policy documents and examining data to help identify what the key sustainability issues are in Horsham District as well as likely future trends. This work helped to inform the development of a set of sustainability objectives (referred to as the 'SA framework') against which the effects of the plan would be assessed. **Table 2** further ahead in this Non-Technical Summary presents the SA framework.
8. To make sure that the likely sustainability effects of the development site options being considered for allocation in the Local Plan are assessed consistently, the SA framework is supported by a set of site assessment criteria. These are set out in Appendix C of the full SA Report.

### SA Stage B: Developing and refining options and assessing effects

9. Developing options for a plan is an iterative process which usually involves a number of consultations with stakeholders and the public. The SA process can help to identify where there may be other 'reasonable alternatives' to the options being considered for the policies and site allocations to be included in a plan. The reasonable alternative options that have been considered for the Horsham District Local Plan have included alternative policy approaches as well as potential sites for new housing development, as described below.

#### Identifying and appraising the elements of the growth options work

10. The Council identified potentially available and suitable reasonable alternative site options from various sources. To understand the sites that may be available for housing development, the Council held a 'call for sites' exercise in 2018, with an update to the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA) published in January 2019. The residential sites promoted ranged in scale from development of five homes up to large scale developments of several thousand homes. Sites were

<sup>1</sup> The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633), as amended by The Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit)

Regulations 2018 (SI 2018/1232) and The Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020 (SI 2020/1531)).

then assessed by the Council against a set of Site Assessment Criteria devised to ensure a consistent approach.

**11.** The Council provided LUC with high level quanta of growth as well as overall spatial strategy options for appraisal in August 2019. Alongside this work, a number of large and small site options were also provided for appraisal. In effect these sites comprised the sites that were not 'screened out' at an earlier stage of the site assessment process.

**12.** LUC undertook appraisal of these various options (i.e. quantum of growth options, overall spatial strategy options, and large sites options) in August 2019 and presented the initial findings to the Council in September 2019 in the form of a summary note to inform the plan-making process. This was followed by further SA work relating to small site options and growth scenario options.

**13.** The findings of the SA for these various options are set out in Chapters 4, 5, 6 and 7 of the full SA Report and are summarised further ahead in this Non-Technical Summary.

#### Appraising Regulation 18 draft Local Plan policies

**14.** As described above, the Council identified various options (reasonable alternatives) for the quantum of growth to be provided over the plan period and the overall spatial strategy. Various site options and growth scenarios (which consider combinations of the overall spatial strategies across different quanta of growth) were also considered and appraised. Given their overarching nature and implications for housing supply and economic growth as well as where this growth is to be located over the plan period, these elements of the Local Plan comprise its most important elements, and the focus of the SA work on reasonable alternatives.

**15.** At the Regulation 18 stage, the Council had yet to decide which quantum of housing growth to include in the Local Plan, and which combination of large and small scale sites to allocate to meet this growth. Instead, the Council decided that it was appropriate to keep an open mind and take into account not only the Interim SA of Growth Options Report, but also the responses of the consultation on the Regulation 18 Local Plan, and the evidence base that was continuing to be gathered, before coming to a final decision.

**16.** The Council nonetheless produced a Draft (Regulation 18) Local Plan for consultation in February 2020. The plan-making process for this draft comprised a review of the adopted Local Plan (HDPF), with the policies of the HDPF forming the starting point of this review. Many of these policies are development management-style policies, which seek to guide development to avoid any adverse effects. For many of the policies the alternative would be to include no policy or to include a policy which would be contrary to national planning policy. With this in mind, the Council considered that there

were not genuinely reasonable alternatives for many of the policies in the Local Plan. The SA work focussed on the potential effects of the draft policies included as part of the Local Plan Review.

#### SA Stage C: Preparing the Sustainability Appraisal report

**17.** The full SA report and this Non-Technical Summary describe the SA work that has been carried out during earlier stages of Local Plan preparation and set out the SA findings for the Proposed Submission (Regulation 19) version of the plan. Likely significant effects, both positive and negative, have been presented, taking into account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects.

#### SA Stage D: Consultation on the Local Plan and the SA Report

**18.** Horsham District Council is inviting comments on the full SA Report and this Non-Technical Summary as well as the Proposed Submission (Regulation 19) version of the Horsham District Local Plan 2021-2038. These documents are being published on the Council's website for a period of representation during Autumn 2021.

#### SA Stage E: Monitoring implementation of the Local Plan

**19.** Recommendations for monitoring the sustainability effects of implementing the Horsham District Local Plan are presented in Chapter 10 of the full SA Report and are described further ahead in this Non-Technical Summary.

#### Policy Context

**20.** There are a large number of plans and programmes that could be relevant to the preparation of the Horsham District Local Plan. In particular, the Local Plan must adhere to the National Planning Policy Framework (NPPF).

**21.** The Local Plan should provide a spatial expression of other plans and programmes where relevant, to assist in their implementation. It must also conform to environmental protection legislation and the sustainability objectives established at an international, national and regional level. In line with the requirements of the SEA Regulations, relevant international, national, regional, sub-regional and local plans have been reviewed in detail in relation to their objectives, targets and indicators and their implications for the Local Plan and the Sustainability Appraisal. The full review can be seen in Chapter 3 and Appendix C of the full SA Report.

**22.** The Local Plan Review must be consistent with the requirements of the NPPF, which states:

*“Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”*

**23.** The NPPF sets out information about the purposes of local plan-making, stating that plans should:

- *“Be prepared with the objective of contributing to the achievement of sustainable development;*
- *Be prepared positively, in a way that is aspirational but deliverable;*
- *Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;*
- *Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;*
- *Be accessible through the use of digital tools to assist public involvement and policy presentation; and*
- *Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area”.*

**24.** The NPPF also requires Local Plans to be ‘aspirational but realistic’. This means that opportunities for appropriate development should be identified in order to achieve net gains in terms of sustainable social, environmental and economic development; however significant adverse impacts in any of those areas should not be allowed to occur.

**25.** The NPPF requires local planning authorities to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:

- *“Housing (including affordable housing), employment, retail, leisure and other commercial development;*
- *Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *Community facilities (such as health, education and cultural infrastructure); and*
- *Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”*

**26.** The NPPF also promotes well-designed places and development, and plans should *“at the most appropriate level, set out a clear design vision and expectations.”*

**27.** Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development, including qualitative aspects such as design of places, landscapes, and development.

### Baseline Information and Key Sustainability Issues

**28.** In line with the requirements of the SEA Regulations, consideration has been given to the current state of the environment in Horsham District. Detailed baseline information for the District is presented in Appendix B of the full SA Report and it has been updated throughout the SA process. As well as environmental issues, the baseline information includes a description of social and economic issues in the District.

**29.** The baseline information contributed to the identification of a set of key sustainability issues for Horsham District, which in turn helped to develop a locally appropriate SA framework (i.e. a set of SA objectives) that would be used for appraising the emerging Local Plan policies. **Table 1** below sets out the key sustainability issues for the District. In line with the requirements of the SEA Regulations, consideration is given to the likely evolution of the environment in the District if the Local Plan were not to be implemented in Appendix B of the full SA Report. In general, the adopted HDPF contains policies which set out requirements that will help to address the key sustainability issues for the plan area. In the absence of the Local Plan Review the requirements of these policies would continue to help limit the most adverse effects in relation to these issues. However, without the Local Plan Review it is considered likely that development is more likely to come forward at less sustainable locations in the District given changing circumstances and the emergence of more up to date evidence since the adoption of the HDPF. The Local Plan Review presents an opportunity to include updated plans to better address the trends observed across these key sustainability issues. It also presents an opportunity to respond positively to issues of importance on the national stage such as climate change, biodiversity and health and wellbeing as well as ensuring that the housing and employment needs of local people are met.

Table 1 Key sustainability issues for Horsham

<b>A. Population, health and wellbeing</b>
A1. The population structure of the District reflects an ageing population and there is potential for increases in the number of families in the area. This has the potential to result in pressures on capacities at local services and facilities including schools and healthcare.
A2. House prices in Horsham are high in comparison to the regional and national averages. The level of socially rented housing which is currently provided in the District is also significantly lower than the regional and national levels. As a whole, the delivery of affordable housing is considerably lower than the need identified and there are a high number of residents currently on the waiting list for this type of provision. There is also continued need in the District for housing suitable for the elderly, families and the Gypsy and Traveller community.
A3. Horsham is one of the least deprived local authorities in the UK. However, there are disparities between the least and the most deprived areas in Horsham. A number of wards are within the 40% most deprived in the UK.
A4. Health in Horsham is generally recorded as being at reasonably good level or higher. However, levels of obesity and excess weight in the District are slightly above the national average. Furthermore there are inequalities displayed between the most and least deprived areas of the District in terms of health.
A5. Horsham provides access to a number of important areas of open space and green infrastructure. This includes South Down National Park to the south and High Weald AONB to the north east. A deficiency in recreational or open space provision has been identified in a number of specific areas including provision for play and allotments. There is also potential for new development to result in loss of access to open spaces and elements of green infrastructure as well as impacts upon their quality.
A6. In general Horsham is a relatively safe district in which to live. In recent years, however, certain types of crime such as violent crime, weapon use and illegal drug use have increased in the District.
<b>B. Economy</b>
B1. Horsham is generally seen to be an economically affluent area and the area has a higher average wage than the regional and national averages. It forms part of the Gatwick Diamond and Coast to Capital LEP, which allows for links to important economies in the surrounding area. The rural character of the District and close proximity of employment centres such as Crawley, London and Brighton and Hove further afield mean that the area sees a significant net outflow of commuters. Horsham needs to ensure a future supply of jobs and continued investment to ensure identified employment development opportunities are taken forward and issues of deprivation are tackled. This is of particular relevance considering the negative net commuting flow which the District experiences.
B2. While Horsham town centre is currently noted to be performing strongly, the town centre and small town and larger village centres of the District face evolving pressures in terms of outside retail offers of the surrounding areas and the continued importance of e-retailing and provision of services online.
<b>C. Transport connections and travel hubs</b>
C1. Parts of the highway network in the District experience high levels of congestion and delays. Rail capacity is also currently stretched, and capacity pressures on London services are expected to increase. Population growth has the potential to exacerbate these problems.
C2. Given the rural character of much of the District, a large proportion of the District's residents drive to work and some have access to only limited bus services and other public transport links.
<b>D. Air, land and water quality</b>
D1. Horsham District Council has two identified AQMAs at Cowfold and Storrington. There are also two AQMAs in close proximity to the north eastern edge of the District at Horley and Crawley and a further AQMA in Hassocks to the East. In addition to potential for exacerbated air quality issues at AQMAs within the District, development within Horsham could have impacts on AQMAs in neighbouring authorities. Similarly, there is potential for a cumulative impact of development in neighbouring authorities alongside development in Horsham in terms of air quality at AQMAs in Horsham.

D2. The District contains a mix of classified agricultural land, the majority being Grade 3, with small areas of Grade 2 and Grade 4. New development should, where possible, be delivered as to avoid the loss of higher grades of agricultural land.
D3. The District contains safeguarded mineral resources which, where possible, should not be lost or compromised by future growth.
D4. Some of the water bodies which flow through the District have been identified by the Environment Agency as having 'bad' or 'poor' ecological status. There are also areas in the District which are covered by a Source Protection Zone.
<b>E. Climate change adaptation and mitigation</b>
E1. Climate change is likely to affect biodiversity, increase hazards from fluvial flooding and also affect the social and economic aspects of life. The rural character of the District means that there are likely to be difficulties with regards the delivery of measures to help reduce greenhouse gas emissions. While average energy consumption among residents in Horsham has fallen in recent years, the District still has the second highest carbon dioxide emissions in the County (and the second highest in the County per capita). The Council has an obligation to contribute to the national carbon reduction targets through the generation of low carbon and renewable energy, including decentralised energy networks, and encouraging energy efficiency measures in new and existing buildings.
E2. The effects of climate change in the District are likely to result in extreme weather events (e.g. intense rainfall, prolonged high temperatures and drought) becoming more common and more intense.
E3. Flood risk in Horsham is dominated by fluvial flooding. The expected magnitude and probability of significant fluvial, tidal, ground and surface water flooding could increase in the District as a result of climate change.
<b>F. Biodiversity</b>
F1. The District contains and is in close proximity to a wide variety of both designated and non-designated natural habitats and biodiversity features. This includes those designated for their national and international importance.
F2. Although designated sites represent the most valued habitats in the District, the overall ecological network is important for biodiversity as a whole, helps to support the health designated sites, and allows species to migrate in response to climate change. Fragmentation and erosion of habitats and the wider ecological network is an ongoing threat to biodiversity.
<b>G. Historic Environment</b>
G1. There are many sites, features and areas of historical and cultural interest in the District, some of which are at risk and identified on the Heritage at Risk Register. These assets may be particularly vulnerable to development which is poorly located or designed.
<b>H. Landscape</b>
H1. The District contains a number of nationally distinct landscape character areas that could be harmed by inappropriate development. In some locations, including in close proximity to existing settlements, landscape sensitivity is high. The High Weald AONB and the South Downs National Park are both of national importance for their landscape value and are also heavily used as a recreational resource. The setting of the AONB (looking both out of the AONB and towards the AONB) can also be affected by inappropriate development.

## Method and Sustainability Appraisal Framework

**30.** The key sustainability issues for Horsham District described above fed into the identification of a set of SA objectives which are the main tool used at each stage of the SA for assessing the likely effects of the options and draft policies in the Local Plan. The SA framework for the Horsham District Local Plan is presented in **Table 2** overleaf.

## Use of the SA Framework

**31.** Within the assessment matrices showing the potential sustainability effects of the Local Plan policy and site options, symbols and colour-coding have been used against each SA objective to show whether an effect is likely to be positive or negative, minor or significant, or uncertain as follows:

Figure 1 Key to symbols and colour coding used in the SA of the Horsham Local Plan Review

++	Significant positive effect likely
++/-	Mixed significant positive and minor negative effects likely
+	Minor positive effect likely
+/- or ++/--	Mixed minor or significant effects likely
-	Minor negative effect likely
--/+	Mixed significant negative and minor positive effects likely
--	Significant negative effect likely
0	Negligible effect likely
?	Likely effect uncertain

Table 2 SA framework for the Horsham District Local Plan

SA Objective	Appraisal questions: Does the Local Plan option/policy...
SA 1: To provide affordable, sustainable and decent housing to meet local needs.	SA 1.1: Does the Plan provide for the local housing need of the District? SA 1.2: Does the Plan deliver the range of types, tenures and affordable homes the District needs over the Plan Period? SA 1.3: Does the Plan increase the supply of affordable homes in both urban and rural areas? SA 1.4: Does the Plan provide for the housing needs of an ageing population? SA 1.5: Does the plan meet Gypsy and Traveller accommodation needs?
SA 2: To maintain and improve access to centres of services and facilities including health centres and education.	SA 2.1: Does the Plan support the existing town and village centres? SA 2.2: Does the Plan provide for additional services and facilities centres that are sufficient to support new and growing communities? SA 2.3: Does the Plan provide for development within proximity to existing or new education facilities that are accessible for all?
SA 3: To encourage social inclusion, strengthen community cohesion and a respect for diversity.	SA 3.1: Does the Plan facilitate the integration of new neighbourhoods with existing neighbourhoods? SA 3.2: Does the Plan promote developments that benefit and are used by existing and new residents in the District, particularly for the District's most deprived areas? SA 3.3: Does the Plan meet the needs of specific groups in the District, including the needs of a growing and ageing population? SA 3.4: Does the Plan promote the vitality and viability of the District's town and village centres through social and cultural initiatives?
SA 4: To support the creation of safe communities in which levels of crime, anti-social behaviour and disorder and the fear of crime are reduced.	SA 4.1: Does the Plan promote principles of good urban design to limit the potential for crime in the District? SA 4.2: Does the Plan contribute to a reduction in the fear of crime? SA 4.3: Does the Plan help to promote road safety in the District?
SA 5: To improve public health and wellbeing and reduce health inequalities.	SA 5.1: Does the Plan promote health and wellbeing and encourage healthy lifestyles by maintaining, connecting, creating and enhancing multifunctional open spaces, green infrastructure, and recreation and sports facilities? SA 5.2 Does the Plan promote healthy lifestyle choices by encouraging and facilitating walking and cycling? SA 5.3 Does the Plan provide access to recreational opportunities in the countryside?

SA Objective	Appraisal questions: Does the Local Plan option/policy...
SA 6: To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest.	<p>SA 5.4 Does the Plan improve access to health care facilities?</p> <p>SA 6.1: Does the Plan avoid adverse effects on <u>and seek to enhance</u> internationally and nationally designated biodiversity and geodiversity assets within and outside the District?</p> <p>SA 6.2: Does the Plan avoid adverse effects on <u>and seek to enhance</u> locally designated biodiversity and geodiversity assets within and outside the District, including ancient woodland?</p> <p>SA 6.3: Does the Plan seek to protect and enhance ecological networks, promoting the achievement of net gain where possible (being considerate of how the plan will achieve net gain), whilst taking into account the impacts of climate change?</p> <p>SA 6.4: Does the Plan provide and manage opportunities for people to come into contact with wildlife whilst encouraging respect for and raising awareness of the sensitivity of biodiversity?</p>
SA 7: To conserve and enhance the character and distinctiveness of the District's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place.	<p>SA 7.1: Does the Plan protect and enhance the District's sensitive and special landscapes, including the setting of the High Weald AONB and the South Downs National Park?</p> <p>SA 7.2: Does the Plan conserve and enhance the character and distinctiveness of the District's non-designated landscapes and settlements?</p> <p>SA 7.3: Does the Plan protect and enhance the District's natural environment assets (including parks and green spaces, common land, woodland and forest reserves) and public realm?</p>
SA 8: To conserve and/or enhance the qualities, fabric, setting and accessibility of the District's historic environment.	<p>SA 8.1: Does the Plan conserve and enhance the District's designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?</p> <p>SA 8.2: Does the Plan conserve and enhance the District's non-designated heritage assets, including their setting and their contribution to wider local character and distinctiveness?</p> <p>SA 8.3: Does the Plan provide opportunities for improvements to the conservation, management and enhancement of the District's heritage assets, particularly heritage at risk?</p> <p>SA 8.4: Does the Plan promote access to, as well as enjoyment and understanding of, the local historic environment for the District's residents and visitors?</p>
SA 9: To make efficient use of the District's land resources through the re-use of previously developed land and conserve its soils.	<p>SA 9.1: Does the Plan maximise the provision of housing and employment development on previously developed land?</p> <p>SA 9.2: Does the Plan seek to deliver an appropriate density of housing development as to make efficient use of land?</p> <p>SA 9.3: Does the Plan ensure contaminated land is remediated where appropriate?</p> <p>SA 9.4: Does the Plan minimise the loss of high grade agricultural land to development?</p>
SA 10: To conserve natural resources, including mineral resources in the District.	<p>SA 10.1 Does the plan ensure that unnecessary or unjustified sterilisation of mineral resources is prevented?</p> <p>SA 10.2 Does the plan promote achievement of the waste hierarchy?</p>
SA 11: To achieve sustainable water resource management and promote the quality of the District's waters.	<p>SA 11.1: Does the Plan seek to improve the quality of groundwater and surface water in the District's as well as water quality within its rivers and inland waters?</p> <p>SA 11.2: Does the Plan seek to prevent and where unreasonable minimise inappropriate development in Source Protection Zones?</p> <p>SA 11.3: Does the Plan ensure there is sufficient waste water treatment capacity to accommodate the new development?</p> <p>SA 11.4: Does the Plan promote development which would avoid water pollution due to contaminated runoff from development?</p> <p>SA 11.5: Does the Plan ensure that there is sufficient water resource available to support new development?</p> <p>SA 11.6: Does the Plan support efficient use of water in new developments, including the recycling of water resources where appropriate?</p>
SA 12: To manage and reduce the risk of flooding.	<p>SA 12.1: Does the Plan seek to prevent and where unreasonable minimise inappropriate development in areas prone to flood risk and areas prone to increasing flood risk elsewhere, taking into account the impacts of climate change?</p> <p>SA12.2: Does the Plan promote the use of Natural Flood Management schemes, Sustainable Drainage Systems (SuDS) and flood resilient design?</p>
SA 13: To reduce congestion and the need to travel by private vehicle in the District.	<p>SA 13.1: Does the Plan support access to public transport provision?</p> <p>SA 13 .2: Does the Plan maintain and enhance networks for active travel, including walking and cycling?</p>

SA Objective	Appraisal questions: Does the Local Plan option/policy...
	SA 13.3: Does the Plan support development which is in close proximity to local centres, services and facilities, key employment areas and/or public transport nodes.
SA 14: To limit air pollution in the District and ensure lasting improvements in air quality.	SA 14.1: Does the Plan avoid, minimise and mitigate the effects of poor air quality? SA 14.2: Does the Plan promote more sustainable transport and reduce the need to travel? SA 14.3: Does the Plan contain measures which will help to reduce congestion? SA 14.4: Does the Plan minimise increases in traffic in Air Quality Management Areas? SA 14.5: Does the Plan facilitate the take up of low / zero emission vehicles?
SA 15: To minimise the District's contribution to climate change and adapt to unavoidable climate change.	SA 15.1: Does the Plan promote energy efficient design? SA 15.2: Does the Plan encourage the provision of energy from renewable sources where possible? SA 15.3: Does the Plan minimise greenhouse gas emissions from transport? SA 15.4: Does the Plan promote the use of locally and sustainably sourced, and recycling of materials in construction and renovation?
SA 16: To facilitate a sustainable and growing economy.	SA 16.1: Does the Plan allow for an adequate supply of land and the delivery of infrastructure to meet the District's economic and employment needs? SA 16.2: Does the Plan seek to promote business development and enhance productivity? SA 16.3: Does the Plan promote the image as an area for investment and support opportunities for the expansion and diversification of businesses? SA 16.4: Does the Plan provide for start-up businesses and flexible working practices? SA 16.5: Does the Plan support the prosperity and diversification of the District's rural economy? SA 16.6: Does the Plan support stronger links to the wider economy of the Gatwick Diamond and the aim of the Coast to Capital LEP?
SA 17: To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in the District.	SA 17.1: Does the Plan provide for accessible employment opportunities? SA 17.2: Does the Plan support equality of opportunity for young people and job seekers and opportunity for the expansion and diversification of business?

## Likely effects of the quantum of growth options considered for the Local Plan

32. Throughout the SA, five options for the quantum of growth to be delivered through the Local Plan have been considered as follows:

- **Quantum option 1:** Lower growth - 1,000 dpa (16,405 total) and 35.3 hectares employment land

*Level of housing development set out at a level to meet the standard methodology calculation for Local Housing Need for the District (965 dpa)<sup>2</sup> with consideration for a slight uplift in provision to ensure flexibility in housing supply.*

*Level of employment growth set out to meet the gross need for the District based on Economic Growth Assessment.*

- **Quantum option 2:** Medium growth - 1,200 dpa (20,400 total) and 43.4 hectares employment land

*An intermediate level of housing development which meets the standard methodology calculation for Local Housing Need for the District and some but not all of the Duty to Cooperate cross-boundary need from a number of neighbouring districts.*

*Level of employment growth proportionately scaled from the Economic Growth Assessment total to reflect the medium housing growth option.*

- **Quantum option 3:** Higher growth - 1,400 dpa (23,800 total) and 50.7 hectares employment land

*A higher level of housing growth with the District accepting additional growth to meet the unmet needs of a number of neighbouring districts under the Duty to Cooperate.*

<sup>2</sup> It should be noted that the standard method calculation for the District's housing need has subsequently been recalculated. The new figure (as at April 2021) is 897dpa. Quantum option 1 still allows for

testing of a level of development which includes a slight uplift in provision to ensure flexibility in housing supply.

Level of employment growth proportionately scaled from the Economic Growth Assessment total to reflect the higher housing growth option.

- **Quantum option 4:** Near maximum growth - 1,600 dpa (27,200 total)

Near maximum level of growth with the District accepting significant additional growth to help meet the unmet needs of a number of neighbouring districts under the Duty to Cooperate.

- **Quantum option 5:** Maximum growth – 1,800 dwellings per annum (30,600)

Maximum level of growth with the District making an even greater contribution to the unmet needs of a number of neighbouring districts under the Duty to Cooperate.

**33.** These options were considered at a high level and did not incorporate any information about how the growth would be distributed across the plan area. **Table 3** below presents a summary of the likely SA effects for the five quantum options considered. The effects are described in detailed in Chapter 4 of the full SA Report.

Table 3 Summary of likely sustainability effects for the growth quantum options considered for Horsham District Local Plan

SA Objective	Quantum Option 1: Lower growth	Quantum Option 2: Medium growth	Quantum Option 3: Higher growth	Quantum Option 4: Near maximum growth	Quantum Option 5: Maximum growth
1: Housing	+	++?	++	++	++
2: Access to services/facilities	+?	++?	++/-?	++/-?	++/-?
3: Inclusive Communities	+	+	+/-?	-/+?	-/+?
4: Crime	0?	0?	0?	0?	0?
5: Health and wellbeing	+	+	+/-?	-/+?	-/+?
6: Biodiversity	-	--	--	--	--
7: Landscape	-	--	--	--	--
8: Historic environment	--	--	--	--	--
9: Soil quality	--?	--?	--?	--?	--?
10: Natural resources	--?	--?	--?	--?	--?
11: Water resources	-?	-?	-?	-?	-?
12: Flooding	-	--	--	--	--
13: Transport	+/-?	+/-?	++/-?	++/-?	++/-?
14: Air pollution	+/-?	+/-?	-/+?	-/+?	-/+?
15: Climate change	+/-?	+/-?	++/-?	++/-?	++/-?
16: Economic growth	+	+/-	++/-	++/-	++/-
17: Access to employment opportunities	+	+	++/-	++/-	++/-

## Likely effects of the spatial strategy options considered for the Local Plan

34. Six alternative options for the distribution of development were identified by the Council at Regulation 18 stage. The identification of these options took into account the current settlement pattern, the relationship of Horsham with surrounding areas, and potential larger scale development sites. Each was subject to SA:

- **Option 1:** Existing settlement hierarchy strategy (bring forward existing development strategy)  
*Focus growth in and around the key settlement of Horsham and allow for growth in the rest of the District in accordance with the identified settlement hierarchy.*
- **Option 2:** Proportionate growth strategy  
*Growth is apportioned to all settlements in a more dispersed distribution in a way that is proportionate to the existing number of households/population.*
- **Option 3:** New garden towns  
*Strategic scale growth (90%) is delivered as new garden towns, with a small remainder (10% of total) delivered at small sites in accordance with localism principles.*
- **Option 4:** New urban extensions  
*As per Option 3 but with the majority of growth focussed at new urban extensions.*
- **Option 5:** Employment strategy  
*Focus growth in Horsham District at locations expected to see significant employment growth (which could include employment growth close to the District boundary to respond to the areas which are of economic importance outside of Horsham).*
- **Option 6:** Sustainable transport strategy  
*Growth focused at settlements in the existing settlement hierarchy (for the District) with existing rail links, access to high frequency bus services (i.e. where services run once every 30 minutes or more often) and to a lesser extent where there is good access onto the primary road network (i.e. the A24, A29, A281, A283 and A264).*

35. The detailed findings by SA objective for each of the spatial growth options were described in Chapter 2 of the Interim SA of Growth Options (LUC, February 2020). A summary of the sustainability effects of the six strategy options that have been considered for the Horsham Local Plan is presented in **Table 4** below.

Table 4 Summary of likely sustainability effects for the overall strategy options considered for Horsham District Local Plan

SA Objective	Option 1: Existing settlement hierarchy	Option 2: Proportionate growth	Option 3: New garden towns	Option 4: New urban extensions	Option 5: Employment strategy	Option 6: Sustainable transport strategy
1: Housing	++	++/-?	+++?	+++?	++	++
2: Access to services and facilities	++/-?	--/+	++/--?	++/-?	++/--	++/-
3: Inclusive Communities	++	+/-	++/--?	++/-?	++/-	+/-
4: Crime	0	0	0	0	0	0
5: Health and wellbeing	++/-?	--/+	++/--?	++/-?	+/-	+/-?
6: Biodiversity and geodiversity	--?	--?	--?	--?	--?	--?
7: Landscapes and townscapes	--/+?	--?	--?	--?	--?	--?
8: Historic environment	--?	--?	--?	--?	--?	--?
9: Soil quality	++/-?	--?	--?	--?	+/-?	--/+?
10: Natural resources	-?	--?	--?	--?	--?	--?
11: Water resources	-?	-?	0	-?	--?	-?
12: Flooding	--	--?	--	--	--?	--?
13: Transport	++/--	--/+	--/+	+/-	++/--	++/-
14: Air pollution	+/-	--/+	--/+	--/+	--/+	--/+
15: Climate change	+/-	--/+	--/+	+/-	--/+	+/-
16: Economic growth	++/-?	--/+	+/-?	++/-?	+++?	+/-
17: Access to employment opportunities	++/-	--/+	++/--?	++/-?	++	++/-

## Likely effects of the large site options considered for the Local Plan

**36.** This section summarises the SA findings for the options for large scale sites considered to be allocated in the Horsham District Local Plan. The SA scores are summarised in **Table 5** at the end of this section and are described in detail in the full SA report. The detailed SA matrices can be found in Appendix D in the full SA Report.

**37.** A total of 12 reasonable alternative large site options were subject to SA (details of the expected number of dwellings and key employment uses at each site is provided in italics):

- Site SA101: Land West of Ifield (urban extension)  
*3,250 dwellings and approximately 9,000sqm B2/B8 and former B1 uses (c.2.0ha) within the plan period (and a total of 10,000 dwellings in the longer term when fully built out).*
- Site SA118: Land East of Billingshurst (urban extension)  
*650 dwellings and 2,200sqm B2/B8 and former B1 uses (0.5ha) within the plan period.*
- Site SA119: West of Southwater (urban extension)  
*1,200 dwellings and 18,000sqm B2/B8 and former B1 uses (c.4.0ha) within the plan period.*
- SA291: West of Kilnwood Vale extension (urban extension)  
*350 dwellings with no substantial employment land provision within the plan period*
- Site SA394: Rookwood (urban extension)  
*725 dwellings and 3,000sqm E uses (start-up or flexible desk space facilities) (c.0.4ha) within the plan period.*
- Site SA414: Land North East of Henfield (Mayfield) (new settlement)  
*2,000 dwellings and the creation of 7,000 new jobs through the provision of new employment floorspace within the plan period (and a total of 7,000 homes in the longer term when fully built out).*
- Site SA459/SA674/SA846: Land East of Kingsfold (urban extension/satellite settlement)  
*1,000 dwellings and 75,000m<sup>2</sup> of employment space within the plan period (and a total of 1,300 dwellings in the longer term).*
- Site SA597: Adversane / Land at Steepwood Farm (new settlement)

*2,000 dwellings and the creation of 2,450 jobs within the plan period (and a total of 2,850 dwellings in the longer term).*

- Site SA716: Buck Barn / Land at Newhouse Farm, West Grinstead (new settlement)

*2,100 dwellings, 30,000sqm B2/B8 and former B1 uses (of which 21,200sqm B2/B8) (c.6.5ha) within the plan period (the proposals at Buck Barn are for a settlement of around 3,000 homes, but the total quantum of this development cannot be delivered in the plan period).*

- Site SA744: (includes SA225)/SA668: West of Billingshurst (urban extension)

*1,000 dwellings and 4,600m<sup>2</sup> of B class use employment space within the plan period*

- Site SA754: Horsham Golf & Fitness Club (urban extension)

*500-550 dwellings and a range of sports facilities.*

- Site SA085/SA520/SA524/SA539/SA790: Ashington cluster (urban extension)

*400 dwellings and a limited amount of flexible employment space within the plan period.*

**38.** The Council's reasons for allocating or discounting the large sites are explained in Chapter 9 and Appendix F of the full SA Report.

Table 5 Summary of likely sustainability effects for large site options considered for Horsham District Local Plan

SA Objective	Urban extension or 'satellite settlement' sites						Standalone new settlement sites					
	SA101: West of Ifield	SA118: Land East of Billingshurst	SA119: West of Southwater	SA291: West of Kilnwood Vale extension	SA394: Rookwood	SA459/SA674/SA846: Land East of Kingsfold	SA744 (includes SA225)/SA668: West of Billingshurst	SA754: Horsham Golf & Fitness Club	SA085/SA520/SA524/SA539/SA790: Ashington cluster	SA414: Land North East of Henfield (Mayfield)	SA597: Adversane	SA716: Buck Barn
1: Housing	++	++	++?	+	++	++	++	++	+	++	++	++
2: Access to services and facilities	++?	+/-?	++?	+/-?	++?	--/+?	++/-?	+/-?	+/-?	++/-?	++/-?	++/-?
3: Inclusive Communities	+?	+?	+?	0	+?	0	+/-?	0	+?	0	0	0
4: Crime	0?	0?	0?	0?	0?	0?	0?	0	0?	0?	0?	0?
5: Health and wellbeing	++/--?	++/-?	++/-?	+/-?	++/--?	--/+?	++/-?	--/+?	+/-?	++/-?	++/-?	++/-?
6: Biodiversity	--?	--?	--?	--?	--?	--/+?	--/+?	-?	--?	--?	--?	--/+?
7: Landscape	--?	-?	--?	--?	--?	--?	--?	--?	--?	--?	--?	-?
8: Historic environment	--?	--?	--?	-?	-?	--?	--?	--?	--?	--?	--?	--?
9: Soil quality	-	--?	--?	--?	-	--?	--?	-	--?	--?	--?	--?
10: Natural resources	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?
11: Water resources	-?	-?	0	-?	0	0	-?	0	0	-?	0	0
12: Flooding	-?	-?	-?	-?	-?	-?	-?	-?	-?	-?	-?	-?
13: Transport	++/-?	++/-?	++/-?	++/-?	++/-?	+/-?	++/-?	++/-?	+/-?	--/+?	--/+?	--/+?
14: Air pollution	++/--?	++/-?	++/-?	++/--?	++/-?	+/-?	++/-?	++/-?	--/+?	--/+?	+/-?	--/+?
15: Climate change	+/-	+/-?	+/-?	+/-?	+/-?	++/-?	+/-?	+/-?	+/-?	++/--?	++/-?	++/--?
16: Economic growth	++	++	++	+	+	++?	++	+	+?	++?	++?	++?
17: Access to employment	++	+/-?	+/-?	+	++	+/-	+/-?	+/-?	+/-	--/+	+/-	+/-

### Likely effects of the small site options considered for the Local Plan

**39.** This section provides a summary of the reasonable alternative small site options considered for allocation in the Local Plan.

**40.** The detailed SA matrices for the small-scale residential site options can be found in Appendix E in the full SA Report and the findings are summarised in **Table 6** below.

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Table 6 Summary of likely sustainability effects for the small site options considered for Horsham District Local Plan

SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
<b>Ashington</b>																	
SA085 (residential - 20 dwellings)	++	+/-?	0	0?	+	-?	--?	-?	--?	--?	0	-	+	0	+	0	0
SA122/SA131/SA548/SA735 (residential use - 225 dwellings)	++	++	0	0?	+	-?	--?	--?	-	--?	0	-	+	0	+	0	+
SA520 (residential - 20 dwellings)	++	+/-?	0	0?	+	-?	--?	--?	--?	--?	0	-	+	0	+	0	+
SA539 (residential - 20 dwellings)	++	+/-?	0	0?	+	-?	--?	-?	--?	--?	0	-	+	0	+	0	+
SA866 (residential use - 75 dwellings)	++	++	0	0?	+	-?	--?	0?	-	--?	0	-	+	0	+	0	+
<b>Barns Green</b>																	
SA006 (residential use - 50 dwellings)	++	++	0	0?	+	-?	--?	--?	-	--?	0	-	+	0	+	0	--
SA344 (residential use - 30 dwellings)	++	++	0	0?	+	-?	--?	-?	--?	--?	0	-	+	0	+	0	--
SA510 (residential use - 25 dwellings)	++	++	0	0?	+	-?	--?	--?	--?	--?	0	-	+	0	+	0	--
SA613 (residential use - 30 dwellings)	++	++	+	0?	--/+	-?	-?	--?	+	--?	0	0	+	0	+	0	--
<b>Billingshurst</b>																	
SA565 (residential use - 12 dwellings)	++	++/-?	0	0?	++	-?	--?	?	--?	--?	0	-	++	0	++	0	+

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
SA656 (residential use – 10 dwellings)	+	++?	0	0?	+	--?	?	--?	--?	--?	0	-	++	0	++	0	+
SA698 (residential use - 40 dwellings)	++	++/-?	0	0?	++	-?	--?	-?	--?	--?	0	-	++	0	++	0	+
SA560 (residential use 30 dwellings)	++	++?	0	0?	+	-?	--?	-?	--?	--?	0	-	++	0	++	0	+
SA607 (residential use 30 dwellings)	++	++/-?	0	0?	+	-?	--?	-?	--?	--?	0	-	++	0	++	0	+
SA678 (residential use 30 dwellings)	++	++?	0	0?	+	-?	--?	-?	--?	--?	0	-	++	0	++	0	+
SA770 (residential use – 105 dwellings)	++	++/-?	0	0?	++	-?	--?	-?	--?	--?	0	-	++	0	++	0	+
SA573 employment use)	0	++	0	0?	++	--?	--?	-?	--?	--?	0	-	++	0	++	+	++
GA016 (Gypsy and Traveller use)	++	-?	0	0?	+	--?	?	0?	--?	--?	0	-	+	0	+	0	-
SA819 (employment use)	0	++	+	0?	+	--?	--?	?	+	--?	0	0	++	0	++	++	++
Bramber and Upper Beeding																	
SA483/SA055/SA488 (residential use – 70 dwellings)	++	++?	0	0?	++	--?	?	--?	-	0	0	-	-	0	-	0	-
Broadbridge Heath and Slinfold																	
SA102 (employment use)	0	++?	+	0?	+	--?	--?	--?	-	--?	0	-	+	0	+	+	+

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
SA386 (- residential use – 150 dwellings)	++	++/-?	+	0?	+	-?	-?	--?	--?	--?	0	-	+	0	+	0	+
SA622 (residential use – potential for retirement housing and specialist care accommodation- 140 dwellings)	++	++	+	0?	+	-?	--?	-?	-	--?	0	-	+	0	+	0	+
SA833 (employment use)	0	+	+	0?	+	-?	?	0?	--?	--?	0	-	+	0	+	++	+
SA002 (Gypsy and traveller use)	++	-?	+	0?	-	-?	?	0?	+	--?	0	0	+	0	+	0	+
Christ's Hospital																	
SA129 (residential use – 20 dwellings)	++	++?	0	0?	+	-?	--?	0?	-	--?	0	-	++	0	++	0	++
Cowfold																	
SA076/SA083 (residential use – 35 dwellings)	++	++?	0	0?	++	0?	--?	-?	--?	--?	0	-	+	--	+	0	+
SA366 (residential use – 100 dwellings)	++	+	0	0?	++	-?	--?	--?	--?	--?	0	-	+	--	+	0	+
SA609 (residential use – 35 dwellings)	++	++?	0	0?	++	0?	--?	--?	--?	--?	0	-	+	--	+	0	+
SA610/SA611 (residential use – 35 dwellings)	++	++?	0	0?	++	0?	-?	--?	--?	--?	0	-	+	--	+	0	+

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
GA017 (Gypsy and Traveller use)	++	-?	0	0?	-	-?	--?	0?	--?	--?	0	-	+	--	+	0	--
Henfield																	
SA005 (residential use – 100 dwellings)	++	++/-?	0	0?	++	0?	--?	-?	--	--?	0	-	+	0	+	0	+
SA011 (residential use – 30 dwellings)	++	++/-?	0	0?	++	-?	--?	--?	--?	--?	0	-	+	0	+	0	+
SA065 (residential use – 25 dwellings)	++	++/-?	0	0?	++	0?	0?	0?	--?	--?	0	-	+	0	+	0	-
SA317 (residential use – 55 dwellings)	++	++/-?	0	0?	+	--?	--?	--?	--	--?	0	-	+	0	+	0	-
SA504 (residential use – 10 dwellings)	++	++/-?	0	0?	+	-?	--?	--?	--?	--?	0	-	+	0	+	0	+
SA686 (residential use – 205 dwellings)	++	++?	0	0?	++	-?	--?	0?	--?	--?	0	-	+	0	+	0	-
GA011 (Gypsy and Traveller use)	++	-?	+	0?	-	-?	?	0?	+	--?	0	0	+	0	+	0	-
Horsham																	
SA074 (residential use – 100 dwellings)	++	++?	0	0?	+	--?	--?	-?	-	0	0	-	++	0	++	0	++
SA191 (employment use)	0	-?	0	0?	-	-?	?	0?	-	--?	0	-	++	0	++	+	++
SA363 (employment use)	0	-?	0	0?	-	-?	--?	0?	-	--?	0	-	++	0	++	+	++
SA568b (residential use – 300 dwellings)	++	++/-?	0	0?	+	-?	-?	0?	--?	--?	0	-	++	--	++	0	++

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
SA568a (employment use)	0	++	0	0?	+	-?	-?	0?	--?	--?	0	-	++	--	++	+	++
SA568 (residential use)	++	++/-	0	0?	+	-?	-?	0?	--?	--?	0	-	++	--	++	0	
SA570 (employment use)	0	++	0	0?	+	-?	--?	0?	-	-?	0	-	++	0	++	+	++
SA325 (employment use)	0	++	0	0?	+	-?	--?	?	--?	--?	0	-	++	0	++	++	++
Lower Beeding																	
SA567 (residential use – 10 dwellings)	++	++	0	0?	+	-?	--?	-?	--?	-?	0	-	+	0	+	0	--
SA575 (residential use – 20 dwellings)	++	++	0	0?	+	-?	--?	-?	--?	0	0	-	+	0	+	0	--
SA584 (residential use – 7 dwellings)	+	++	0	0?	+	-?	--?	--?	--?	0	0	-	+	0	+	0	--
SA657 (residential use – 20 dwellings)	++	++	0	0?	+	-?	--?	0?	--?	0	0	-	+	0	+	0	--
SA729 (residential use – 10 dwellings)	++	++	0	0?	+	-?	--?	0?	--?	0	0	-	+	0	+	0	--
Partridge Green																	
SA063 (employment use)	0	+	0	0?	++	--?	?	0?	--?	--?	0	-	+	0	+	+	+
SA274 (residential use – 55 dwellings)	++	++	0	0?	++	0?	-?	--?	--?	--?	0	-	+	0	+	0	+
SA320 (residential use – 70 dwellings)	++	+/-?	0	0?	++	--?	--?	0?	--?	--?	0	-	+	0	+	0	+

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
SA433 (residential use – 80 dwellings)	++	+	0	0?	++	--?	-?	--?	--?	--?	0	-	+	0	+	0	+
SA634 (residential use – 20 dwellings)	++	+/-?	0	0?	++	--?	-?	--?	--?	--?	0	-	+	0	+	0	+
Pulborough and Codmore Hill																	
SA112 (residential use – 60 dwellings)	++	++/-?	0	0?	+	--?	--?	-?	-	--?	0	-	++	0	++	0	+
SA385 (employment use)	0	++	0	0?	+	--?	--?	-?	--?	--?	0	-	+	0	+	+	+
SA445 (residential use – 170 dwellings)	++	++?	0	0?	++	--?	--?	--?	--?	--?	0	-	++	0	++	0	+/-
SA556 (residential use – 25 dwellings)	++	++?	0	0?	++	--?	--?	-?	--?	--?	0	-	++	0	++	0	+
SA588 (residential use – 20 dwellings)	++	++?	0	0?	+	--?	--?	?	--?	--?	0	-	++	0	++	0	+
SA830 (employment use)	0	++	0	0?	+	--?	--?	?	--?	--?	0	-	+	0	+	+	+
GA007 (Gypsy and Traveller use)	++	++/-?	+	0?	+	-?	--?	-?	+	--?	0	0	+	0	+	0	-
GA015 (Gypsy and Traveller use)	++	-?	+	0?	-	0?	--?	0?	+	--?	0	0	+	0	+	0	--
Rudwick and Bucks Green																	
SA442 (residential use – 15 dwellings)	++	+/-?	0	0?	++	-?	--?	-?	-	--?	0	-	+	0	+	0	--
SA574 (residential use – 60 dwellings)	++	+	0	0?	++	-?	--?	0?	--?	--?	0	-	+	0	+	0	--

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
SA683 (residential use – 6 dwellings)	+	+/-?	0	0?	++	-?	--?	-?	--?	--?	0	-	+	0	+	0	--
SA794 (residential use - 6 dwellings)	+	++	0	0?	-	-?	--?	-?	--?	--?	0	-	+	0	+	0	--
GA009 (Gypsy and Traveller use)	++	-?	+	0?	-	-?	?	0?	+	--?	0	0	-	0	-	0	-
Rusper																	
SA080 (residential use 12 dwellings)	++	++	0	0?	+	-?	--?	--?	-	--?	0	-	+	0	+	0	--
SA465 (residential use 3 dwellings)	+	++	0	0?	+	-?	--?	--?	-	--?	0	-	+	0	+	0	--
SA737 (residential use – 5 dwellings)	+	++	0	0?	+	-?	--?	-?	-	--?	0	-	+	0	+	0	--
SA872 (residential use - 20 dwelling)	++	++	0	0?	+	-?	--?	--?	-	--?	0	-	+	0	+	0	--
GA008 (Gypsy and Traveller use)	++	-?	+	0?	-	0?	?	0?	+	--?	0	0	+	0	+	0	--
Small Dole																	
SA505 (residential use – 10 dwellings)	++	-?	0	0?	+	-?	-?	0?	--?	--?	0	-	+	0	+	0	+
SA538 (residential use – 40 dwellings)	++	-?	0	0?	+	-?	-?	-?	--	--?	0	-	+	0	+	0	+
SA689 (residential use - 20 dwellings)	++	-?	0	0?	+	--?	-?	0?	--?	--?	0	-	+	0	+	0	+
Southwater																	

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
SA324 (residential use – 15 dwellings)	++	++	0	0?	+	-?	-?	-?	--?	--?	0	-	++	0	++	0	+
SA644/SA645 (employment use)	0	-?	0	0?	-	-?	?	-?	--?	--?	0	-	+	--	+	++	+
SA703 (employment use)	0	++	0	0?	+	-?	--?	0?	--?	--?	0	-	++	0	++	+	++
SA701 (residential use – 60 dwellings)	++	++/-?	0	0?	+	-?	--?	-?	--?	--?	0	-	+	0	+	0	+
SA725 (residential use – 60 dwellings)	++	++/-?	0	0?	+	-?	--?	-?	--?	--?	0	-	+	0	+	0	+
SA743 (residential use – 60 dwellings)	++	++/-?	0	0?	+	-?	--?	-?	--?	--?	0	-	+	0	+	0	+
Steyning																	
SA742 (residential use – 240 dwellings)	++	++	0	0?	++	--?	-?	--?	--?	0	0	-	+	0	+	0	--
Storrington																	
SA361/SA732 (residential use – 70 dwellings)	++	++?	0	0?	++	--?	--?	--?	--?	--?	0	-	+	--	+	0	+
SA639 (residential use – 50 dwellings)	++	++?	0	0?	++	--?	--?	-?	--?	--?	0	-	+	--	+	0	+
SA384 (residential use - 75 dwellings)	++	++?	0	0?	++	--?	--?	-?	-	--?	0	-	+	--	+	0	+
Thakeham																	
SA039 (residential use – 25 dwellings)	++	+/-?	0	0?	+	--?	?	0?	--	-?	-	-	+	0	+	0	+

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SA objectives	1: Housing	2: Access to services and facilities	3: Inclusive communities	4: Crime	5: Health	6: Biodiversity and geodiversity	7: Landscapes and townscapes	8: Historic environment	9: Efficient land use	10: Natural resources	11: Water resources	12: Flooding	13: Transport	14: Air Quality	15: Climate change	16: Economic growth	17: Access to employment opportunities
SA513 (residential use – 25 dwellings)	++	+/-?	0	0?	+	-?	--?	0?	--	--?	-	-	+	0	+	0	+
SA873 (residential use – 40 dwellings)	++	+/-?	0	0?	+	-?	?	0?	--	-?	-	-	+	0	+	0	+
GA010 (Gypsy and Traveller use)	++	+	+	0?	+	-?	--?	0?	+	--?	-	0	+	0	+	0	-
SA014 (Gypsy and Traveller use)	++	-?	+	0?	-	-?	?	0?	--?	--?	0	-	+	0	+	0	--
Warnham																	
SA070 (residential use – 25 dwellings)	++	+	0	0?	+	-?	--?	?	--?	--?	0	-	++	0	++	0	+
SA071 (residential use – 20 dwellings)	++	+	0	0?	+	0?	--?	0?	--?	--?	0	-	++	0	++	0	+
West Chiltington Village and Common																	
SA066 (residential use – 15 dwellings)	++	+	0	0?	+	0?	-?	--?	--?	--?	0	-	+	0	+	0	--
SA429 (residential use – 15 dwellings)	++	+/-?	0	0?	-	0?	--?	-?	--?	-?	-	-	-	0	-	0	+
SA500 (residential use – 6 dwellings)	+	+	0	0?	+	0?	-?	-?	--?	--?	-	-	+	0	+	0	-
GA004 (gypsy and traveller use)	++	+/-?	0	0?	-	0?	--?	0?	--?	--?	0	-	+	0	+	0	--

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### Likely effects of the growth scenario options considered for the Local Plan

**41.** Drawing on the appraisals of the five quanta of growth options, the six overall spatial strategy options and the small and large-scale site options, the Council prepared nine spatially specific growth scenarios at the Regulation 18 stage that could be taken forward in the Local Plan Review. These were also subject to SA and the findings are described in detail in Chapter 7 of the full SA Report.

**42.** The growth scenario options relate to either lower, medium or higher growth scenarios. They included different combinations of large site and small site options to ensure that all reasonable alternative options relating to the approach to the distribution of growth in the District have been appraised. In total 14 growth scenario options have been subject to appraisal throughout the plan making process.

**43.** The different combinations of site options that comprise each scenario are shown in **Table 7** further ahead in this section. Growth scenario options that have first been considered at the Regulation 19 stage as 'new scenarios' are highlighted in red in that table. The explanation for the combinations of different sites included within each scenario is provided in Chapter 7 of the full SA Report. The Preferred Strategy for the Local Plan has also been appraised alongside the 14 alternative growth scenario options. The summary of likely effects for each option is presented in **Table 8** with a detailed summary of the likely effects provided in Chapter 7 in the full SA Report.

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Table 7 Growth scenario options considered by Horsham District Council and subject to sustainability appraisal

Site names	Lower Growth Scenarios				Medium Growth Scenarios							Higher Growth Scenarios			Preferred Strategy
	Scenario 1a: settlement hierarchy - urban extension	Scenario 1b: new settlement option	Option 1c: relating to access to sustainable transport	Scenario 1d: new settlements and small sites only	Scenario 2a: new settlement plus settlement hierarchy (Mayfield)	Scenario 2b: new settlement plus settlement hierarchy (Adversane)	Scenario 2c: new settlement plus settlement hierarchy (Buck Barr)	Scenario 2d: new settlement with east-west spread (Mayfield), urban extension West of Billingshurst, without Kilnwood Vale & expand medium settlements	Scenario 2e: A24/A264 corridor focus (Kingsfold)	Scenario 2f: east central focus - 2 new settlements, smaller Crawley expansion & all reasonable alternative small sites (Kilnwood Vale)	Scenario 2g: urban extension and small sites option	Scenario 3a urban extension and new settlements	Scenario 3b: urban extension and small sites	Scenario 3c: maximum growth, all available sites (i.e. all reasonable alternatives, strategic and small sites, plus 1,500 from other rejected sites)	
West of Ifield	3,250	0	3,250	0	3,250	3,250	3,250	3,250	3,250	0	3,250	3,250	3,250	3,250	3,250
East of B'hurst	650	0	650	0	650	650	650	0	650	650	650	650	650	650	650
West of S'water	1,200	0	1,200	0	1,200	1,200	1,200	1,200	0	1,200	1,200	1,200	1,200	1,200	1,200
North Horsham densified	500	0	500	0	500	500	500	500	500	500	500	500	500	500	500
West of Kilnwood Vale	350	0	0	0	350	350	350	0	350	350	350	350	350	350	350
Rookwood	725	0	725	0	725	725	725	725	725	0	725	725	725	725	0
Mayfield	0	2,000	0	2,000	2,000	0	0	2,000	0	0	0	2,000	0	2,000	0
Land East of Kingsfold	0	0	0	0	0	0	0	0	1,000	0	1,000	1,000	1,000	1,000	0
Adversane	0	2,000	0	2,000	0	2,000	0	0	0	2,000	0	2,000	0	2,000	0
Land at Buck Barr	0	2,000	0	2,000	0	0	2,000	0	2,000	2,000	0	2,000	0	2,000	2,000
West of B'hurst	0	0	1,000	0	0	0	0	1,000	0	0	1,000	1,000	1,000	1,000	0
Ashington cluster	400	0	0	0	400	400	400	0	0	0	400	0	400	400	0
Small sites	550	2,050	2,500	3,700	2,500	2,500	2,500	2,500	2,500	4,100	2,500	0	5,600	6,150	2,500
<b>Total</b>	<b>7,625</b>	<b>8,050</b>	<b>9,825</b>	<b>9,700</b>	<b>11,575</b>	<b>11,575</b>	<b>11,575</b>	<b>11,175</b>	<b>10,975</b>	<b>10,800</b>	<b>11,575</b>	<b>14,675</b>	<b>14,675</b>	<b>21,225</b>	<b>10,450</b>

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Table 8 Summary of likely sustainability effects of the growth scenario options considered for the Horsham District Local Plan

Growth Scenarios SA objectives	Lower Growth Scenarios				Medium growth scenarios							Higher growth scenarios			Preferred Strategy
	Scenario 1a	Scenario 1b	Scenario 1c	Scenario 1d	Scenario 2a	Scenario 2b	Scenario 2c	Scenario 2d	Scenario 2e	Scenario 2f	Scenario 2g	Scenario 3a	Scenario 3b	Scenario 3c	
1: Housing	+/-	+/-?	+	++/-	++	++	++	++	++	++/-	++	+++?	+++?	++	++
2: Access to services and facilities	+/-	--/+	--/+?	--/+	++/-	++/-	++/-	++/-	++/--	--/+	++/--	--/+	--/+	++/--	++/-
3: Inclusive communities	++/-	--/+	+/-	--/+	+/-	+/-	+/-	+/-	--/+	--/+	--/+	--/+	--	--	+/-?
4: Crime	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5: Health	++/-	++/--	--/+?	--/+	++/--	++/--	++/--	++/--	--/+	--/+	--/+	--/+	--	--/+	++/--
6: Biodiversity and biodiversity	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?
7: Landscapes and townscapes	--?	-?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?
8: Historic environment	--?	-?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?
9: Efficient land use	+/-	-	+/--	--	--/+	--/+	--/+	--/+	--/+	--	--	--	--	--	--/+
10: Natural resources	-?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?	--?
11: Water resources	-?	-?	--?	-?	--?	-?	-?	--?	--?	--?	--?	--?	--?	--?	--?
12: Flooding	-?	--?	--?	--?	--?	--?	--?	--?	--?	-?	--?	--?	--?	--?	--?
13: Transport	++/-?	--/+	++/-	--	++/-?	++/-?	++/-?	++/-	++/--?	--	--/+?	--/+?	--?	--/+?	++/-?
14: Air Quality	++/-	--/+	++/-	--	++/--	++/-	++/--	++/-	--/+	--/+	--/+	--/+	--	--	++/--
15: Climate change	++/-	--/+	++/-	--/+	++/-	++/-	++/-	++/-	+/-	--/+	++/--	--/+	--	--/+	++/-
16: Economic growth	+/-	--/+	++/-	--/+	+/-	+/-	+/-	+/-	+/-?	--/+	++/-	++/--	++/--	++/-	++/-
17: Access to employment	++/-	+/-	++/-	--/+	++/-	++/-	++/-	+/-	+/-?	--/+	++/-	++/--	++/--	++/--	++/-

### SA of the Regulation 18 Local Plan (February 2020)

**44.** As described in the preceding sections, a significant volume of SA work had been undertaken prior to the preparation of the Draft (Regulation 18) version of the Local Plan. These SA findings for the site options and strategy options (as summarised above) were taken into account by the Council as it prepared the Draft Local Plan, which was published for consultation between February and March 2020. The more detailed draft policies in the Regulation 18 document were also subject to SA by LUC and the findings were presented in the January 2020 Interim SA of Growth Options and Interim SA Reports which together comprised the Environmental Report for that stage of the plan making process. The Regulation 18 Local Plan did not identify any preferred site allocations.

**45.** In general, the draft policies in the Regulation 18 document were very similar to those now included in the current Regulation 19 document – many of the policies have only had minor wording amendments. Therefore, the detail of the SA findings for the policies and site allocations in the Emerging Options document is not repeated here or in the full SA report. The detailed findings for the draft policies in the Regulation 18 document can be found in Chapter 5 of the Interim SA Report (January 2020).

### Likely effects of the Regulation 19 Local Plan

**46.** This section presents the SA findings for the policies and site allocations in the current version of the Local Plan, the Proposed Submission (Regulation 19) document. The likely effects for all of the policies in the Local Plan are presented in **Table 9** overleaf. Where a policy proposes a site or sites for allocation, the corresponding site option reference is indicated. **Table 10** which follows, summarises all cumulative effects of the Local Plan. The expected cumulative effects of the plan are described in full in Chapter 9 of the full SA Report. .

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Table 9 Summary of likely effects by policy included the Regulation 19 Horsham District Local Plan

SA objectives	SA1: Housing	SA2: Access to services	SA3: Inclusive communities	SA4: Crime	SA5: Health and wellbeing	SA6: Biodiversity and geodiversity	SA7: Landscape	SA8: Historic environment	SA9: Efficient land use	SA10: Natural resources	SA11: Water resources	SA12: Flooding	SA13: Transport	SA14: Air quality	SA15: Climate change	SA16: Economic growth	SA17: Access to employment
Policies																	
Policies for Growth and Change																	
Strategic Policy 1: Sustainable Development	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0
Strategic Policy 2: Development Hierarchy	+	++/-	++	0	+/-	0	+	+	++	0	0	0	+/-	+/-	+/-	0	+/-
Strategic Policy 3: Settlement Expansion	++	++/-	+	0	+/-	0	+	+	0	0	0	0	+/-	+/-	+/-	+	++/-
Strategic Policy 4: Horsham Town	+	++	+	0	++	+	+	+	0	0	+	+	++	+	+	++	++
Strategic Policy 5: Broadbridge Heath Quadrant	+	++	+	++	++/-	++	++	+/-?	+	0	0	0	++/-	+/-	+/-	++	++/-
Economic Development																	
Strategic Policy 6: New Employment <sup>3</sup>	0	++	+	0?	+	--?	--?	--?	--	-?	0	-	+/-	+/-	+/-	++	++
Strategic Policy 7: Enhancing Existing Employment	0	+/-	+	0?	+/-	-?	+/-?	+/-?	+	-?	0	0	+	+/-	+	++	++
Policy 8: Rural Economic Development	0	0	+	0	+/-	+	+	+	0	0	0	0	-	-	-	++	++
Policy 9: Conversion of Agricultural and Rural Buildings to Residential Uses	+	0	0	0	0	+	+	+	+	0	0	0	0	0	0	0	0
Policy 10: Equestrian Development	0	0	0	0	0	0	+	+	+	0	0	0	0	0	0	+	0
Strategic Policy 11: Tourism Facilities and Visitor Accommodation	0	+	+	0	0	0	+	+	+	0	0	0	+	+	+	++	+
Strategic Policy 12: Town Centre Hierarchy and Sequential Approach	0	++	++	0	+	0	+	+	0	0	0	0	+	+	+	++	+
Strategic Policy 13: Town Centre Uses	+	++	++	0	+	0	+	+	0	+	0	0	+	+	+	++	+

<sup>3</sup> Policy 6: New Employment proposes the allocation of employment land at the proposed strategic site allocations as well as at sites Land South of Star Road Industrial Estate, Partridge Green; Land to the West of Graylands Estate, Langhurstwood Road; Horsham; Land at Broomers Hill Business Park, Pulborough; and Land South West of Hop Oast Roundabout. These four sites were appraised as site options SA063; SA363; SA385; and SA703, respectively.

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SA objectives	SA1: Housing	SA2: Access to services	SA3: Inclusive communities	SA4: Crime	SA5: Health and wellbeing	SA6: Biodiversity and geodiversity	SA7: Landscape	SA8: Historic environment	SA9: Efficient land use	SA10: Natural resources	SA11: Water resources	SA12: Flooding	SA13: Transport	SA14: Air quality	SA15: Climate change	SA16: Economic growth	SA17: Access to employment
Policies																	
Housing																	
Strategic Policy 14: Housing Provision	++	++/-	+/-	0	++/--	--?	--?	--?	--/+	--?	-?	--?	++/-?	++/--	++/-	++/-	++/-
Strategic Policy 15: Meeting Local Housing Needs	++	0	0	0	0	0	+	+	0	0	0	0	0	0	0	0	0
Strategic Policy 16: Affordable Housing	++	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Policy 17: Improving Housing Standards in the District	++	0	+	0	+	0	+	+	0	0	0	+	0	0	0	0	0
Policy 18: Rural Exception Homes	++	+/-	+	0	0	0	+/-	+/-	-	0	0	0	+/-	+/-	+/-	0	+/-
Policy 19: Retirement Housing and Specialist Care	++	+	++	0	+	0	0	0	0	0	0	0	+	+	+	0	0
Policy 20: Gypsy and Travellers <sup>4</sup>	++	+/-	++	0	+/-	-?	--/+?	+/-?	+/-	--/+	+/-	+/-	+/-	+/-	+/-	0	--/+
Policy 21: Rural Workers' Accommodation	+	-	+	0	0	0	+	+	+	0	0	0	-	-	-	++	++
Policy 22: Replacement Dwellings and House Extensions in the Countryside	++	0	0	0	0	+	+	+	+	0	0	0	0	0	0	0	0
Policy 23: Ancillary Accommodation	+	0	+	0	0	0	+	+	+	0	0	0	0	0	0	0	0
Conserving and Enhancing the Natural Environment																	
Strategic Policy 24: Environmental Protection	0	0	0	0	+	++	+	0	++	0	++	+	0	++	++	0	0
Policy 25: Air Quality	0	0	0	0	+	++	+	0	0	0	0	0	++	++	++	0	0
Strategic Policy 26: The Natural Environment and Landscape Character	+	+	+	0	0	++	++	+	+	0	+	++	0	+	+	+	0
Strategic Policy 27: Countryside Protection	+	+	+	0	+	++	++	+	+	+	0	+	+	+	+	+	0

<sup>4</sup> Policy 20: Gypsy and Travellers proposes the allocation of sites for Gypsy and Traveller accommodation at the proposed strategic site allocations as well as at sites Southview, The Haven, Slinfold; Lane Top, Nutbourne Road, Pulborough; Hill Farm Lane and Stane Street, Pulborough; Northside Farm Rusper Road Ifield; Sussex Topiary Naldretts Lane Rudgwick; Plot 3 Bramblefield Crays Lane Thakeham; Girder Bridge, Gay Street Lane, North Heath. These seven sites were appraised as site options GA002; GA004; GA007; GA008; GA009; GA010; and GA015, respectively.

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SA objectives	SA1: Housing	SA2: Access to services	SA3: Inclusive communities	SA4: Crime	SA5: Health and wellbeing	SA6: Biodiversity and geodiversity	SA7: Landscape	SA8: Historic environment	SA9: Efficient land use	SA10: Natural resources	SA11: Water resources	SA12: Flooding	SA13: Transport	SA14: Air quality	SA15: Climate change	SA16: Economic growth	SA17: Access to employment
Policies																	
Policy 28: Settlement Coalescence	-?	0	0	0	0	++	++	+	0	0	0	+	+	+	+	-	0
Policy 29: Protected Landscapes	-?	0	0	0	+	++	++?	+	0	0	0	+	0	0	0	+/-	0
Strategic Policy 30: Green Infrastructure and Biodiversity	0	0	0	0	+	++	+	0	0	0	++	+	+	+	++	0	0
Policy 31: Local Greenspace	0	0	+	0	+	++	+	+	0	0	0	+	0	0	0	0	0
Development Quality, Design and Heritage																	
Strategic Policy 32: Development Quality	+	0	+	+	+	+	++	++	+	0	+	+	+	+	+	+	0
Strategic Policy 33: Development Principles	+	0	+	+	+	+	++	+	++	0	0	+	+	+	+	+	0
Policy 34: Heritage Assets and Managing Change within the Historic Environment	0	0	0	0	0	+	++	++	0	0	0	0	0	0	0	0	0
Policy 35: Shop Fronts and Advertisements	0	0	+	0	0	0	++	++	0	0	0	0	0	0	0	+	0
Climate Change and Flooding																	
Strategic Policy 36: Climate Change	+	0	0	0	+	+	+	0	+	+	+	++	+	+	++	0	0
Strategic Policy 37: Appropriate Energy Use	0	0	0	0	0	0	+	0	0	0	0	0	0	0	++	+	0
Policy 38: Sustainable Design and Construction	0	0	+	0	0	0	0	+	0	+	++	0	0	0	++	0	0
Strategic Policy 39: Flooding	0	0	0	0	0	+	0	0	0	0	+	++	0	0	+	0	0
Infrastructure, Transport and Healthy Communities																	
Strategic Policy 40: Infrastructure Provision	+	++	++	+	++	0	0	0	0	0	+	0	+	+	+	0	0
Strategic Policy 41: Sustainable Transport	0	++	++	0	+	0	0	0	0	0	0	0	++	++	++	++	++
Policy 42: Parking	0	+	+	+	+/-	0	0	0	0	0	0	0	+/-	+/-	+/-	+	++
Policy 43: Gatwick Airport Safeguarding	+/-	0	0	0	-?	-?	-?	-?	0	0	0	0	-	-	-	++	+
Strategic Policy 44: Inclusive Communities, Health and Wellbeing	+	++	++	+	++	0	0	0	0	0	0	0	+	+	+	+	++

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Policies																	
Policy 45: Community Facilities, Leisure and Recreation	0	++	++	+	++	+	+	0	0	0	0	0	+	+	+	0	0
<b>Strategic Site Allocations</b>																	
Strategic Policy HA2: West of Crawley Area of Search and Land West of Ifield (Site SA101)	++	++?	+	0?	++/-?	++/-?	-/+?	-/+?	-	--?	+/-?	+/-?	++/-	++/-?	++/-?	++	++
Strategic Policy HA3: Land West of Southwater (Site SA119)	++	++?	+	0?	++/-?	-/+?	-/+?	-/+?	--?	--?	0	-?	++/-?	++/-?	++/-?	++	++/-?
Strategic Policy HA4: Land East of Billingshurst (Site SA118)	++	++/-?	+	0?	++/-?	-/+?	+/-?	-/+?	--?	--?	+/-?	-?	++/-?	++/-?	++/-?	++	++/-?
Strategic Policy HA5: Land at Buck Barn (Site SA716)	++	++/-?	+	0?	++/-?	-/+?	+/-?	-/+?	--?	--?	0	+/-	++/-?	++/-?	++/-?	+++?	++/-
<b>Settlement Site Allocations</b>																	
Strategic Policy HA6: Ashington (Site ASN1 – originally appraised as SA866)	++	+	0	0?	+	-?	--?	0?	-	--?	0	-	+	0	+	0	+
Strategic Policy HA7: Barns Green (Site BGR1 – originally appraised as SA006)	++	+	0	0?	+	-?	--?	-/+?	-	--?	0	-	+	0	+	0	--
Strategic Policy HA7: Barns Green (Site BGR2 – originally appraised as SA510)	++	+	0	0?	+	-?	--?	--?	--?	--?	0	-	+	0	+	0	--
Strategic Policy HA7: Barns Green (Site BGR3 – originally appraised as SA613)	++	+	+	0?	-/+	-?	-?	--?	+	--?	0	0	+	0	+	+	-/+
Strategic Policy HA8: Broadbridge Heath (Site BRH1- – originally appraised as SA386)	++	++/-?	+	0?	+	-?	-?	-/+?	--?	--?	0	-	+	0	+	+	+
Strategic Policy HA8: Broadbridge Heath (Site BRH2 – originally appraised as SA622)	++	++	+	0?	+	-?	-/+?	0?	-	--?	0	-	+	0	+	0	+

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SA objectives	SA1: Housing	SA2: Access to services	SA3: Inclusive communities	SA4: Crime	SA5: Health and wellbeing	SA6: Biodiversity and geodiversity	SA7: Landscape	SA8: Historic environment	SA9: Efficient land use	SA10: Natural resources	SA11: Water resources	SA12: Flooding	SA13: Transport	SA14: Air quality	SA15: Climate change	SA16: Economic growth	SA17: Access to employment
Policies																	
Strategic Policy HA9: Christ's Hospital (Site CH1 – originally appraised as SA129)	++	++?	0	0?	+	-?	--?	0?	-	--?	0	-	++	0	++	0	++
Strategic Policy HA10: Cowfold (Site CW1 – originally appraised as SA076/SA083)	++	+	0	0?	++	0?	--/+?	--?	--?	--?	0	-	+	--/+	+	0	+
Strategic Policy HA10: Cowfold (Site CW2 – originally appraised as SA609)	++	+	0	0?	++	0?	--/+?	--?	--?	--?	0	-	+	--/+	+	0	+
Strategic Policy HA10: Cowfold (Site CW3 – originally appraised as SA610/SA611)	++	+	0	0?	++	0?	+/-?	--/+?	--?	--?	0	-	+	--/+	+	0	+
Strategic Policy HA11: Henfield (Site HNF1 – originally appraised as SA317)	++	++/-?	0	0?	+	--?	--/+?	--/+?	--?	--	0	-	+	0	+	0	-
Strategic Policy HA12: Horsham (Site HOR1 – originally appraised as SA074)	++	++?	0	0?	+	--?	--/+?	-?	-	0	0	-	++	0	++	0	++
Strategic Policy HA12: Horsham (Site HOR2 – originally appraised as SA568)	++	++/-?	0	0?	+	0?	-?	0?	--?	--?	0	-	++	--	++	0	++
Strategic Policy HA13: West of Kilnwood Vale (Site WKV1 – originally assessed as SA291)	+	++/-?	0	0?	+/-?	--/+?	--/+?	-?	--?	--?	-?	-?	++/-?	++/--?	+/-?	+	+
Strategic Policy HA14: Lower Beeding (Site LWB1 – originally appraised as SA567)	++	+	0	0?	+	-?	--/+?	+/-?	--?	0	0	-	+	0	+	0	--
Strategic Policy HA14: Lower Beeding (Site LWB2 – originally appraised as SA575)	++	+	0	0?	+	-?	--?	+/-?	--?	0	0	-	+	0	+	0	--
Strategic Policy HA14: Lower Beeding (Site LWB3 – originally appraised as SA584)	+	+	0	0?	+	-?	--?	--/+?	--?	0	0	-	+	0	+	0	--
Strategic Policy HA15: Pulborough (Site PLB1 – originally appraised as SA112)	++	++/-?	0	0?	+	--?	--/+?	-?	-	--?	0	-	++	0	++	0	+

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SA objectives	SA1: Housing	SA2: Access to services	SA3: Inclusive communities	SA4: Crime	SA5: Health and wellbeing	SA6: Biodiversity and geodiversity	SA7: Landscape	SA8: Historic environment	SA9: Efficient land use	SA10: Natural resources	SA11: Water resources	SA12: Flooding	SA13: Transport	SA14: Air quality	SA15: Climate change	SA16: Economic growth	SA17: Access to employment
Policies																	
Strategic Policy HA15: Pulborough (Site PLB2 – originally appraised as SA445)	++	++?	0	0?	++	--?	--/+?	--?	--?	--?	0	-	++	0	++	0	--/+
Strategic Policy HA15: Pulborough (Site PLB3 – originally appraised as SA556)	++	++?	0	0?	++	--?	--/+?	-?	--?	--?	0	-	++	0	++	0	+
Strategic Policy HA16: Rudgwick and Bucks Green (Site RD1 – originally appraised as SA574)	++	+?	0	0?	++	-?	--/+?	-?	--?	--?	0	-	+	0	+	0	--
Strategic Policy HA16: Rudgwick and Bucks Green (Site RD2 – originally appraised as SA794)	+	+?	0	0?	++	-?	--?	-?	--?	--?	0	-	+	0	+	0	--
Strategic Policy HA17: Rusper (Site RS1 – originally appraised as SA080)	++	+?	0	0?	+	-?	--?	--/+?	-	--?	0	-	+	0	+	0	--
Strategic Policy HA17: Rusper (Site RS2 – originally appraised as SA465)	+	+?	0	0?	+	-?	--?	--/+?	-	--?	0	-	+	0	+	0	--
Strategic Policy HA17: Rusper (Site RS3 – originally appraised as SA872)	++	+?	0	0?	+	-?	--?	--/+?	-	--?	0	-	+	0	+	0	--
Strategic Policy HA18: Small Dole (Site SMD1 – originally appraised as SA689)	++	-?	0	0?	+	--?	+/-?	0?	--?	--?	0	+/-	+	0	+	0	+
Strategic Policy HA19: Steyning (Site STE1 – originally appraised as SA742)	++	++	0	0?	++	--?	-?/+	--?	--?	0	0	-	+	0	+	0	--
Strategic Policy HA20: Storrington Village (Site STO1 – originally appraised as SA361/SA732)	++	++?	0	0?	++	--?	--/+?	--/+?	--?	--?	0	-	+	--/+	+	0	+
Strategic Policy HA20: Storrington Village (Site STO2 – originally appraised as SA384)	++	++?	0	0?	++	--?	--/+?	+/-?	-	--?	0	-	+	--/+	+	0	+

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SA objectives	SA1: Housing	SA2: Access to services	SA3: Inclusive communities	SA4: Crime	SA5: Health and wellbeing	SA6: Biodiversity and geodiversity	SA7: Landscape	SA8: Historic environment	SA9: Efficient land use	SA10: Natural resources	SA11: Water resources	SA12: Flooding	SA13: Transport	SA14: Air quality	SA15: Climate change	SA16: Economic growth	SA17: Access to employment
Policies																	
Strategic Policy HA21: Thakeham (Site TH1 – originally appraised as SA039)	++	+/-?	0	0?	+	-?	?	0?	--	-?	-	-	+	0	+	0	+
Strategic Policy HA21: Thakeham (Site TH2 – originally appraised as SA873)	++	+/-?	0	0?	+	-?	?	0?	--	-?	-	-	+	0	+	0	+
Strategic Policy HA22: Warnham (Site WN1 – originally appraised as SA071)	++	+	0	0?	+	0?	--/+?	0?	--?	--?	0	-	++	0	++	0	+
Strategic Policy HA23: West Chiltington and West Chiltington Common (Site WCH1 – originally appraised as SA066)	++	+	0	0?	+	+	-?	--/+?	--?	--?	0	-	+	0	+	0	--
Strategic Policy HA23: West Chiltington and West Chiltington Common (Site WCH2 – originally appraised as SA429)	++	+/-?	0	0?	-	+	--/+?	-?	--?	-?	-	-	-	0	-	0	+
Strategic Policy HA23: West Chiltington and West Chiltington Common (Site WCH3 – originally appraised as SA500)	+	+	0	0?	+	+	-/+?	+/-?	--?	--?	-	-	+	0	+	0	-

Table 10 Summary of likely cumulative effects of the Regulation 19 Horsham District Local Plan

SA objectives	Cumulative effects of the Regulation 19 Local Plan
1: Housing	++
2: Access to services/facilities	++/-
3: Inclusive Communities	++/-
4: Crime	+
5: Health and wellbeing	+
6: Biodiversity	--/+?
7: Landscape	--/+?
8: Historic environment	--/+?
9: Soil quality	--/+
10: Natural resources	--/+
11: Water resources	+/-
12: Flooding	+/-
13: Transport	++/-
14: Air quality	+/-
15: Climate change	++/-
16: Economic growth	++
17: Access to employment opportunities	++/-

## The Council's reasons for selecting the preferred strategy for the plan

**47.** The Preferred Strategy set out in the current version of the Local Plan has evolved from earlier medium-growth scenarios, and recognises housing market limitations whereby putting too much development in one part of the district can put rates of delivery at risk. It is a balanced strategy which builds on the settlement hierarchy (including sustainable urban extensions), whilst also planning for a new garden village community. This is considered to achieve an appropriate balance between the following:

- maximising newly-acquired benefits arising from developing strategic housing sites (e.g. boosting housing supply to meet nationally-set targets, new schools infrastructure, community facilities, open spaces and strategic-level net biodiversity gain); and
- maximising sustainability benefits of some growth around existing smaller settlements, to deliver new community infrastructure and boost the viability of village services, whilst not forcing disproportionate and rapid levels of development on existing communities.

**48.** A choice was necessary between one of three new settlement locations to support this strategy. After careful consideration against the Local Plan's and sustainability objectives, the Council is recommending that land is allocated for the following new settlement:

- Land at Buck Barn (to be known as Wealdcross) is considered by the Council to best meet the objectives of the Local Plan. The site is located centrally within the District, on the A24 dual carriageway which links to Horsham and (via the A264) Crawley to the north, and also to Worthing to the South. Of the three new settlement sites, it is the one considered to offer the best opportunity to achieve a cohesive new village community in its own right, whilst also providing high quality bus access to the key employment and service destination of Horsham Town, plus onward links to the Crawley and Gatwick area. Local active travel opportunities could also be readily achieved to Southwater and Horsham via the Downs Link high-quality cycle/pedestrian route. It also would offer good bus access to Worthing and the South Coast. It would be designed as a walkable / cyclable neighbourhood, and homes would be zero-carbon. Local employment opportunities suiting a range of skills would

be provided on the site. As well as a comprehensive bus strategy, the development would deliver significant improvements to a number of junctions on the A24 (including bus priority features and cycling and pedestrian improvements), thus addressing both existing traffic congestion and the future traffic impacts of development. It would deliver a secondary school, two primary schools, neighbourhood shopping centres/community hub, and 20% biodiversity net gain.

**49.** A strategic site at Rookwood Golf Club was considered and recognised as a sustainably located urban extension to Horsham town. This site has not been taken forward as an allocation, as it has subsequently been withdrawn as a promoted site by the landowner and is therefore not currently available.

**50.** The high level strategy for employment development is to provide a range of employment opportunities that are attractive to local residents (existing and future), such that a greater number of the District's residents choose to work in the District as well as live there. This encourages more local journeys and reduces the need to travel. New employment sites have been selected where they are best placed to build on existing employment hubs and strengthen rural employment opportunities, whilst employment provision will also be made at the strategic sites to maximise self-containment within the new communities. The strategy will provide existing businesses in particular the opportunity to expand into new modern premises where required, thus building on the District's inherent economic strengths.

## Monitoring

**51.** The SEA Regulations require that monitoring is undertaken in relation to the significant effects of implementing the Plan in question. **Table 11** below sets out a number of suggested indicators for monitoring the potential significant sustainability effects of implementing the Horsham District Local Plan. Where possible, this draws from the proposed monitoring framework for the Local Plan that has been prepared by Horsham District Council. Indicators are proposed against only the SA objectives for which likely or uncertain significant effects (either positive or negative) were identified (i.e. not SA objectives 4 or 16).

Table 11 Proposed monitoring framework for the Horsham District Local Plan

SA objectives	Proposed Monitoring Indicators
SA 1: To provide affordable, sustainable and decent housing to meet local needs.	<ul style="list-style-type: none"> <li>■ Housing completions</li> <li>■ Average house prices</li> <li>■ Number of windfall sites granted permission</li> <li>■ Affordable housing schemes granted permission</li> <li>■ Housing permissions by dwelling size and type</li> <li>■ Number of Exception Housing Schemes permitted</li> <li>■ Number of permitted pitches for Gypsies and Travellers and Travelling Showpeople</li> </ul>
SA 2: To maintain and improve access to centres of services and facilities including health centres and education.	<ul style="list-style-type: none"> <li>■ Number of C1, D1, D2 uses granted permission</li> <li>■ Number of permissions for D1 uses which meet the needs for faith</li> <li>■ Total revenue from CIL contributions</li> <li>■ Total revenue from S106</li> <li>■ Amount of new leisure space in town &amp; village centres</li> </ul>
SA 3: To encourage social inclusion, strengthen community cohesion and a respect for diversity.	<ul style="list-style-type: none"> <li>■ Number of retirement dwellings/care home permitted</li> <li>■ Indices of Multiple Deprivation</li> </ul>
SA 5: To improve public health and wellbeing and reduce health inequalities.	<ul style="list-style-type: none"> <li>■ Number of C1, D1, D2 uses granted permission</li> <li>■ Number of retirement dwellings/care home permitted</li> <li>■ Visitor numbers to HDC Sport facilities</li> <li>■ Amount of new leisure space in town &amp; village centres</li> </ul>
SA 6: To conserve, enhance, restore and connect wildlife, habitats, species and/or sites of biodiversity or geological interest.	<ul style="list-style-type: none"> <li>■ River quality</li> <li>■ Area (ha) or % of designation / reserve in Horsham infringed by planning applications</li> <li>■ Area (ha) or % of habitats infringed by planning applications</li> <li>■ SSSI condition</li> <li>■ % of District Classified as Ancient Woodland</li> <li>■ Permitted applications in designated sites</li> <li>■ Permitted applications in priority habitats</li> <li>■ Number of records of protected species within 500m buffer of a planning application</li> <li>■ Number of records of protected species, bats and notable birds</li> </ul>
SA 7: To conserve and enhance the character and distinctiveness of the District's landscapes and townscapes, maintaining and strengthening local distinctiveness and sense of place.	<ul style="list-style-type: none"> <li>■ Condition of landscape character areas</li> <li>■ Number of Design Statements produced</li> <li>■ Number of applications outside BUAB</li> <li>■ Number of replacement dwellings, house extensions and conversions permitted outside BUAB</li> </ul>
SA 8: To conserve and/or enhance the qualities, fabric, setting and accessibility of the District's historic environment.	<ul style="list-style-type: none"> <li>■ Number of sites/buildings on the Heritage at Risk register</li> <li>■ Number of Design Statements produced</li> <li>■ Number of permissions in Conservation Areas</li> <li>■ Number of Listed Building Consents granted permission</li> <li>■ Number of buildings on Local List</li> </ul>
SA 9: To make efficient use of the District's land resources through the re-use of previously developed land and conserve its soils.	<ul style="list-style-type: none"> <li>■ Gross amount of employment floorspace completed on Previously Developed Land (PDL)</li> <li>■ Gross housing completions on PDL</li> </ul>
SA 10: To conserve natural resources, including mineral resources in the District.	<ul style="list-style-type: none"> <li>■ Number of applications outside BUAB</li> <li>■ Enforcement against Site Waste Management Plans (SWMP)</li> <li>■ District recycling rates</li> </ul>

SA objectives	Proposed Monitoring Indicators
SA 11: To achieve sustainable water resource management and promote the quality of the District's waters.	<ul style="list-style-type: none"> <li>■ River quality</li> </ul>
SA 12: To manage and reduce the risk of flooding.	<ul style="list-style-type: none"> <li>■ Percentage of new development located in floodplain</li> <li>■ Permissions granted contrary to advice of EA on flooding and water quality grounds</li> </ul>
SA 13: To reduce congestion and the need to travel by private vehicle in the District.	<ul style="list-style-type: none"> <li>■ Number of Green Travel Plans submitted</li> <li>■ Proportion of households with two or more cars</li> <li>■ Travel to work data (mode and distance)</li> <li>■ Number of tickets sold for Park and Ride</li> <li>■ Number of bus routes provided throughout District</li> <li>■ Monitor usage of car parks</li> </ul>
SA 14: To limit air pollution in the District and ensure lasting improvements in air quality.	<ul style="list-style-type: none"> <li>■ Exceedances in UK Air Quality</li> <li>■ Number of AQMA's in District</li> <li>■ Number of Green Travel Plans submitted</li> <li>■ Proportion of households with two or more cars</li> <li>■ Travel to work data (mode and distance)</li> <li>■ Number of tickets sold for Park and Ride</li> <li>■ Number of bus routes provided throughout District</li> </ul>
SA 15: To minimise the District's contribution to climate change and adapt to unavoidable climate change.	<ul style="list-style-type: none"> <li>■ Number of District Heating networks in District</li> <li>■ Total emissions of CO<sub>2</sub></li> <li>■ Carbon emissions by sector (Industrial &amp; Commercial, Domestic and Road) and per capita</li> <li>■ Tonnage of non-inert waste sent to landfill</li> <li>■ Percentage of inert-waste sent to landfill</li> <li>■ District recycling rates</li> <li>■ Number of permissions for renewable energy installations</li> <li>■ Number of Green Travel Plans submitted</li> <li>■ Proportion of households with two or more cars</li> <li>■ Travel to work data (mode and distance)</li> <li>■ Number of tickets sold for Park and Ride</li> <li>■ Number of bus routes provided throughout District</li> </ul>
SA 17: To deliver, maintain and enhance access to diverse employment opportunities, to meet both current and future needs in the District.	<ul style="list-style-type: none"> <li>■ Amount of land developed for employment land / land supply by type (B1 / B2 / B8), particularly in strategic locations</li> <li>■ Amount of employment land lost from Key Employment Areas</li> <li>■ Amount of employment land lost to residential development</li> <li>■ Total number of jobs in Horsham District</li> <li>■ Levels of Unemployment</li> <li>■ Employment land available</li> <li>■ Employment rates based on gender, age, race and ethnicity</li> </ul>

## Conclusions

- 52.** The reasonable alternative site and policy options as well as the policies and site allocations in the Proposed Submission (Regulation 19) version of the Horsham District Local Plan have been subject to a detailed appraisal against the SA objectives.
- 53.** In considering the total effects of all of the Local Plan's policies and site allocations together, the SA found that the plan is likely to have significant positive effects on SA objectives 1: housing, 2: access to services and facilities, 3: inclusive communities, 13: transport, 15: climate change, 16: economic growth and 17: access to employment opportunities.
- 54.** Overall likely significant negative effects from the Local Plan were identified for SA objectives 6: biodiversity, 7: landscape, 8: historic environment, 9: soil quality and 10: natural resources. However, in all cases these cumulative negative effects are expected to be combined with positive effects.
- 55.** In summary, the Local Plan sets out an approach to accommodating a relatively high level of development in a predominantly rural District. The policies of the Local Plan will help to address to housing affordability in the area as well as contributing to the unmet need of the neighbouring authorities. The delivery of sustainable development over the plan period will be challenged by the lack of existing service provision in some areas and the existing pattern of out-commuting. The impacts which new development will have in terms of the District's landscape character, the integrity of its biodiversity assets and historic environment will also pose challenges. Given that most new development will take place on greenfield land, this will inevitably result in a loss of some agricultural soils. The sensitivities of the area mean that some of the significant negative effects will be difficult to avoid, but the policy safeguards set out in the Local Plan will mean that many of the adverse effects are only likely to be minor. Taken as a whole, therefore, the Local Plan sets out a positive approach to achieving sustainable development which will help to meet the needs of the local community up to 2038.

## Next steps

- 56.** The full SA Report and this Non-Technical Summary will be available for a period of representation alongside the Regulation 19 Horsham District Local Plan during Autumn 2021.
- 57.** Following this period of representation, the Local Plan and accompanying SA Report will be submitted to the Secretary of State for public examination. Any proposed modifications to the Submission version of the Local Plan arising out of this process may require SA, which will be consulted upon, as necessary.

LUC

July 2021

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# Horsham Local Plan Habitats Regulations Assessment: Executive Summary

Horsham District Council

June 2021

# 1. Executive Summary

## Introduction

- 1.1 Under the Conservation of Habitats and Species Regulations 2017 (as amended), an Appropriate Assessment is required, where a plan or project is likely to have a significant effect upon a European Site, either individually or 'in combination' with other projects.
- 1.2 AECOM was appointed by Horsham District Council to undertake a Habitats Regulations Assessment of its emerging Regulation 19 Draft Local Plan. The objective of this assessment was to identify any aspects of the Plan that would cause an adverse effect on the integrity of European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs), candidate Special Areas of Conservation (cSACs), potential Special Protection Areas (pSPAs) and, as a matter of Government policy, Ramsar sites), either alone or in combination with other plans and projects, and to advise on appropriate policy mechanisms for delivering mitigation where such effects were identified.
- 1.3 The UK left the EU on 31 January 2020 under the terms set out in the European Union (Withdrawal Agreement) Act 2020 ("the Withdrawal Act"). This established a transition period, which ended on 31 December 2020. However, the Withdrawal Act retains the body of existing EU-derived law within our domestic law and it is clear that the HRA process continues post-Brexit.

## Screening for Likely Significant Effects (LSEs)

- 1.4 This HRA assessed the development proposed in the emerging HLP and its policies, including at least 18,700 new residential dwellings and 111,700m<sup>2</sup> of employment space (B1 (now use class E), B2 & B8). It was concluded that likely significant effect could arise on Arun Valley SPA/Ramsar site (from changes in water quality, changes in water levels and flows and loss of functionally-linked land), Ebernoe Common SAC and The Mens SAC (from loss of functionally linked land) and, for The Mens SAC, atmospheric nitrogen deposition.

## Appropriate Assessment

### Water Quantity, Level and Flow

- 1.5 Natural England has expressed concerns regarding the Hardham groundwater abstraction following a review of evidence. Natural England has requested that Horsham District Council do their utmost to provide for water neutrality within the Local Plan in order to minimise the burden new development places on local water resources and thus minimise the need for Southern Water to use the Hardham Borehole to its full permitted extent. To support the production of the Local Plan, a water neutrality investigation has been undertaken by AECOM. The full Technical Note can be found in Appendix E of the Local Plan HRA report.
- 1.6 The Technical Note identifies that even with the tightened water use limits included within the Local Plan (80 litres/person/day for strategic residential allocations, and 100 litres/person/day for all other residential allocations), literal

(i.e. total) water neutrality could only be achieved by applying the High Scenario, requiring new homes to use water at a rate of 62 l/h/d and retrofitting a minimum of 65.5% of the existing housing stock with water efficiency fittings equivalent to the Southern Water 'Target 100' standard. In other words, it would require a restriction on new-build water use unprecedented in the UK and a very high level of retrofitting of existing stock. This is considered unfeasible, particularly given that there is only a limited amount the local planning authority can do (and nothing the Local Plan itself can do) regarding retrofitting existing dwellings.

- 1.7 The Medium Scenario would give a minimum of 65% neutrality which would require new homes to be designed to use water at a rate of 80 l/h/d for strategic development or 100 l/h/d for non-strategic development (i.e. as required by the proposed Local Plan policy) and retrofitting 50% of the existing housing stock with water efficiency fittings equivalent to the Southern Water 'Target 100' standard. While existing Local Plan policy would achieve the necessary water efficiency standards in new builds, the extent of retrofitting is again considered unfeasible.
- 1.8 In the situation where new homes only are designed to use water at a rate required by the proposed Local Plan policy (i.e. without any retrofitting of the existing housing stock with water efficiency fittings) a water neutrality of 32% could be achieved. In addition, a certain amount of limited retrofitting of existing properties is within the feasible remit of the local authority, working with partners, and it is therefore considered that achieving the 'low' scenario in the Technical Note is feasible. This would involve retrofitting 20% of existing dwellings and would achieve 45% water neutrality for Horsham District.
- 1.9 This would demonstrate that the Council had a strong approach to doing its realistic utmost on the issue, within those areas that lie within its remit and ability to influence.
- 1.10 The Technical Note includes a list of recommendations and requirements for the delivery of water neutrality. This includes Plan Policy, partnership approaches, and retrofitting. These recommendations/ requirements are replicated below:

### **Policy**

- 1.11 *"Horsham District Council is already proposing a requirement in the Local Plan (2019 – 2036) (Policy 38) that new homes delivered on strategic developments incorporate water efficiency measures and/or water recycling in order to limit water use to 80 l/h/d or 100 l/h/d on non-strategic developments; therefore, this policy element of the delivery requirements is already in place. It is recommended that the Council consider ways to support developer implementation of this policy via information sources on their website. Measures can include (but not necessarily limited to) garden water butts, low flush toilets, low volume baths, aerated taps, water efficient appliances and water recycling (greywater and/or rainwater)."*

### **Partnership Approaches**

- 1.12 *"Housing association partners should be targeted with a programme of retrofitting water efficient devices, to showcase the policy and promote the benefits. This should be a collaborative scheme between Horsham District Council, Southern Water and Waterwise. In addition, rainwater harvesting and/or greywater recycling schemes could be implemented into larger council owned and*

*maintained buildings, such as schools or community centres. Rainwater harvesting could be introduced to public toilets.*

*1.13 The retrofitting scheme should then be extended to non-Council owned properties, via the promotion and education programme.*

*1.14 A programme of water audits should be carried out in existing domestic and non-domestic buildings, again showcased by council owned properties, to establish water usage and to make recommendations for improving water efficiency measures. The water audits should be followed up by retrofitting water efficient measures in these buildings, as discussed above. In private non-domestic buildings water audits and retrofitting should be funded by the asset owner, the cost of this could be offset by the financial savings resulting from the implementation of water efficient measures.*

*1.15 In order to ensure the uptake of retrofitting water efficient devices for non-council properties, the council should implement an awareness and education campaign, which could include the following:*

- working with Southern Water to help with its water efficiency initiative ('Target 100'), which has seen leaflets distributed directly to customers and at events across the region each year;*
- a media campaign, with adverts/articles in local papers and features on a local news programme;*
- a media campaign could be supplemented by promotional material, ranging from those that directly affect water use e.g. free cistern displacement devices, to products which will raise awareness e.g. fridge magnets with a water saving message;*
- encouraging developers to provide new residents with 'welcome packs', explaining the importance of water efficiency and the steps that they can take to reduce water use;*
- working with retailers to promote water efficient products;*
- carrying out educational visits to schools and colleges, to raise awareness of water efficiency amongst children and young adults;*
- working with neighbourhood trusts, community groups and local interest groups to raise awareness of water efficiency; and,*
- carrying out home visits to householders to explain the benefits of saving water, this may not be possible for the general population of the Borough, but rather should be used to support a targeted scheme aimed at a specific residential group."*

## **Loss of Functionally Linked Habitat**

*1.16 Appendix C of the HRA report identified that a single allocation, STO1: Land to the north of Melton Drive/Land South of Northlands Lane, Storrington, has the potential to support a significant population of Bewick's swan and thus could provide functionally linked land to the Arun Valley SPA / Ramsar site. It was considered that all others site located within 6.5km of the SPA / Ramsar site were not suitable to act as functionally linked land for Bewick's swan due to a variety of reasons, including being located within/ adjacent to an urban area, subject to*

existing levels of disturbance, the sites not providing green fields (but rather containing woodland/ buildings), the site comprised multiple small land parcels divided by thick hedgerows or woodland belts (so each field was less than 2ha in size and had disrupted sightlines), or the site offered no sight lines into the wider countryside.

- 1.17 In accordance with Policy 30 - Strategic Policy: Green Infrastructure and Biodiversity “9. Any development with the potential to impact Arun Valley SPA / SAC / Ramsar site, The Mens SAC and / or Ebernoe Common SAC will be subject to a Habitats Regulation Assessment to determine the need for an Appropriate Assessment. In addition, development will be required to be in accordance with the necessary mitigation measures for development set out in the HRA of this plan.” As such, it is considered that the Local Plan contains a basic policy framework to ensure that no adverse effect on the integrity of the SPA / Ramsar site could result as a consequence of loss of functionally linked land. Nonetheless, recommendations are made to ensure full robustness.
- 1.18 It is recommended that the policy for allocation STO1 should include the following requirement, or similar: *‘The applicant will be required to provide evidence that the development will not result in an adverse effect on the integrity of the Arun Valley SPA/Ramsar. To achieve this, surveys will be required to determine habitats and current use of the site to determine if it does support a significant population<sup>1</sup> of qualifying species. Where habitats are suitable, non-breeding bird surveys will be required to determine if the site and neighbouring land constitute a significant area of supporting habitat. Surveys should be required to be undertaken during autumn, winter and spring and more than 1 year of surveys may be needed (to be agreed in consultation with the local planning authority and Natural England). If habitat within the site is identified to support significant populations of designated bird features avoidance measures and mitigation will be required, such as the creation of replacement habitat nearby, and the planning application will likely need to be supported by a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on integrity’*. It is recognised that this is lengthy for inclusion in policy, so a brief reference could be included in the policy with this fuller text in the supporting text.
- 1.19 It is also recommended that the supporting text in paragraph 7.42 of the Plan is amended to state (or similar) ***“In the case of Arun Valley, proposals must demonstrate that they will avoid harm to the water quality and water levels on site, and do not result in the loss of significant parcels of functionally linked land that supports Bewick’s Swan”***
- 1.20 In addition, for correctness, it is recommended that the supporting text in paragraph 7.42 of the Plan is amended to state ***“...these sites are of international importance for nature conservation, and applicants will need to demonstrate that development does not result in an adverse effect on the integrity have ~~adverse impacts~~ on either any of these sites in accordance with relevant legislation.”***
- 1.21 A series of site allocations (both residential and employment), were identified to be greenfield development and located either within 6.5km of The Mens SAC or between 6.5km and 12km from both The Mens SAC and Ebernoe Common SAC.

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<sup>1</sup> A significant population is classified as a site that regularly used by more than 1% of the population of qualifying bird species

In accordance with Policy 30 - Strategic Policy: Green Infrastructure and Biodiversity “9. Any development with the potential to impact Arun Valley SPA or the Mens SAC will be subject to a Habitats Regulation Assessment to determine the need for an Appropriate Assessment. In addition, development will be required to be in accordance with the necessary mitigation measures for development set out in the HRA of this plan.” As such, it is considered that the Local Plan contains a basic framework to ensure no adverse effect on the integrity of the SACs result as a consequence of loss of functionally linked land. Nonetheless, recommendations are made to ensure full robustness.

- 1.22 To ensure full robustness, it is recommended that the supporting text of the Plan is updated to include reference to the strategic Sussex Bat Protocol<sup>2</sup> and the requirements it sets out for development within 6.5km and 12km of both The Mens SAC and Ebernoe Common SAC. The Protocol has been created in consultation with Natural England and includes Natural England’s recommendations as follows:

There are two key impact zones from a Sussex Bat SAC:

- “6.5km Key conservation area – all impacts assessed
- 12km Wider conservation area – significant impacts or severance to flightlines to be considered

*The 6.5 km includes the Key conservation area in which all impacts must be considered as habitats within this zone are considered critical for sustaining the populations of bats within the SACs.*

*The 12km encompasses the wider conservation area which is the full extent of the range of foraging areas required by the bats”*

- 1.23 To ensure no adverse effects on the integrity result as a consequence of development within 12km of either The Mens SAC or Ebernoe Common SAC, all development (both allocations and any windfall development) within these zones (as shown on the Local Plan Policies Map) should adhere to the requirements set out within Sussex Bat Protocol.
- 1.24 The following recommendation is made for additions to supporting text: *‘In order to be fully compliant with the Habitats Directive regarding The Mens SAC and Ebernoe Common SAC qualifying features, proposals for the development of greenfield sites within 12km of either SAC must evaluate whether there is a potential for the loss of suitable foraging habitat and / or the severance of commuting flightlines, such as in the form of mature treelines, hedgerows and watercourses. If so, such features must be preserved or compensated for, unless bat surveys demonstrate that they are not used by barbastelle bats. Care must also be taken through development design to ensure that such features are not subject to unacceptable levels of artificial lighting.’*
- 1.25 The supporting text in paragraph 7.42 of the Plan should also be amended to state “...these sites are of international importance for nature conservation, and applicants will need to demonstrate that development does not **result in an adverse effect on the integrity** ~~have adverse impacts on either any of these sites in accordance with relevant legislation.~~”

<sup>2</sup> <https://www.southdowns.gov.uk/wp-content/uploads/2018/04/TLL-15-Draft-Sussex-Bat-SAC-Protocol.pdf> [accessed 19/11/2020]

## Atmospheric Pollution

- 1.26 It is considered that The Mens SAC is vulnerable to nitrogen deposition and is located within 200m of an A road likely to be utilised as a journey to work route: the A272. Modelling was undertaken along a single transect within the SAC adjacent to the road, with the closest part of the SAC being located immediately adjacent to the roadside. The traffic modelling identified that the difference between the Do Minimum and Do Something 2 scenario (i.e. the contribution of the Local Plan with congestion mitigation such as traffic improvement schemes) was 442 AADT, indicating that the Horsham Local Plan in isolation would provide approximately 1/4 of the increase in traffic flows to 2037.
- 1.27 Since it is likely that a significant portion of the increase in traffic flows come from a single large strategic allocation located in the western extent of the District (Strategic Policy HA3: Land East of Billingshurst, an allocation of approximately 650 net new dwellings located about 5.5km east of The Mens SAC in a straight line), a requirement should be introduced into policy for this allocation to devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles. The kind of measures the applicants would be expected to introduce could include, but not be limited to, the following:
- a) Electric vehicle charging points at parking spaces. The government has committed to ceasing the sale of all new petrol and diesel cars and vans from 2030. In the latter part of the plan period therefore people can be expected to show particular interest in electric vehicles;
  - b) A proportion of parking spaces to be reserved exclusively for electric or hydrogen vehicles;
  - c) Provision of direct incentives to residents to convert from petrol or diesel cars to electric vehicles;
  - d) Provision of a communal minibus (particularly if electric), and car club space. This will be effective for housing developments but particularly for employment developments;
  - e) Cycle parking and shower facilities for staff;
  - f) On-site services (e.g. GP surgery's and shops) to reduce need for off-site movements;
  - g) Personalised Journey Planning services for residents. If employment premises the company could provide incentives for car-sharing and minimising car journeys for work;
  - h) Production of sustainable travel information for residents e.g. accurate and easily understandable bus timetables;
  - i) Implementation of a Staff Management Plan to place restrictions on car use by Staff;
  - j) For vehicles generating HGV movements, restrictions to keep movements below 200 HDV per day, or a commitment to ensuring all HGVs used will be Euro6 compliant.
- 1.28 The issue is also more strategic one, attributable to growth dispersed across the District. Horsham should commit to working with the South Downs National Park

Authority and Natural England in implementing the Shared Nitrogen Action Plan (SNAP) for this site. This could include Horsham supporting direct interventions to improve tree health and resilience such as through mulching<sup>3</sup>. This would probably need to be funded by a financial levy on developers so the cost of interventions would need to be identified prior to Local Plan submission. Alternatively, Horsham District could make an 'in kind' contribution of staff availability if Horsham has a conservation or land management team. The SNAP has already been identified as an intervention, but it does not appear to have been fully funded.

1.29 Other initiatives to consider would include a programme of borough-wide initiatives to reduce reliance on the private car and promoting and delivering improved public transport and low emission vehicles, such as:

- requiring 50% of parking spaces at all new developments to have active electric vehicle charging point provision, including rapid charging;
- ensuring all public car parks have active electric vehicle charging infrastructure;
- producing materials to promote use of low-emission transport (such as indicating where charging points are located in the district, informing the public of the falling cost of electric vehicles due to reducing battery costs, and identifying the range of electric vehicles available); and
- working with the transport authorities over the plan period to 2037 (the year when an adverse effect is forecast) to improve non-road connectivity between Billingshurst and Petworth (both located on the A272 and which require driving past The Mens SAC to travel between the two towns), and deliver improved bus services with less polluting buses.

1.30 These strategic initiatives would address the contribution of all new housing and employment in Horsham District even on small sites.

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<sup>3</sup> Flores Fernández et al. (2019) demonstrated that mulch aided the recovery of soil structure of a compacted forest soil in Germany. Mulching also increases fine root growth in the surface horizons, and enhances soil biological functioning. It is important to apply mulch to an appropriate thickness (between 5 cm to 7.5 cm maximum), to facilitate rainfall percolation and oxygen diffusion into the underlying soil. Mulching is clearly a management intervention which moves beyond natural litter accumulation beneath trees, but it appears to fit with the ethos of the Adaptation Principles listed in Annex AM3 of Moffat (2019). Mulch will also provide nutrients available for uptake by the tree, and help to counter any deficiencies due to inherent soil infertility, the effects of atmospheric pollution and nutrient removal by vegetation. The RHS website gives further guidance on the practice of mulching (see RHS mulching advice).

## Appendix Six

### Assessment of Potential Housing Allocations for Allocation in the Horsham District Local Plan.

- A6.1 In order to establish what land is available to meet the identified housing needs of the District, land identified as being available for development has been subject to a site assessment process to identify whether land is suitable, available and achievable for development over the next 15 years.
- A6.2 An initial site assessment document was published in February 2020 alongside the Horsham District Regulation 18 Consultation Document. These assessments have been reviewed taking account of consultation feedback and updated evidence submitted to the Council. This document provides a summary of the outcome of this revised assessment work. The full updated site assessment will be published alongside the Regulation 19 period of representation.
- A6.3 A copy of the site assessment criteria is available on the Council's website: [https://www.horsham.gov.uk/\\_data/assets/pdf\\_file/0005/80249/Site-Assessment-Report-Appendix-1-and-2.pdf](https://www.horsham.gov.uk/_data/assets/pdf_file/0005/80249/Site-Assessment-Report-Appendix-1-and-2.pdf)
- A6.4 Sites which now have planning permission, or where the principle of development has been agreed as a result of an allocation in either the Horsham District Local Plan, Joint Area Action Plan or a Neighbourhood Plan have not been subject to further assessment.
- A6.5 In addition, a number of sites have been proposed which are already located within an existing built-up area boundary. In policy terms, the general principle of development in these locations is considered acceptable. As sites which are within existing built-up areas can be considered under the existing and proposed future policy framework, these were excluded from further assessment.
- A6.7 The NPPF states that certain assets, including Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest and irreplaceable habitats such as ancient woodland should be protected from development. Any sites (promoted for residential, employment or mixed use) and located fully within such areas were therefore considered not to be suitable and were excluded from further assessment.
- A6.8 The NPPF is also clear that planning policies that lead to isolated developments in the countryside should be avoided. Development on land which does not adjoin existing built-up area boundaries and is not of a sufficient scale to bring forward new services and facilities on site, would lead to isolated rural development that perpetuates unsustainable lifestyle patterns. A number of sites proposed to the Council for development in these locations were therefore excluded from further assessment.

A6.9 The remaining sites have been subject to a detailed assessment to determine whether there is potential to allocate the sites in the Local Plan. This document sets out:

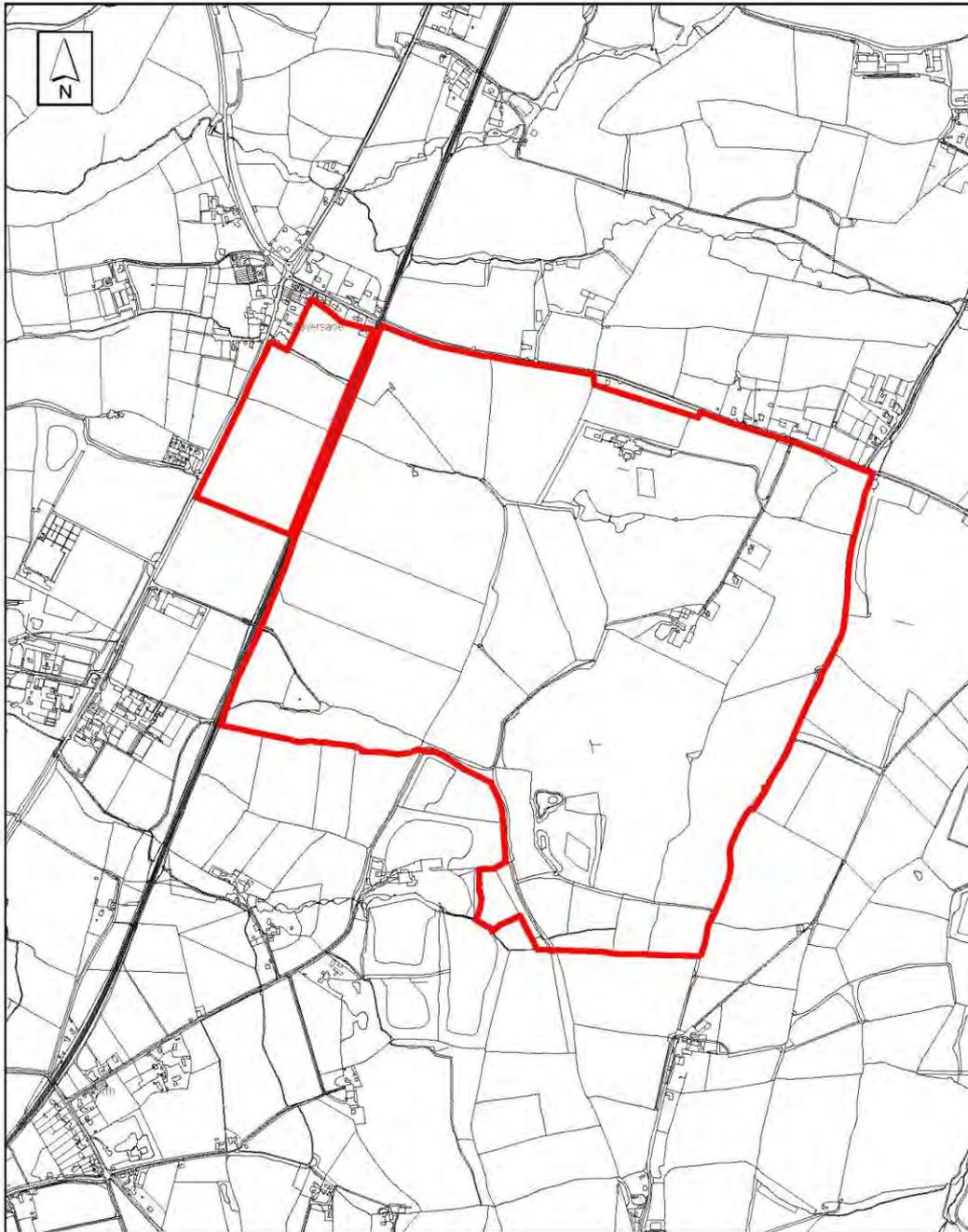
- A summary of the conclusions reached by officers for the main strategic sites considered for allocation
- A summary of the conclusions reached by officers for the smaller sites which officers have recommended for inclusion in the plan. This is presented on a settlement as opposed to parish location.
- A summary table for other sites setting out the reasons reached by officers why other sites assessed are not recommended for allocation

# Summary of Strategic Scale Site Assessments

**Site Name: Land at Adversane (Kingswood)**

**SA597**

**Site Map:**



**Horsham District Council**

Parkside, Chart Way, Horsham  
West Sussex RH12 1RL  
Barbara Childs : Director of Place

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**Local Plan Review 2020  
Potential Strategic Sites**

Reference No :

Date: 16/10/2020

Drawing No :

Scale : 1:12,000 at A4

Revisions :

<b>Site Area:</b>	Approx 150 hectares
<b>Site Description:</b>	The site is currently greenfield, and comprises primarily pasture and arable land interspersed with hedgerows and some smaller areas of woodland. The landscape is gently undulating. The site is more enclosed to the east of the site and is open in nature on the west of the proposed site close to the A29. The existing settlement of Adversane is located close to the north west corner of the site. Brinsbury College is located to the southwest.
<b>Summary of Proposal:</b>	<p><u>Housing</u></p> <p>The site has been proposed as a strategic scale allocation to deliver around 2,850 homes. The promoters have indicated that they envisage the site to be fully delivered by 2040, meaning that the majority of development would have occurred during the plan period. A range of different types and sizes would be provided with the promoters suggesting that retirement units and self-build plots could be delivered.</p> <p>The site promoters indicate the delivery of 35% affordable housing and have identified where 15 gypsy and traveller pitches could be delivered.</p> <p><u>Employment</u></p> <p>Land west of the A29 already has permission for employment development which would form the basis of an employment centre within the development. This would link to the education and existing employment at / around Brinsbury college and would continue to draw on these links. Other employment would be generated from other uses on site such as education and retail.</p> <p><u>Transport</u></p> <p>The proposed development aims to provide day to day facilities together with employment to minimise the need for travel, with the provision of pedestrian and cycle networks. In terms of travel outside the village, although land is to be safeguarded for a new railway station, but a railway station is not proposed at this point in time. Bus services are proposed to Billingshurst and Horsham to provide access to the rail network. A range of road upgrades are proposed – this includes – a new bridge over the railway removing the need to traverse the level crossing enabling its closure (part of the re-routing of the B2133). Other transport upgrades are proposed offsite including at Five Oaks and the Washington roundabout.</p> <p><u>Education and Community</u></p> <p>The proposal includes the provision with two primary schools and one secondary school being provided on site. In addition new retain would be provided on a new high street and in local centres across the site, The proposal also includes open space, and community facilities, a library, a</p>

	<p>hotel and the potential for health care provision should this be required by the CCG.</p> <p><u>Net zero carbon</u></p> <p>The promoters indicate development would be net zero carbon ready by 2025 and will seek to introduce renewable energy technology throughout the site and exclude gas boilers and gas mains from the development. The promoters also identify the potential for localised on-site renewable energy production as well as the opportunity for the installation of combined heat and power at Kingswood Works.</p>
<p><b>Site Assessment Summary &amp; Recommendation</b></p>	
<p>Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including a range of housing types and sizes. Evidence indicates that 35% affordable housing can be provided. The development would also seek to deliver substantial amounts of employment uses including on land which has already gained planning permission for business development. The site is relatively well located on the A29, but is relatively distant from the main employment settlements of Horsham and Crawley, which is the key focus of housing demand and economic growth. The site is also relatively distant from the south coast, albeit the B2133 provides a road connection to the south of the district along with the A29.</p> <p>The development would deliver of a range of community, retail, health and recreation facilities, which would help meet the everyday needs of residents. The delivery of primary and secondary education provision would help to address needs created by the development as well as needs for the wider area. There is also a clear commitment to delivering a zero carbon and energy efficient development. It is however considered that new residents would still need to travel beyond the site for some of their needs. Whilst the site promoter states that high levels of internalisation could be achieved, this does not reflect current travel patterns in similarly sized settlements in the District, and the extent to which this can be achieved is therefore uncertain.</p> <p>The proposals indicate that they would deliver of public open spaces, as well as formal recreation areas would support healthy lifestyles. The compact nature of the site would help to support active modes of travel and reduce the need for internal trips within the settlement to be made by private vehicles. However the level of open space is proposed is more limited than other comparable sized strategic allocations, and there is less clarity on how open spaces would be provided that other elements of the development proposal.</p> <p>Although attractive, the landscape in the area has not been designated as being of landscape importance. Much of the site is also tranquil in nature. Nevertheless, it is recognised that a development of this scale will have significant changes on the settlement pattern and the wider rural character in this area. It is recognised that the masterplanning framework partially avoids locating development in the most sensitive land parcels, and there is good prospect of mitigating the more significant landscape impacts. There are limited risks from flooding with potential enhancements identified.</p>	

Development in this location would need to address the impact of development on the nearby Mens woodland, which is of international importance for nature conservation. This includes consideration of both loss of feeding grounds and the transport impacts on air quality. It is however recognised that the promoters have indicated that a 15% biodiversity net gain can be delivered on site through a range of different measures.

In terms of built heritage, this site is close to Adversane Conservation Area. Any development would need to address the impacts on the nearby Conservation Area.

The development proposals seeks to promote walking and cycling, and enhancements to public transport. While it is noted that land would be safeguarded for a railway station, there is no certainty this can be delivered due to the need to upgrade the line to the north before additional stations can be provided on this line.

There may also be potential for new bus services and links Billingshurst railway station or that new bus services would significantly reduce private trips. However the exploration of these opportunities appears to be limited at this stage.

A new road would be created from a new roundabout on the A29 that would link to the B2133 in the north-eastern part of the site. This would form the central thoroughfare of the new settlement and would involve the creation of a bridge over the existing railway line. This re-routing would allow the current B2133/railway line level crossing to be shut, providing safety benefits as well as a more consistent flow of traffic. Network Rail have indicated support for this outcome and have agreed, in principle, the location of the bridge.

Whilst there is a focus on securing sustainable transport solutions, as set out above it is considered that the promoter's views about trip internalisation are too optimistic and residents would still be likely to travel using private vehicles to access a wider range of services and employment opportunities. Transport modelling has indicated that a number of road junctions would be overcapacity (including Five Oaks, Pulborough and at Washington). The site promoters have provided detail of potential mitigation measures. However further detailed modelling would be required to understand the precise cumulative impacts together with other sites identified for development. At this stage there therefore remains some uncertainty as to the extent to which these will be effective.

Evidence provided to the Council to date indicates that this site would be able to deliver several thousand homes in the plan period, and that the proposals are viable. The site promoters have previously delivered other new settlements such as Poundbury in Dorset. Whilst the site promoters indicate that 2500 homes could come forward in the plan period, this is considered to be optimistic taking account of the lead-in times for strategic scale development such as the provision of a new railway bridge to facilitate delivery of the full scheme. The Council's own Housing Delivery study indicates that if both East of Billingshurst and Adversane be allocated, the level of homes the housing market could accommodate in this part of the District would further reduce the number of homes this site could deliver during the plan period.

**Officer Recommendation:** The Council's sustainability appraisal has identified that urban extensions are more sustainable than new settlements. Therefore the decision to allocate any new settlement follows the conclusion that the Council would be unable to meet its housing requirements through the allocation of strategic scale urban extensions.

It is acknowledged that this site has a number of positive qualities that would help contribute to meeting identified housing and other development needs subject to mitigation of transport, landscape, biodiversity and heritage impacts.

In geographical terms, this site is less well connected to the settlements of Horsham, Crawley which is the key area of economic growth and housing demand in North-west Sussex. The site is also less well connected to the south coast. In comparison to some other proposed new settlements, the site therefore performs less well in terms of how it can meet District and wider sub regional housing requirements.

The Council's housing delivery study also outlines that the allocation of this site together with Land East of Billingshurst would have an impact on the total amount of housing that could be delivered in the plan period, taking account of the cumulative impact on the housing market in this part of the District. This would have the effect of lowering the level of housing that would be delivered on this site during the plan period. This would therefore impact on the Council's ability to meet the wider government requirements to meet housing needs.

Taking account of these factors, the site is therefore not recommended for development.

<b>Site Name: Land at Buck Barn</b>	<b>SA716</b>								
<b>Site Map:</b>									
<p><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs : Director of Place</p> <p>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020). Ordnance Survey Licence 100023865.</p>	<p style="text-align: center;"><b>Land at Buck Barn (Wealdcross)</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Reference No :</td> <td style="width: 25%;">Date : 16/10/2020</td> <td style="width: 25%;">Scale : 1:15,000 at A4</td> <td style="width: 25%;"></td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> <td>Revisions :</td> </tr> </table>	Reference No :	Date : 16/10/2020	Scale : 1:15,000 at A4		Drawing No :	Drawn :	Checked :	Revisions :
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<b>Site Area:</b>									
<b>Site Description:</b>	<p>The site primarily comprises arable and pasture fields bounded by hedgerows and mature trees. Some isolated mature trees are present within some of the fields. The northern section of the site slopes down towards a mature belt of trees, which bisects the site. The western boundary of the site is the A24. The north-western part of the site is bound by the A24 to the west. The southern boundary of the site adjoins the A272 east of the Buck Barn crossroads junction with the A24. The Downs Link (a strategic recreation route between Guildford and Shoreham-by-Sea) adjoins the site to the east. Although adjacent to the busy road network, the area is predominantly rural in character although there are some urban influences including power lines that run east to west through the site.</p>								
<b>Summary of Proposal:</b>	<p><u>Housing</u></p> <p>The site is proposed for a development of around 3,500 homes. The site promoter has indicated that the development could provide 35% affordable housing and elderly care provision. Potential to deliver accommodation for 12 Gypsies and Traveller pitches has also been identified by this promoter.</p>								

	<p><u>Employment</u></p> <p>The promoter has indicated that 30,000 sqm of employment floorspace (4,000m<sup>2</sup> of B2, 20,000m<sup>2</sup> of B8 and 6,000m<sup>2</sup> of E employment use classes) could be provided.</p> <p><u>Transport</u></p> <p>Access to the site would be obtained from the A272 and the promoters have indicated that they would provide enhancements to the A24; this could include a major upgrade to the Buck Barn crossroads to create a 'hamburger' roundabout, and a new junction at or near the B2135 Steyning Road to allow traffic to safely access the northbound carriageway of the A24. It is proposed to enhance and extend bus services to Southwater, Horsham, Crawley and Brighton.</p> <p><u>Education &amp; Community</u></p> <p>Land could be provided for a new primary and secondary school, which the developers would build out. They could if required provide healthcare facilities and are a member of "Healthy New Towns Network," an organisation committed to prioritising health and wellbeing as an integral part of sustainable new settlements. The site would also provide new community facilities, a retail centre and a family pub-restaurant.</p> <p>The development would also provide open space and sports pitches, including a central 'village green', as well as enhancements to the Downs Link.</p> <p><u>Environment</u></p> <p>The site promoters have stated that they could provide biodiversity net gains, and that woodland and hedgerows would be retained wherever possible. Further enhancements would be provided with upgrades to the watercourse to provide water meadows.</p> <p><u>Net Zero Carbon</u></p> <p>The promoter of the site has indicated that Electric Vehicle charging points would be provided for all dwellings, and that all buildings would be built to a high standard following fabric-first approach, battery storage system / energy centre, and will achieve zero-carbon and energy positive technology.</p>
<b>Site Assessment Summary &amp; Recommendation</b>	
<p>Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including a range of housing types and sizes. Evidence indicates that 35% affordable housing can be provided. The development would also provide additional land for employment. Locationally the site is situated centrally within the District on A24 and A272. The A24 is the only dual carriageway in the District and provides road links to Horsham, Crawley and the south coast.</p>	

The development would deliver a range of community, retail, health and recreation facilities, which would help meet the everyday needs of residents. This including a new secondary school and two new primary schools. This would help to address needs created by the development as well as needs for the wider area. There is also a clear commitment to delivering a zero carbon and energy efficient development. It is however considered that new residents would still need to travel beyond the site for some of their needs. This has been considered by the site promoter in developing a park and ride / bus services to the site.

Although attractive, the landscape in the area has not been designated as being of landscape importance. The site at Buck Barn is rural in character but with some obvious urban influences, namely the A24 and A272 primary roads, and high voltage power lines carried by pylons through the site. Nevertheless, it is recognised that a development of this scale will have significant changes on the settlement pattern and the wider rural character in this area. The capacity of the landscape to accommodate development is variable across the site, but it is considered there is good prospect of mitigating the more significant landscape impacts. There are limited risks from flooding on the proposed development area.

Although further away from sites designated for their international biodiversity importance, the site does have a number of ecological sensitivities. The site contains an area of ancient woodland, and separately, a local wildlife site. The site is also close to the Knepp Estate which is a renown for its rewilding initiative and the delivery of significant biodiversity net gains. This land does not directly adjoin the site – separated by the A24 and A272. It is however recognised that the promoters have indicated that a 16% biodiversity net gain can be delivered on site through a range of different measures. Any development would however need to be carefully designed to avoid key areas with importance for biodiversity and deliver biodiversity net gain.

In terms of built heritage, the setting of existing listed buildings and particularly Tuckman's Farm would need to be taken into account as part of any design and layout of the scheme, to minimise unfavourable impacts.

The development proposals seeks to promote walking and cycling, and enhancements to public transport. The site does not have direct access to a railway station. The promoters are however proposing good quality bus services to the major employment centres of Horsham, Crawley, Worthing and Brighton, with interchange opportunities for accessing Gatwick Airport. It is suggested that road space changes, and improvements to junctions on main roads to improve bus priority, could secure the attractiveness and feasibility of such services.

The site promoters recognise that development will give rise to some additional vehicle journeys. The site promoters have proposed significant changes to provide access to the site as well as improving traffic flow on the A24. This includes upgrades to the Buck WSCC is has identified a need to bring forward upgrades to the A24 without development, and there is therefore potential for these enhancements to have a wider benefit to District residents.

There is the potential impact on Cowfold village centre, which is an Air Quality Management Area (AQMA) declared as a result of traffic congestion at peak travel times. There is therefore the potential for new development to generate additional traffic flows through the village without mitigation. The site promoter has identified a number of means to mitigate these impacts. Impacts on this junction are not identified as a 'showstopper'.

The site promoter is locally based in Horsham District and has experience of delivering large scale urban extensions. Evidence provided to the Council to date indicates that this site would be able to deliver several thousand homes in the plan period, and that the proposals are viable. Whilst the site promoters indicate that 3000 homes could come forward in the plan period, this is considered to be optimistic taking account of the lead-in times for strategic scale

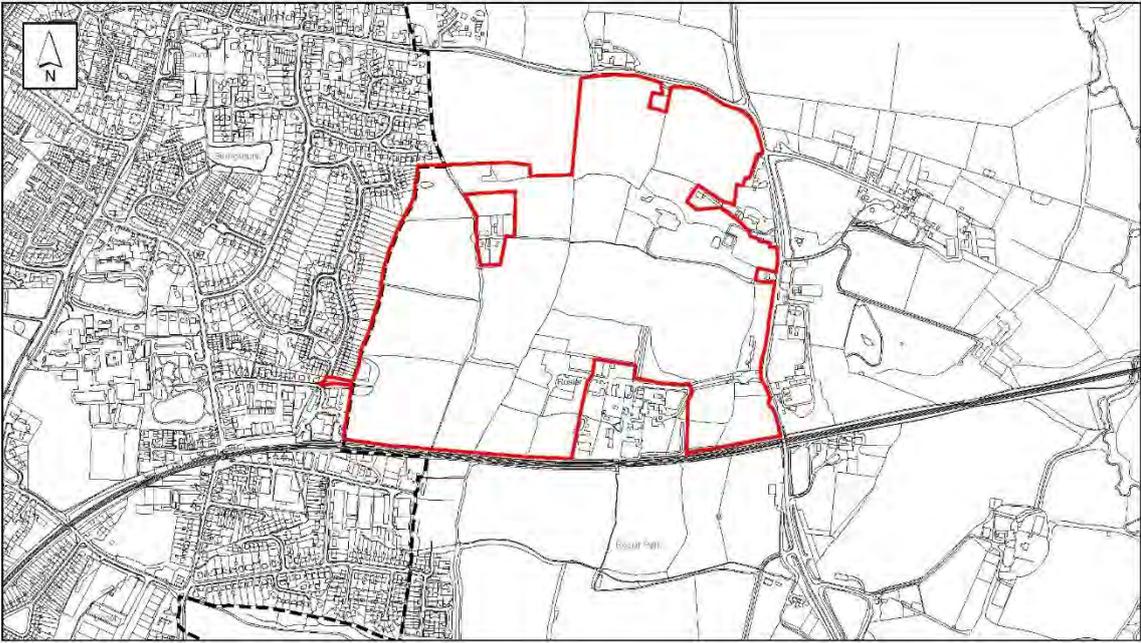
development such as the provision of transport upgrades. The Council's own Housing Delivery study indicates that 2100 homes is more realistic.

**Officer Recommendation:** The Council's sustainability appraisal has identified that urban extensions are more sustainable than new settlements. Therefore the decision to allocate any new settlement follows the conclusion that the Council would be unable to meet its housing requirements through the allocation of strategic scale urban extensions.

This site has a number of positive qualities that would help contribute to meeting identified housing and other development needs subject to mitigation of transport, landscape, biodiversity and heritage impacts

In geographical terms, this site is located on the A24 which is the main north south route through the District. This provides connections to Horsham and Crawley which is the key area of economic growth and housing demand in North-west Sussex. The A24 also provides a direct road link to Worthing on the south coast. It is therefore considered that the central location of the site within the District provides an opportunity for allow homes to be delivered that meet those for Horsham District and the wider sub-region. These proposals also present an opportunity to bring forward wider transport upgrades to the A24 which have identified as being required without new development.

In light of the evidence that a new settlement is required to help meet identified housing targets, this site is considered to be the most suitable of the proposed new settlements and is therefore recommended for allocation.

<b>Site Name: Land East of Billingshurst (Little Daux)</b>		<b>SA118</b>										
<b>Site Map:</b>												
												
<p><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs : Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020). Ordnance Survey Licence 100023888.</small></p>		<p><b>Land East of Billingshurst (inc school land)</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Reference No.:</td> <td style="width: 33%;">Date : 2/10/2020</td> <td style="width: 34%;">Scale : 1: 8,000 at A4</td> </tr> <tr> <td>Drawing No.:</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td colspan="3" style="text-align: right;">Revisions :</td> </tr> </table>		Reference No.:	Date : 2/10/2020	Scale : 1: 8,000 at A4	Drawing No.:	Drawn :	Checked :	Revisions :		
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<b>Site Area:</b>	43.5 hectares											
<b>Site Description:</b>	<p>The site lies within the countryside to the east of the village of Billingshurst. The site comprises agricultural fields bounded by hedgerows and trees, which contains a number of paths used by residents of Billingshurst for informal recreation. A tree belt largely screens the site from residential properties to the east which lie within the built form of Billingshurst. The site's southern boundary is defined by the railway line except where it wraps around Rosier Business Park. The site is bounded to the west by the A272. To the north land is currently being brought forward for a development of around 475 homes.</p>											
<b>Summary of Proposal:</b>	<p><u>Housing</u></p> <p>The site is proposed for around 600-650 dwellings as an urban extension of Billingshurst. A range of densities, housing types, sizes and tenures are proposed (35% affordable currently anticipated, compliant with policy) No specific provision is identified for Gypsy and Traveller accommodation.</p>											

	<p><u>Employment</u></p> <p>The site adjoins the existing Rosier business park. Some additional employment or commercial floorspace proposed near this site is proposed.</p> <p><u>Transport</u></p> <p>Access to the site would be obtained from the A272 and the promoters have indicated that they would enhance pedestrian and cycle connectivity with the existing village centre and the train station. A new additional station car park is also being offered.</p> <p>Education and Community</p> <p>Proposals for the site include 2.2 hectares of serviced unfettered land for a primary school, 1 form entry expandable to 2 form entry with SEND and early years. The intent is to provide this in a more centrally located flatter area so as to replace the land to the north of the site currently set aside for this purpose. Also proposed is a community hub area offering facilities such as retail, café, hall, co-working space, community bike club and an Ambulance Community Response Post (ACRP).</p> <p><u>Environment</u></p> <p>Approximately 50% of the site will be accessible natural greenspace / amenity greenspace including a trim trail, several parks with equipped play, community orchard, picnic tables, outdoor gym and enhancements to Wilden's Meadow Local Wildlife Site and retention of the existing framework of trees and hedgerows. The site promoter indicates 17% biodiversity net gain could be achieved.</p> <p><u>Net Zero Carbon</u></p> <p>The promoter is only able to commit to complying with building regulation, consistent with the national approach to low carbon homes. They will take a fabric first approach and seek to develop a strategy to optimise electric vehicle charging points for households and visitor spaces.</p>
<p><b>Site Assessment Summary &amp; Recommendation</b></p>	
<p>Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including a range of housing types and sizes. Evidence indicates that 35% affordable housing can be provided, although the site promoter has indicated an intention to deliver the majority of the affordable housing within the later phases of the build out.</p> <p>The promoter has indicated that this site could provide a site for a primary school, community hub and some employment close to the existing Rosier business park. As currently presented, the site is unlikely to deliver development that goes beyond existing technologies and the requirements of highways and building regulations in respect of helping the District towards becoming zero carbon. The phasing of the community facilities is also proposed within the</p>	

latter half of the build out, and the quanta and type of such provision does not fully meet the Council's requirements. Any development would however need to demonstrate the ability to deliver the facilities in a timely manner in order to cultivate a sense of place and patterns of use as occupation occurs.

The site is well related to the eastern edge of Billingshurst. The site would provide a logical urban extension linked to the urban extension being built out north of the A272. The site promoters have indicated that they have taken a landscape-led approach to the design and layout which seeks to retain sensitive landscape features such as mature trees and hedgerows.

Most of the site is not directly affected by nature conservation designations, and most of the site has been assessed as being of low conservation value. The Local Wildlife Site Wilden's Meadow would be retained and enhanced. Development in this location would need to address the impact of development on the nearby Mens woodland, which is of international importance for nature conservation. This includes consideration of both loss of feeding grounds and the transport impacts on air quality. The site promoters have indicated that the proposals can deliver 17% biodiversity net gain could be achieved on habitats and 12% on hedgerow features.

There are no listed buildings within the proposed development site, but a Grade II Listed Building, Little Daux Farmhouse, is surrounded by the site and another, Rosier Farmhouse, lies within Rosier Business Park between the site and the railway. In addition to this, across the railway to the south lies the Grade II Great Daux Farmhouse. The site is also close to the Billingshurst conservation area, with potential for views to key historic buildings to be impacted. The impact on this nearby heritage would need to be taken into account as part of the design and layout of any scheme.

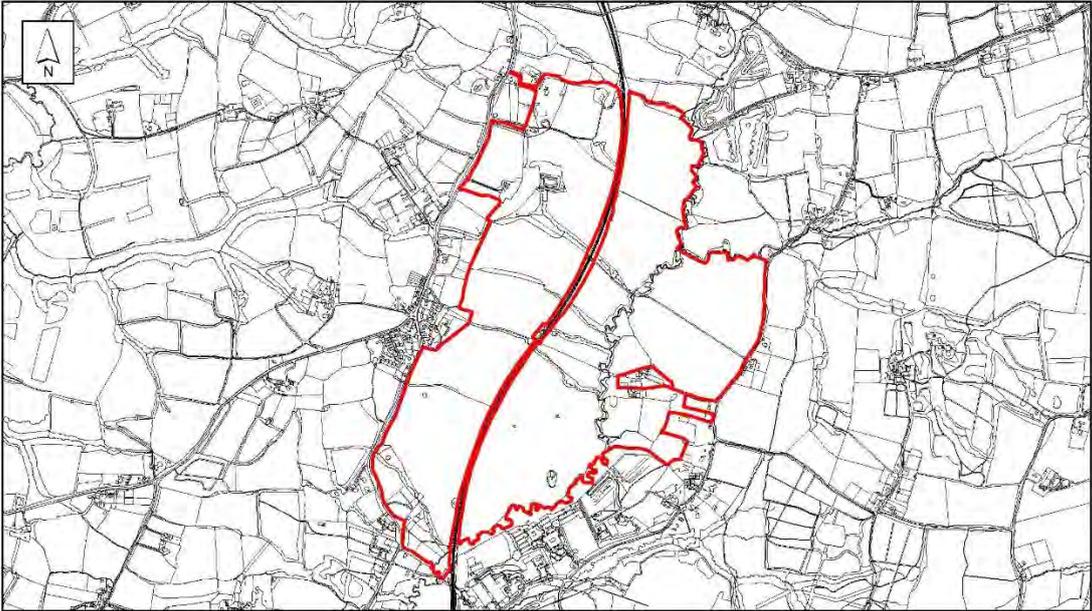
The proposal seeks to promote a high level of accessibility for pedestrians and cyclists. The proposal also seeks to provide footpath links to existing services and facilities including to the railway station and village centre, which at their furthest point lie approximately 2km away. Following feedback from Network Rail, a diversion of the public right of way near an unmanned ground level crossing over the railway has been proposed by the site promoters to enable the closure of this crossing.

Primary vehicular access will be off the A272 via the Amblehurst Green development and a new roundabout north of the railway. The proposed layout has been designed to ensure there is no vehicular access connecting the A272 to Broomfield Drive to prevent rat running. The developer indicates a willingness to contribute towards upgrades identified as part of the wider Local Plan transport mitigation requirements.

The site has been assessed as deliverable and viable.

**Officer Recommendation:** This site is considered suitable for allocation, given the clear links and relationship with the existing settlement of Billingshurst and proximity to existing public transport links to larger settlements including Horsham and Crawley. Whilst there are no identified 'showstoppers' for this site, there are however a number of therefore a number of issues that need to be resolved, including certainty as to the level and timing of affordable housing, school and road upgrades. In addition, solutions to address the safety of an unmanned pedestrian railway crossing given the proposed increase in residents in close

proximity are also required. As with all strategic allocations, the site will need to contribute towards meeting identified Gypsy and Traveller needs in the District.

<b>Site Name: Land at Kingsfold, Warnham (North West Horsham)</b>		<b>SA459</b>										
<b>Site Map:</b>												
												
<p><b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020). Ordnance Survey Licence 100023865</small></p>		<p><b>Land at Kingsfold</b></p> <table border="1"> <tr> <td>Reference No :</td> <td>Date : 28/09/2020</td> <td>Scale : 1: 16,000 at A4</td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td></td> <td></td> <td>Revisions :</td> </tr> </table>		Reference No :	Date : 28/09/2020	Scale : 1: 16,000 at A4	Drawing No :	Drawn :	Checked :			Revisions :
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<b>Site Area:</b>	177ha											
<b>Site Description:</b>	<p>The landscape is predominantly agricultural and rural in character. The Sutton and Mole Valley railway line divides the site centrally into eastern and western parcels. There are tree belts and wooded areas (including designated Areas of Ancient Woodland) that divide the western and eastern parcels of land into smaller fields. Boldings Brook passes through the eastern part of the site, and is surrounded by mature vegetation.</p> <p>The western parcel inclines from the lower land level of the railway line upwards to the A24 Dorking Road in the west. The existing hamlet of Kingsfold is located on a small portion of the western boundary. To the east of the railway line, the land is relatively flat until it meets Boldings Brook, where it inclines eastwards to meet Langhurst Wood Road and Friday Street. The land in the south eastern part of the site is relatively flat and well screened by existing trees and hedgerows.</p>											
<b>Summary of Proposal:</b>	<p><u>Housing</u></p> <p>The site is proposed to deliver a minimum of 1,300 dwellings across five new villages, centred on the existing settlement of Kingsfold and along the A24. Development is proposed both east and west of the railway line. It has been indicated that the site could deliver 35% affordable housing together with sheltered accommodation or a care home to meet the needs of the elderly population. It is stated land would be made available for Gypsy and Traveller accommodation.</p>											

	<p><u>Employment</u></p> <p>The promoter has indicated that a significant new area of business floorspace would be provided with this development providing 75,000m2 business community of B1, B2 &amp; B8 uses (or equivalent) and at least one new job per home.</p> <p><u>Transport</u></p> <p>It is proposed that the scheme would deliver an A24 relief road around the settlement of Kingsfold together with other traffic calming measures. The site promoter states that there could be potential for a new parkway station has been identified by the promoter.</p> <p><u>Education and Community</u></p> <p>Promoters of this site have indicated that land could be provided for a new primary school, together with early years and SEND. No secondary school has been identified. The promoter has stated a contribution could be made towards health care including land for a new facility if required</p> <p>It is proposed that open space and sports pitches would be provided together with local shops and village facilities.</p> <p><u>Environment</u></p> <p>The site promoters have committed to biodiversity net gains, and state that they would mitigate adverse environmental effect, including providing land for rewilding. The masterplan shows that the new road would pass through an existing area of ancient woodland. The promoter highlights the provision of 60 hectares of open space and the promotion of the existing green infrastructure to form a country park.</p> <p><u>Net Zero Carbon</u></p> <p>The promoter has indicated that electric vehicle charging points would be provided and has made a commitment to energy efficiency and sourcing energy from non-renewable sources, including schemes such as district heating, solar power and ground source heat pumps.</p>
<p><b>Site Assessment Summary &amp; Recommendation</b></p>	
<p>Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including a range of housing types and sizes. The site is however situated in the very north of the District, and whilst relatively close to Horsham is less able to meet wider housing needs for the whole of the authority area. There is a particularly poor relationship with the south coast in geographic terms.</p> <p>One of the main advantages of the proposals is the potential delivery of an extension to the Broadlands Business Campus of 75,000 sq m and 3,000 jobs, potentially of high quality, particularly given the co-location with the existing employment provision at Broadlands. It is understood access to this area of land would need to be obtained through the current business park in Langhurstwood Road. No evidence of any agreement has been provided to the Council.</p>	

The scheme proposes a number of community benefits, including a 60ha country park, re-wilding of agricultural land, a new primary school, extra care/sheltered accommodation for the elderly and retail facilities. Whilst welcome, future residents would still be heavily reliant on other settlements, particularly Horsham, but also Warnham and potentially settlements further north, into Surrey for main retail facilities, leisure opportunities, secondary school and sixth form provision and GP surgeries.

The positioning of the railway line through the centre of the site, which would effectively sever the site into two distinct parcels, would also result in a scheme that would struggle to deliver a cohesive new community. The layout of the residential development as a series of linear hamlets would also limit community cohesiveness and the ability to create a distinctive sense of place. It is acknowledged that the promoters have tried to address these concerns with the provision of pedestrian and cycle routes and have proposed a new vehicular crossing. This does not however address the fundamental concerns with having small communities straddled either side of a railway line.

There are significant areas of ancient woodland within and around the site. Most of these would be retained - however, the master plan shows the proposed Relief Road cutting through the Warnham Mead Row Area of Ancient Woodland and Traditional Orchard. This would lead to the loss of an irreplaceable habitat. The site promoter indicates the site could deliver 10% biodiversity net gain. However, the emerging national biodiversity net gain matrices will not allow biodiversity net gains to be recorded where ancient woodland is lost – albeit that environmental gains could be recorded.

The site is in a location that has a strong rural character and development of this site is considered to not only result in significant landscape harm, but could also harm the setting of a number of listed buildings and land of archaeological interest. The proximity of the railway line itself, raises the potential for adverse noise impacts, and there is potential for further adverse noise impacts associated with the proposed relief road and the proximity to Gatwick and associated flight paths. It is likely that these noise impacts could be mitigated through appropriate positioning of properties and noise insulation measures, however, locating the properties away from the railway line has placed development in potentially more exposed parts of the landscape.

Connectivity to this settlement is considered to be relatively poor. The settlement will comprise 5 separate villages and will require travel between each, and beyond to meet all their day-to-day needs. This makes achieving a walkable / cyclable settlement form difficult to achieve. Mitigation is reliant on diverting rights of way under the railway. This may help to remove unsafe crossings over the railway line in accordance with Network Rail's nationwide strategy. However, at this stage limited detail on the discussions with network rail have been provided to the Council.

The promoters also propose a new parkway station at Kingsfold and have submitted an Interim Station Viability Assessment Report which suggests there is a good case for a station. To date, there does not appear to be any evidence that Network Rail or the Train Operating Companies support these proposals and there is no realistic prospect of their delivery in the plan period at this stage.

The design, layout and more limited level of community provision would mean residents would likely be reliant on private motor vehicles to access many of their day-to-day needs. This conclusion has also been identified as part of the Sustainability Appraisal which

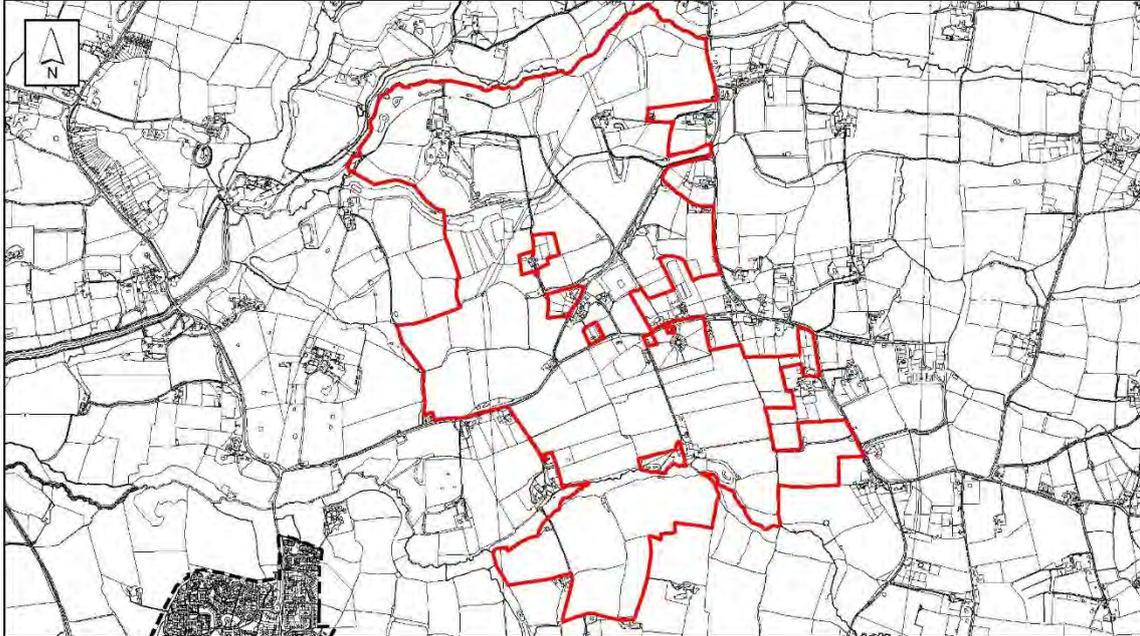
highlights that the nearest town centre and healthcare and education facilities are not within close proximity and are unlikely to be easily accessible to residents.

Whilst the economic aspect of the scheme is proposed to deliver a large amount of employment development, the residential element is relatively small in comparison to other sites that have been submitted. Whilst this, in itself, is not an issue, there is concern that the proposed level of development is not of a sufficient scale to deliver the full package of proposed community benefits. Whilst it is expected that evidence of viability should be submitted to the Council to support the proposals, the Council has only seen limited information to date and there still remains a significant level of doubt whether this scheme could support a relief road and a new parkway station. Further to this, there is no evidence that Network Rail or the train operating company would support the delivery of a railway station in this location.

**Officer Recommendation:**

The Council's sustainability appraisal has identified that urban extensions are more sustainable than new settlements. Therefore the decision to allocate any new settlement follows the conclusion that the Council would be unable to meet its housing requirements through the allocation of strategic scale urban extensions.

This site is not recommended for allocation due to a combination of the adverse environmental impacts, the difficulty in delivering a cohesive community which is not significantly reliant on other settlements, and lack of certainty as to the deliverability and viability of the scheme.

<b>Site Name: Land North East of Henfield (Mayfield)</b>	<b>SA414</b>									
<b>Site Map:</b>										
										
<p><b>Horsham District Council</b>  Parkside, Chart Way, Horsham  West Sussex RH12 1RL  Barbara Childs : Director of Place</p> <p>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020).  Ordnance Survey Licence 100023865</p>	<p style="text-align: center;"><b>Mayfield Market Towns Proposal</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Reference No.:</td> <td style="width: 33%;">Date : 28/09/2020</td> <td style="width: 34%;">Scale : 1: 20,000 at A4</td> </tr> <tr> <td>Drawing No.:</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td></td> <td></td> <td>Revisions :</td> </tr> </table>	Reference No.:	Date : 28/09/2020	Scale : 1: 20,000 at A4	Drawing No.:	Drawn :	Checked :			Revisions :
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<b>Site Area:</b>	c.310 hectares (c.400 hectares with land for road outside HDC boundary)									
<b>Site Description:</b>	<p>The site lies within the countryside away from any existing built up area boundary, and to the north east of Henfield. It lies between Henfield and two settlements, Sayers Common and Albourne, within the District of Mid Sussex.</p> <p>The landscape in this area is very rural with much of the land in agricultural use, interspersed with hedgerows and tree belts. There are some existing rural businesses within the site, and a formal garden (Sussex Prairie Garden) which is a local tourist attraction from late spring to mid-autumn. There is some localised urban intrusion from pylons which cross the site. The site is relatively flat, with some gentle undulations. The character of the site is relatively enclosed in the north and more open in the south, from where there are clear views to the South Downs National Park. The landscape beyond the site is also countryside, although the village of Henfield is close to the south western boundary of the site and the hamlets of Blackstone, Shermanbury and Wineham also lie close to the site boundary.</p>									

<p><b>Summary of Proposal:</b></p>	<p><u>Housing</u></p> <p>The promoter seeks to deliver a new market town of between 5,000 and 7,000 dwellings (depending on the availability of the last phase, phase 7). The promoter seeks to deliver 35% affordable housing together with sheltered accommodation or care home to meet the needs of the elderly population. Land is available for Gypsy and Traveller accommodation. The site promoter has recently indicated that 3,000 homes could be delivered as a first phase of the wider development.</p> <p><u>Employment</u></p> <p>The promoter has indicated that the full scheme would deliver around 7,000 new jobs (1 job per new home) would be provided through the provision of new employment spaces (primarily E and B8 uses) and community and retail uses on the site including all normal town centre uses.</p> <p><u>Transport</u></p> <p>The promoter states that the scheme would deliver a link road to the A23 and they indicate that a public transport corridor, active travel corridors and a transport hub would also be provided as part of the development with links to Burgess Hill and to Henfield on to the Downs Link. The site promoters have stated that any link road to the A23 would not be required for the initial 3,000 home scheme.</p> <p><u>Education and community</u></p> <p>The site would deliver a main town centre and two neighbourhood centres. Land would be provided for early years, new primary schools and a secondary school, early years and SEND provision. The potential to link to Plumpton College has also been highlighted as a possibility.</p> <p>A range of community facilities would also be provided including a new health centre with surgery facilities if required by the CCG, a hotel with a lido, sports hub, open space, leisure facilities, library, 3 faith / community halls, venue / entertainment area, and a social service facility.</p> <p><u>Environment</u></p> <p>More than 40% the site (.c160ha) will deliver green infrastructure / open space including sport pitches. The site promoters have committed to at least 10% biodiversity net gains and the provision of a new Waste Water Treatment Works alongside a grey water recycling system.</p> <p><u>Net Zero Carbon</u></p>
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	<p>The promoter aims to deliver a net carbon neutral / zero carbon. They propose a comprehensive system for heating and cooling buildings, buildings built to zero carbon standards and ultra-low energy homes, a layout providing effective pedestrian and cycle networks, and on-site low carbon and sustainable energy generation (including smart street lighting, Electric Vehicle charging points, car club, domestic Photo Voltaic cells, energy storage facilities).</p>
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### Site Assessment Summary & Recommendation

Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including a range of housing types and sizes. The proposal includes a policy-compliant level of affordable housing, and is well-placed to provide a mix of housing types to respond to local need. The site is located in the south east of the District.

The wider proposal for 7,000 homes would deliver a wide range of community facilities including schools, provision for health care, open space, retail and land for employment including linkages to existing businesses and education. There is a strong commitment to achieving zero carbon homes. Whilst proposals for an initial scheme of 3,000 homes has been identified, the necessary evidence in terms of how this impacts on the provision of services and facilities including education and the impact on education provision within the wider area has not been provided to the Council. The 3,000 scheme is based around existing land ownership and would give rise to a dispersed settlement pattern that would limit the ability to deliver a cohesive new community.

The site at North East of Henfield is very rural in character. Any development in this location would have a significant impact on the existing rural character of the area. The site is visible from the South Downs National Park and the impact on this landscape and the associated dark skies reserve would need to be addressed. It is recognised that the site promoters have taken care to ensure development would be landscape led with some potential benefit with the full scheme proposing the removal of pylons and placing these below ground. Development would also bring forward biodiversity net gains.

A key difficulty with this site is its location. It has no direct connection to the A road network and has poor access to any railway station, bus service or the main roads in Horsham or the A23 in Mid Sussex. In order to effectively meet district and wider sub regional housing needs, this would require significant upgrade and mitigation and would also need to address the impact of development on the Cowfold and Hassocks AQMAs. Whilst the site promoters have stated that the 3,000 homes would not require a link road, a smaller scheme would also likely be more reliant on surrounding areas for day to day needs and employment, and may proportionately generate more trips. No transport evidence has been submitted to the Council to demonstrate how the transport impacts of a smaller level of development could be effectively mitigated.

Although the site is considered to be financially viable, there are concerns regarding the wider deliverability of the proposal. The wider 7,000 home scheme is in multiple landownership. The seventh phase of development of the wider scheme, whilst not programmed within the plan period is not currently available for development and in the longer term potentially risks generating an ill configured settlement. All scales of development proposal will need to deliver significant new infrastructure. It is envisaged that

the proximity of the site to Mid Sussex District will require some degree of co-operation and joint working irrespective of whether a new link road is provided in the early stages. This including a new link road outside the HDC District boundary. As with all new settlements, the delivery of this scheme is not expected to commence until middle of the plan period. The Council's Housing Delivery study also questions the ability of the scheme to deliver significantly more than 250 homes per year, and delivery of around 2,000 homes is likely to be more realistic.

**Officer Recommendation:**

The Council's sustainability appraisal has identified that urban extensions are more sustainable than new settlements. Therefore the decision to allocate any new settlement follows the conclusion that the Council is unable to meet its housing requirements through the allocation of strategic scale urban extensions.

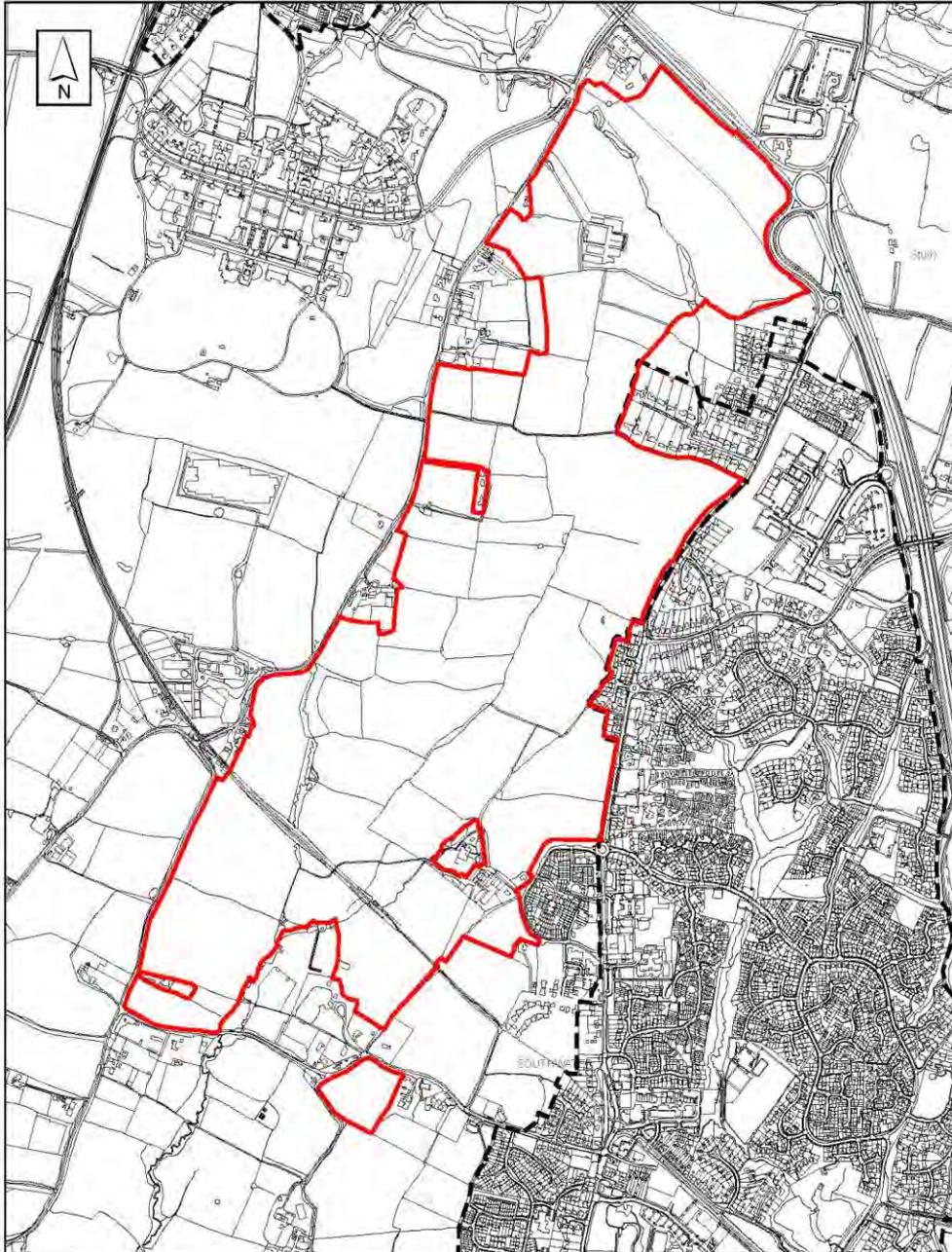
It is acknowledged that this site has a number of positive qualities that would help contribute to meeting identified housing and other development needs subject to mitigation of transport, landscape, biodiversity and heritage impacts. Geographically the site is less well connected to the settlements of Horsham, Crawley which is the key area of economic growth and housing demand in North-west Sussex. Although superficially closer to the coast than other proposed new settlements, existing transport connections in this site are poor with rural roads which would require enhancements.

There is also insufficient evidence provided to the Council justify the allocation of a 3,000 home scheme. The wider scheme also has unresolved landownership issues in terms of being able to fully evidence that the 7,000 can be delivered. Finally the proximity of the site with Mid Sussex District would require engagement with this authority ensure impacts on this District are mitigated effectively is also considered to have an impact on housing delivery rates, and the number of homes which could be provided in the plan period to meet the Council's housing targets. The site is therefore not recommended for allocation.

Site Name: Land West of Southwater

SA119

Site Map:



**Horsham District Council**

Parkside, Chart Way, Horsham  
West Sussex RH12 1RL  
Barbara Childs : Director of Place

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**Local Plan Review 2020  
Potential Strategic Sites**

Reference No :

Date: 15/10/2020

Drawing No :

Scale : 1:12,000 at A4

Revisions :

Site Area:

140 ha

<p><b>Site Description:</b></p>	<p>The site comprises arable and pasture land interspersed by hedgerows and larger areas of woodland. Overall, the site is rural in character, particularly to the west. To the east and south there are more urban influences where the site adjoins Worthing Road. Land to the south of the south and south east of the site has planning permission for 594 dwellings and associated community facilities. This development has commenced.</p> <p><u>Neighbourhood Plan</u></p> <p>Within the land proposed for development, land north of the Downs Link extending as far as Courtland's Wood has been allocated for a development of a minimum of 422 homes, consisting of a minimum of 350 units within C3 Use Class and minimum of 72 units falling within use Class C2. The plan also identifies a parcel of land south of New Road which is reserved for the provision of a future secondary school. The neighbourhood plan is programmed for referendum on 6 May 2021.</p>
<p><b>Summary of Proposal:</b></p>	<p><u>Housing</u></p> <p>The site is being proposed for approximately 1,200 dwellings and is being promoted as an urban extension to Land West of Southwater. The site promoter envisages they could deliver 35% affordable housing. The housing would comprise a mix of predominantly 1 – 3 bedroom properties, together with an Extra Care facility to provide accommodation for the elderly. The site promoter has also indicated that they would be willing to make a number of plots available for custom build, where the design of each home would be tailored to meet the individual need of the purchaser.</p> <p><u>Employment</u></p> <p>Proposals include providing circa 15 acres of employment land (in the north of the site, adjacent to Hop Oast roundabout and the A24) for a mix of employment uses, including offices, R&amp;D space, incubator units, and light industrial units.</p> <p><u>Transport</u></p> <p>The site promoters have also stated that the proposed development would help encourage healthy lifestyles and non-car based travel by providing a good mix of conveniently located amenities, education facilities and places to work.</p> <p>As part of any new development, a new link is proposed to connect the existing and new community with Christ's Hospital railway station. There will be a new link road from the north of the development, connecting the development to Two Mile Ash Road with a new crossing to connect with Christ's Hospital Road.</p> <p>The site promoters are looking at how sustainable connections between Southwater and Horsham can be improved, given the importance of the links between the two settlements. This includes the provision of a new footbridge or crossing across the A24, contributing to a direct route between the two settlements. Other proposals include electric vehicle charging points, and enhancements to the Down's Links.</p>

	<p>The site will be served by four points of access into the development from the Broadacres development and Worthing Road, which will spread traffic evenly across the local highway network. These include a new link road through the development, connecting to Worthing Road immediately to the south of the Hop Oast junction on the A24</p> <p><u>Gypsies &amp; Travellers</u> The site promoter has stated that a parcel of land could be provided to accommodate 4/5 gypsy &amp; traveller pitches in the northern portion of the site, adjacent to the proposed employment land.</p> <p><u>Education</u> Berkeley's has indicated that the proposal would fund and contribute towards an all-through school (with primary, secondary and Special Educational Needs provision).</p> <p><u>Community</u> The proposal would provide a community hub and together with some small scale local retail provision to complement Lintot square. Community use at Great House Farmhouse is proposed. A Public square and outdoor event space would be provided. No specific health care centre is identified as it is indicated needs could be met at the existing centre in Southwater.</p> <p><u>Biodiversity</u> The scheme would provide 10% habitat biodiversity net gain, including a 38% gain in linear feature biodiversity (e.g. hedgerows) and 50 acres of open space.</p> <p><u>Net Zero carbon</u> Berkeley's are also committed for this development to have the homes operating at net zero carbon by 2030, in line with the Council's target to be a net zero carbon district by 2030.</p>
<b>Site Assessment against Criteria</b>	
<i>Environmental considerations</i>	
<b>Site Assessment Summary &amp; Recommendation</b>	
<p>Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including affordable housing. The site is located on the western edge of Southwater, which is one of the largest and most sustainable settlements in the District, offering a wide range of services, employment and good public transport and road links. Development would deliver homes in a key area of housing demand. The site is also close to the A24 which is the main north-south route through the District.</p> <p>The promoter is currently building out a permission for 594 homes on land to the West of Southwater. This site is well located against the existing settlement form of Southwater and would connect directly to the new development to the south which is already being built out.</p>	

This proposal for a mixed use allocation would be for 1,200 homes, including affordable housing and homes for key workers; together land to deliver an all-through school (primary and secondary); a new neighbourhood centre; 15 acres of new employment land, including co-working space for home workers and small businesses; a multi-functional community facility; community use of Great House Farmhouse; 50 acres of open space. The promoters are also committed for this development to have the homes operating at net zero carbon by 2030, in line with the Council's target to be a net zero carbon district by 2030.

The principle of 422 homes on a land parcel to the north of the Downs Link has now been established as part of the made Southwater Neighbourhood Plan. Development would therefore provide almost 800 homes in addition to the identified figure.

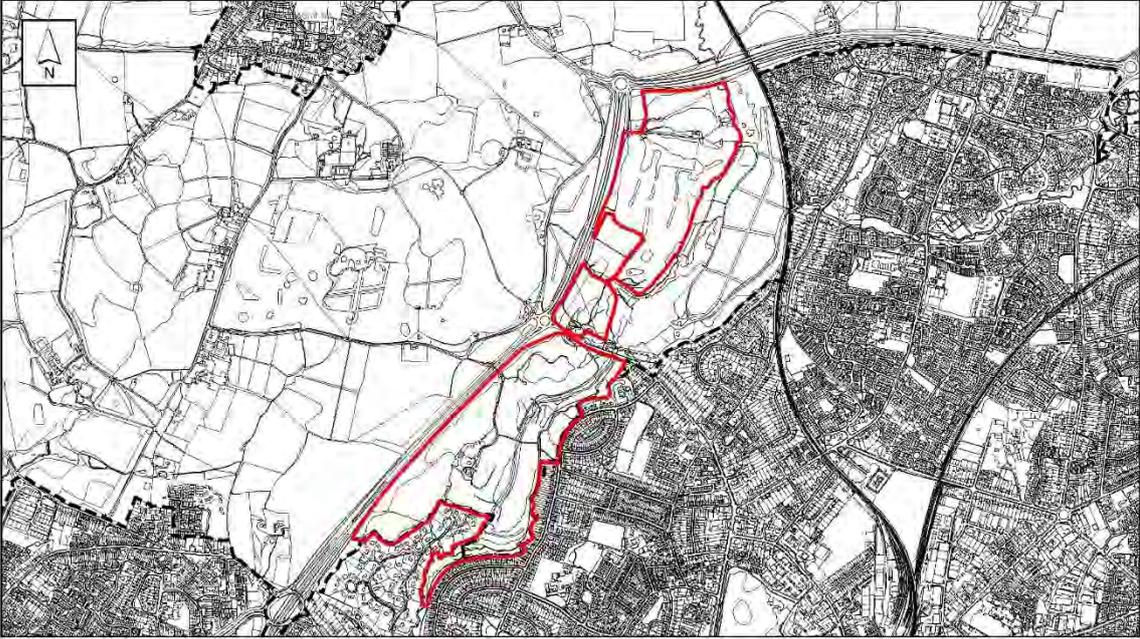
Any development on this site would however need to be sensitively designed to ensure the delivery of biodiversity net gain, the protection of the 2 areas of Ancient Woodland and the setting of the Grade II\* listed Great House Farmhouse. It is noted that the site promoters indicate that the site could deliver a 10% net gain in habitat biodiversity and a 38% gain in linear feature biodiversity.

There is a strong commitment to introducing "sustainable travel". The proposed masterplan is based on the principle of walkable and cyclable neighbourhoods, and would also provide link roads to Hop Oast and Two Mile Ash and full signalisation of the Hop Oast Roundabout.

The scheme is considered to be financially viable. Berkeleys Homes is an active housebuilder in the District, with four schemes currently being built out (Broadacres, Land West of Southwater; Paper Yard, Horsham; Windacres Farm, Rudgwick and Highwood, Horsham). Build out rates tend to be steady but, but it is considered that as many of the other sites currently under construction by this promoter are nearing completion, there is an opportunity for the scheme to focus on this location and deliver the 1200 units in the plan period.

**Officer Recommendation:** Overall it is considered that the proposal is based on a strong vision based on sound place-making principles that would deliver providing education, community facilities, including a restored Great House Farmhouse and employment, and encourage short trips to be made by walking and cycling, rather than by car .

It is considered this site is suitable for allocation.

<b>Site Name: Land at Rookwood, Horsham</b>	<b>SA394</b>									
<b>Site Map:</b>										
										
<p><b>Horsham District Council</b>          Parkside, Chert Way, Horsham          West Sussex RH12 1RL          Barbara Childs, Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020). Ordnance Survey Licence 100028866.</small></p>	<p style="text-align: center;"><b>Land at Rookwood</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Reference No :</td> <td style="width: 33%;">Date : 28/09/2020</td> <td style="width: 33%;">Scale : 1: 16,000 at A4</td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td colspan="3">Revisions :</td> </tr> </table>	Reference No :	Date : 28/09/2020	Scale : 1: 16,000 at A4	Drawing No :	Drawn :	Checked :	Revisions :		
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<b>Site Area:</b>	Approx 70 hectares									
<b>Site Description:</b>	<p>The site currently comprises a golf course with a mix of open fairways, greens and areas of rough grassland and trees. The site is bounded to the west by the A24 and to the north by the A264. The site is divided into a northern and southern section, separated by the B2237, Warnham Road. The northern section of the site adjoins Warnham Local Nature Reserve to the east, and the southern section of the site adjoins the built form of Horsham, in a predominantly residential part of the town. The eastern boundary of the site in this location is formed by Boldings Brook.</p>									
<b>Summary of Proposal:</b>	<p>The scheme is proposed as an urban extension of Horsham. The initial proposals submitted for the site identified the land north and south of the Warnham Road for a development of around 1,100 homes and associated community facilities. This proposal has been updated, and the most recent proposals on the site are for a housing development to the southern side of the road for 700 – 750 homes providing a mix of different sizes and affordable homes. A small community hub is proposed to support the development. The site promoter has indicated that the overall land parcel could deliver around 5 Gypsy and</p>									

	<p>Traveller pitches. In addition, the land site promoter has confirmed that land could be made available on north of the Warnham road for a primary school if required.</p> <p>No specific health and education facilities would be provided and such provision would be met within Horsham town.</p>
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### Site Assessment Summary & Recommendation

Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including affordable housing. The site is located on the western edge of Horsham and would provide housing in a location which has the highest demand for housing growth in the District.

To date the site proposals lack detail as to how development would contribute towards the aspiration of one job per new home – whilst the proximity to existing employment is recognised, some provision of employment workspace would normally be anticipated in a development of this scale, and specific details on meeting this need are currently limited.

The proposals would also deliver some community benefits including the potential for primary school land, and a small community hub with a shop and other community facilities.

The location of the site is such that residents would be able to rely on existing shops, services and facilities located in the Horsham town, the district's most sustainable settlement.

The development of the site would lead to a loss of existing golf provision. The HDC Open Space Review Report indicates that overall the district would still be well provided for in terms of golf courses. However further detail is required to understand the impact of this site. The Strategic Planning Team have been advised that this matter will be investigated further.

The proposed development site is currently in use as a golf course. The landscaping of the site is therefore man-made rather than a natural landscape. As such, it is not subject to any formal landscape designation. The site is also located within the A24 / A264 road 'envelope' around the town, which provides a firm landscape boundary to the landscape beyond the town.

The northern parcel of the site is however adjacent to Warnham Nature Reserve. Built development of around 1000 homes would have an adverse impact on this site, but the revised proposals for 700 to 750 homes would be concentrated on the southern parcel of the site with no built development north of the Walnut Tree Plantation. These proposals also provide a clear commitment to biodiversity net gain, and whilst further detail is required, the delivery of public open space/green infrastructure in the northern part of the site would likely assist in the realisation of this aim. Such provision is may also have the potential to have a positive impact on Warnham Local Nature Reserve.

The site is close to Chennel's and Bolding Brooks and adjoining land has identified as being at risk from flooding. However no land within the floodplain is identified for built development. The most recent development proposals avoid fairway 15 and the development area is not located in the area at risk from reservoir failure.

Access to services and facilities within Horsham would be within walking and cycling distance for some residents, with the suggestion that there are opportunities to provide new infrastructure that would increase the attractiveness of walking and cycling routes. The proposed transport infrastructure and the delivery of a bus route into the site would increase the likelihood that sustainable transport measures be used to reach locations beyond the site.

A preliminary transport appraisal has been produced by the site promoters for the initial proposal for up to 1,100 homes to reflect a 'worst case scenario'. The promoters indicate that a new roundabout would be created on the B2237 to gain access into both the northern

and southern parcels of the site and have designed it to complement committed improvements to the nearby Robin Hood roundabout.

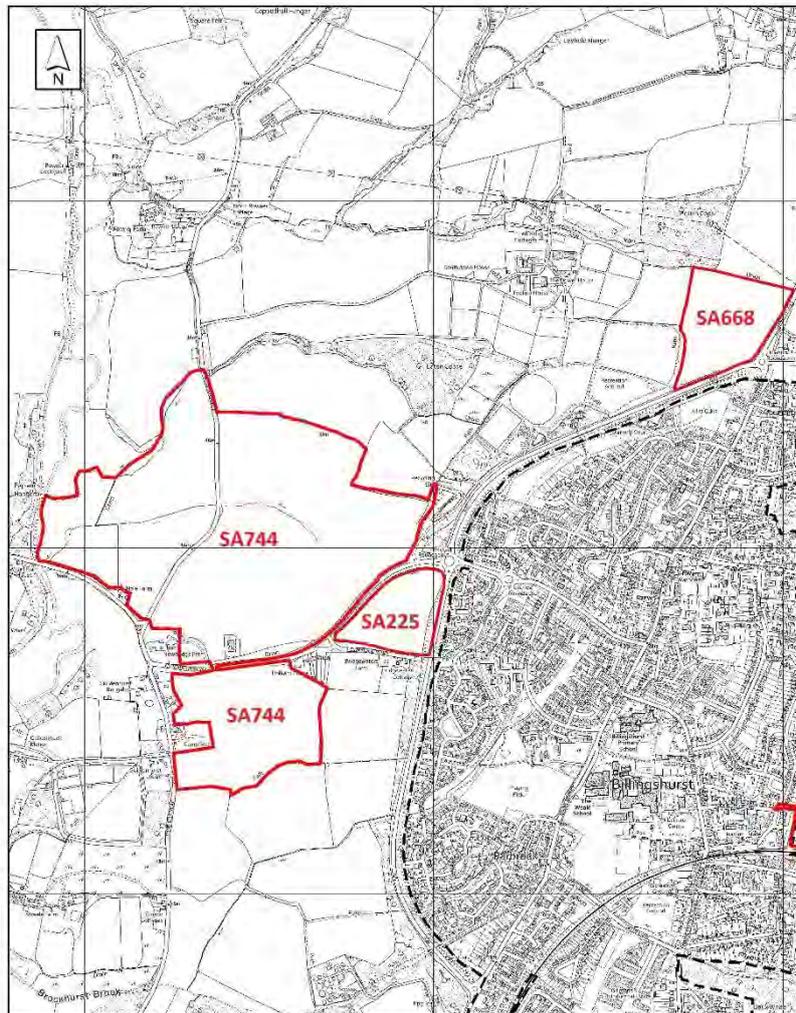
The proposals have been assessed as viable. In light of the additional work that is required to address leisure provision in this location, Strategic Planning have been advised that the site is not currently available. The site cannot currently be considered as deliverable.

**Officer Recommendation:** The proposed site is well related to Horsham town and would contribute towards providing housing need in an area of greatest demand in the District. Given the location of the site adjacent to the Warnham nature reserve, it considered that any development should be located to the South of the Walnut Tree Plantation to avoid adverse impacts to biodiversity. Overall, the site is considered to be suitable for development in planning terms for allocation, subject to the delivery of necessary transport and environmental impacts, and some provision for local employment. However, given that the strategic planning team has been advised that the site is being re-examined in the context of leisure provision on this site, it is not currently available for development and therefore cannot be allocated in the Local Plan.

Site Name: Land West of Billingshurst (Newbridge Park)

SA744 / SA668 / SA225

Site Map:



<p><b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place</p>	<p>Local Plan Review 2020 Potential Strategic Sites</p>	
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	<p>Drawing No :</p>	<p>Revisions :</p>

**Site Area:** 79 hectares

**Site Description:** The site lies within the countryside to the west of the village of Billingshurst. The site primarily comprises arable and pasture fields bounded by hedgerows and mature trees. Some isolated mature trees are present within some of the fields. The north eastern parcel (SA668) is relatively flat. The land north of the A29 undulates with a tree-lined valley running east to west through the middle. The land slopes down from the north east to the south and west with a medium slope. The site is separated from the rest of Billingshurst to the east by the A29, which adjoins the site. To the south, west and the north the site is countryside and is very rural in character.

<p><b>Summary of Proposal:</b></p>	<p><u>Housing</u></p> <p>The site as a whole is promoted for up to 850 to 1,000 dwellings. The development could provide 35% affordable housing and specific elderly care provision. Potential to deliver accommodation for Gypsies and Travellers has also been identified by this promoter.</p> <p><u>Employment</u></p> <p>Land adjacent to the site at Platt's roundabout has recently gained planning permission for a petrol filling station and some additional commercial units – these would provide employment opportunities and retail provision for new residents. Other than an area of retain on the northern parcel SA668, no additional employment provision is proposed.</p> <p><u>Transport</u></p> <p>Access to the site would be obtained from the A272 and the promoters have indicated that they would enhance pedestrian and cycle connectivity with the existing village centre</p> <p><u>Education and Community</u></p> <p>Promoters of this site have all indicated that land would be provided for a new primary school and other forms of community provision, including health care. The promoters indicate that open space and a country park would be provided together with improvements to jubilee fields playing pitches. Landscape-led design and garden suburb principles would be incorporated into the development.</p> <p><u>Environment</u></p> <p>The promoters also indicate that they could achieve biodiversity net gain and outline measures such as hedgerow planting and woodland and wetland provision.</p> <p><u>Net Zero Carbon</u></p> <p>The promoter has indicated that development would contribute to zero net carbon through a range of measures including electric vehicle charging points would be provided and building regulations and design would contribute to reduced carbon emissions.</p>
<p><b>Site Assessment Summary &amp; Recommendation</b></p>	
<p>The allocation of this site would help to provide a meaningful contribution of homes, including affordable homes and elderly accommodation. Although close to Billingshurst which has a good range of services and facilities, the development of this site would lead to a dispersed new settlement form across two land parcels, limiting the ability of the new development to form a cohesive new community. In addition, the land is separated from the existing built form of Billingshurst by the A29. Housing development on the southern parcel does not directly link to the A29, limiting the relationship of the development with the existing settlement. This would also have a negative impact on the local landscape character which is currently very rural in character.</p> <p>The site would also provide some community facilities including a primary school and new country park and enhanced leisure provision. The site is not of a scale to deliver sufficient community services to prevent some reliance on Billingshurst for day to day services and facilities. There are uncertainties as to how secondary school provision arising from this development could be met given the scale of housing proposed, and the understanding that the Weald is approaching capacity.</p>	

The site is also located close to the Mens which is designated as an SAC and is of international importance for the woodland and barbastelle bat colony. The Upper Arun SSSI and the Wey and Arun Canal, River Arun and adjacent meadows Local Wildlife Site is also relatively close to the site. The site promoters own evidence highlights that these could be adversely impacted. Whilst the site promoter indicates that biodiversity enhancements could be provided, there is very limited information to evidence that impacts could be satisfactorily mitigated. It is also unclear how the impact on heritage assets close to this site would be mitigated.

Although geographically close to Billingshurst, the A29 does present a significant physical barrier in terms of accessing wider community facilities by sustainable measures. Limited work has been undertaken and provided as to how existing bus services could access the new development. A potential mobility hub and car clubs are suggested but no detail is provided as to how this could operate successfully. Access to the railway station would also need to be enhanced.

No detailed transport modelling has been undertaken in relation to this scheme. In addition to the likely additional local journeys into Billingshurst, the site will still generate traffic impacts on the wider road network, particularly if combined with other nearby development proposals. It is therefore unclear what specific transport mitigation measures would be required and how the site promoter would mitigate these issues.

Overall the proposed site has been assessed as viable. Considerably more detail is required to support any allocation / planning application. This includes details around school provision, impact on barbastelle bats (including a detailed appropriate assessment) and transport mitigation. It is therefore not considered that the initial completions would not come forward until much later in the plan period once these issues have been resolved

**Officer Recommendation:** Whilst this site would help deliver housing to meet the required targets, it is not considered this scheme would deliver a cohesive neighbourhood that is well linked to the existing development in Billingshurst. Development would also have impacts on the landscape, biodiversity and heritage close to the site. To date limited information has been provided to the Council to help demonstrate how the environmental, community and transport impacts can be resolved. The site is not recommended for allocation.

<b>Site Name: Land West of Ifield</b>	<b>SA101</b>									
<b>Site Map:</b>										
<p><b>Horsham District Council</b>  Parkside, Chart Way, Horsham  West Sussex RH12 1RL  Barbara Childs : Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020). Ordnance Survey Licence 100023886</small></p>	<p style="text-align: center;"><b>Land West of Crawley</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Reference No.:</td> <td style="width: 33%;">Date : 28/09/2020</td> <td style="width: 33%;">Scale : 1: 16,000 at A4</td> </tr> <tr> <td>Drawing No.:</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td></td> <td></td> <td>Revisions :</td> </tr> </table>	Reference No.:	Date : 28/09/2020	Scale : 1: 16,000 at A4	Drawing No.:	Drawn :	Checked :			Revisions :
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		Revisions :								
<b>Site Area:</b>	170 hectares									
<b>Site Description:</b>	<p>The site is being promoted by the Government Agency, Homes England. Most of the site comprises arable and pasture fields bounded by hedgerows and mature trees. Ifield Golf Club course, consisting of fairways and woodland, makes up around a third of the site. It is located in the southern section of the site.</p> <p>Some isolated mature trees are present within some of the fields. To the east, the site adjoins the neighbourhood of Ifield in Crawley, and Gatwick Airport is to the north, both of which are key urban influences in this area. Although adjacent to the busy road network, and close to the urban influences, the area is predominantly rural in character including areas of Ancient Woodland.</p>									
<b>Summary of Proposal:</b>	<p>The site is being promoted for 3,250 to 3,900 homes. The site promoter indicates that it could be a standalone extension to Crawley, but has been promoted as the first phase of a wider expansion of the town comprising 10,000 homes in total. The site promoters have identified an</p>									

'area of search' which sweeps in a broad arc around the western edge of Crawley from Faygate in the south west around to Crawley and Gatwick in the north east. Within the area of search Homes England considers that there is potential for up to 10,000 homes which could be delivered as three new neighbourhoods of Crawley.

### **Land West of Ifield**

#### Housing

The new community of between 3,250 and 3,900 homes. This would include a minimum of 35% affordable housing. A range of housing types and tenures would be provided to respond to local needs. Potential to deliver accommodation for 15 Gypsies and Traveller pitches has also been identified by this promoter with a specific land area identified to the Council through a recent call for Gypsy and Traveller sites.

#### Employment

The site promoter indicates that as part of the masterplan for a new neighbourhood, the development will deliver workspaces for start-up and intermediate businesses and land for employment which complements the existing offer at Gatwick Airport, and in both Crawley Borough and Horsham district. There is an intention to provide an enterprise/innovation centre as part of the 3,250 home scheme, however details of how this will be delivered, and its scale, have not to date been provided.

#### Transport

Homes England is proposing that the garden town is a '15-minute neighbourhood' whereby all day-to-day services and facilities are within a 15 minute walk or cycle ride for all residents. Proposals would also seek to ensure that there is access to high levels of public transport including an expansion of the Crawley fastway system. It is proposed that this element of the scheme would provide the first phase of a wider western link road from the A264 to the A23 in the north.

#### Education and Community

The proposals will deliver two new primary schools and would provide land for a secondary school, which will be delivered in the first phase of any build programme. Schools would provide for special educational needs (SEND), and

	<p>nursery / pre-school provision. A new community centre would be provided which would provide retail space and a community hall and pub/ restaurant. Open space and sports pitches would be provided</p> <p><u>Environment</u></p> <p>The proposed development area contains land which is designated for its importance for biodiversity and landscape including a Local Wildlife site (Ifield brook Meadows), SSSI and ancient woodland. This land is not proposed for built development. The site promoters have committed to a landscape led scheme that would deliver 10% biodiversity net gain. A target of 50% of the land being open space has been identified.</p> <p><u>Net Zero Carbon</u></p> <p>The site promoters state that the development would reduce its carbon footprint and would ensure homes are designed to be zero carbon ready to meet government climate change targets. Opportunities for on-site energy generation would also be provided.</p>
<p><b>Site Assessment Summary &amp; Recommendation</b></p>	
<p>Allocation of this site would have benefits in bringing forward a significant level of residential accommodation that would help in meeting identified housing needs including a range of housing types and sizes. Evidence indicates that 35% affordable housing can be provided. The land West of Ifield is adjacent to the built up area of Crawley and benefits from close proximity to existing major employment hubs, and a number of higher order facilities and services at Crawley. It is considered that there is potential for development in this location to help meet some of Crawley's unmet housing needs.</p> <p>The site promoter indicates that the site would deliver a range of services and facilities to facilitate the creation of a new neighbourhood community in this location. This includes the provision of a new secondary school, which could again contribute to meeting existing educational needs in Crawley. Other facilities include retail, sports, open space and employment land.</p> <p>Overall, strategic development at this scale will have an impact on what is currently a generally rural landscape and there are areas where the landscape is sensitive to development. Any development will need to be designed to minimise adverse impacts as far as possible. Without mitigation, there is also potential for adverse biodiversity impacts, including ancient woodland and Ifield Brook Meadows Local Wildlife site. This land is not proposed for built development and the site promoter is committed to providing However it is recognised that the site promoter indicate that 10% biodiversity net gain.</p>	

The site is close to Gatwick Airport – this is beneficial in terms of economic links, but there is potential for new development to be adversely impacted by noise. The indicative masterplan shows that all noise sensitive development will be located to the south of the 60dB noise contour. The site is also close to the river Mole. It is noted that the emerging masterplan limits development to Flood Zone 1, and commits to delivering a comprehensive SuDs strategy. There is also limited capacity for foul drainage and it is anticipated that significant upgrades to sewerage infrastructure may be required.

Homes England has set out a vision for a '15 minute neighbourhood' and taking its lead from the Crawley Neighbourhoods concept. There is a strong commitment to walking, cycling and sustainable travel which builds on the site's proximity to the existing urban area. The site could be connected to existing public transport networks, in particular through expansion of the Crawley Fastway bus network. The site is also relatively close to Ifield railway station.

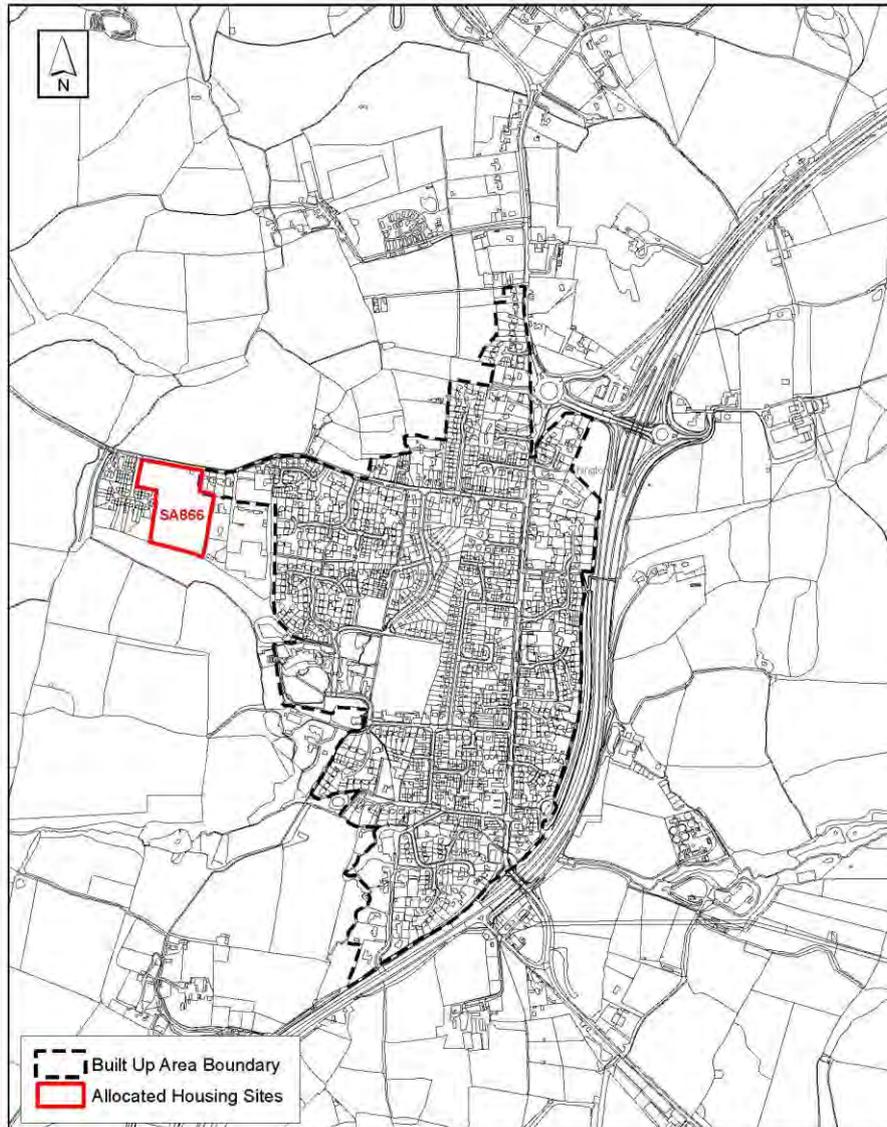
Roads in and around Crawley are known to experience congestion in the area of the proposed development, for example on the A264 corridor and routes into and through Crawley from the west. There is a need to ensure that any development which comes forward addresses the significant local concerns. The first phase of a link road is proposed as part of this scheme but the land ownership and scale of the scheme is insufficient to deliver the full relief road.

The scheme has been assessed as financially viable. The site is promoted by Homes England, who now own or controls 97% of the land. Homes England is the national agency for strategic housing delivery and has a good track record of creating successful new places. As a Government Agency it is also able to help secure infrastructure investment required to accelerate housing delivery. It is therefore considered there is potential to deliver 3,250 homes in the plan period.

**Officer Recommendation:** Taking account of the location of the site close to both Crawley and Horsham, this site is well located in terms of its ability to meet housing demand and meet unmet housing and educational needs for both towns. Homes England is the national agency for strategic housing delivery and there is potential to help secure infrastructure investment required to accelerate housing delivery. The site is therefore considered suitable for allocation. However, any scheme must be carefully designed to deliver high quality development that minimises landscape, biodiversity and other environmental impacts and takes account of its relationship on the edge of Crawley. The development will also need to deliver very high rates of sustainable travel and contribute towards the delivery of a wider Crawley relief road.

# Summary of Smaller Scale Sites Assessed as suitable for Allocation

## Ashington Village



<p><b>Horsham District Council</b>                  Parkside, Chart Way, Horsham                  West Sussex RH12 1RL                  Barbara Childs : Director of Place</p>		<p>Local Plan 2021                  Small Site Allocations                  ASHINGTON</p>	
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		<p>Date: 28/06/2021</p>	<p>Revisions:</p>
		<p>Drawing No:</p>	

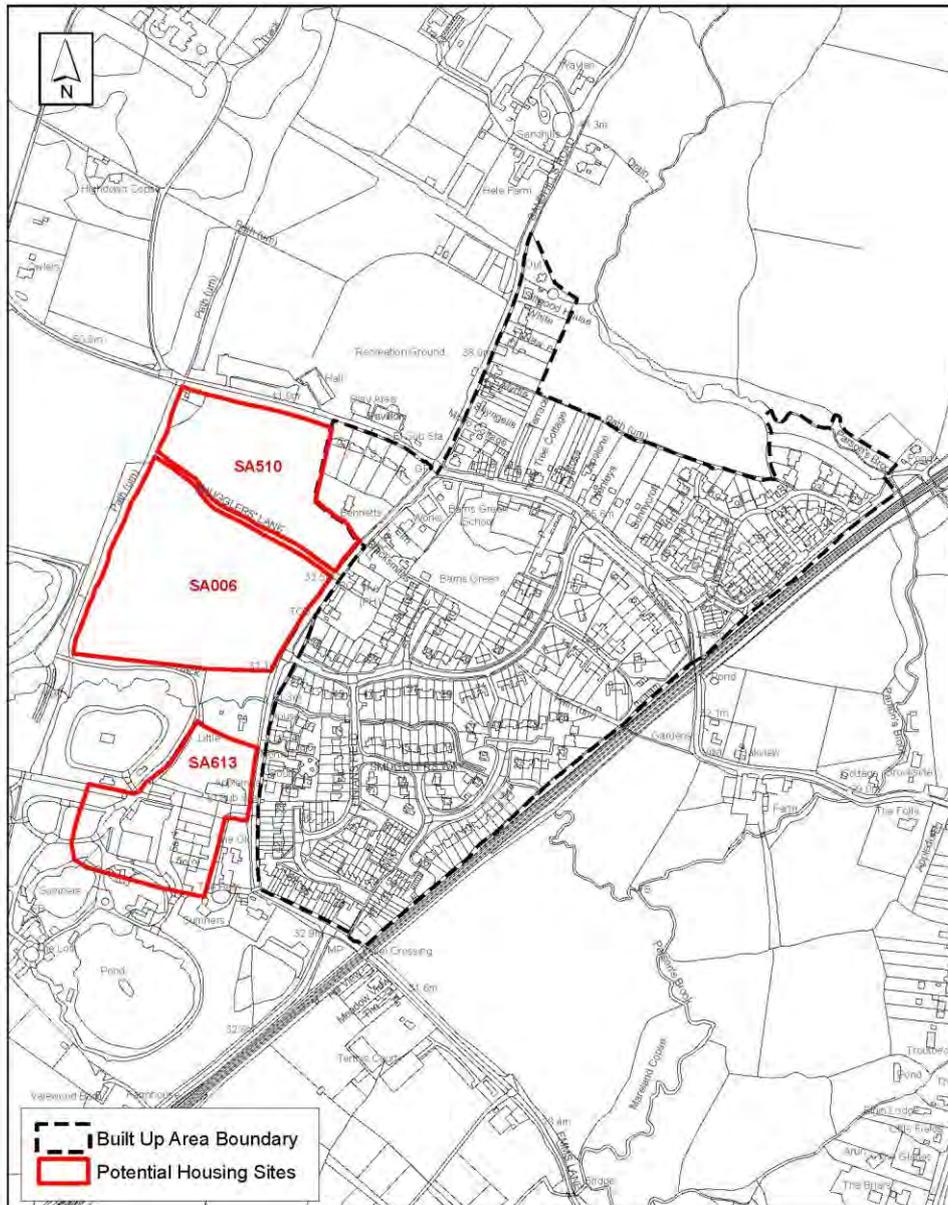
<b>Site Name: Land East of Mousdell Close</b>	<b>SA866</b>								
<b>Site Map:</b>									
<p><b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020). Ordnance Survey Licence.100023865</small></p>	<p style="text-align: center;"><b>Ashington</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Reference No :</td> <td style="width: 25%;">Date : 19/08/2020</td> <td style="width: 25%;">Scale : 1: 2,000 at A4</td> <td style="width: 25%;"></td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> <td>Revisions :</td> </tr> </table>	Reference No :	Date : 19/08/2020	Scale : 1: 2,000 at A4		Drawing No :	Drawn :	Checked :	Revisions :
Reference No :	Date : 19/08/2020	Scale : 1: 2,000 at A4							
Drawing No :	Drawn :	Checked :	Revisions :						
<b>Parish: Ashington</b>									
<b>Site Area: 2.24Ha</b>									
<p><b>Site Location:</b> The site is located on the northwest edge of Ashington village. The site is located south of Rectory Lane. The eastern and western boundary abuts existing residential development. To the south lies woodland. The site is currently outside the existing settlement boundary but abuts the existing Built Up Area Boundary on the north eastern corner of the site.</p>									
<p><b>Site Description:</b> The site comprises of overgrown vegetation and shrub land bounded by existing residential development on the eastern and western boundary ensuring this site is relatively well screened from the wider countryside. Land to the south of the site is bounded by a reasonably extensive strip of woodland.</p>									
<b>Site Assessment Conclusion:</b>									
<p>Ashington village is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy.</p>									
<p>Land East of Mousdell Close has merit with it being close to existing services and a logical extension to the village as it abuts existing residential development on two boundaries. Furthermore, the site also adjoins the Ashington Cluster being now allocated in the Made neighbourhood plan which will deliver investments in community infrastructure. The close proximity of this site with the Ashington Cluster would consolidate growth at the southern half of the village and create a focal point for local residents. It is the Council's view the delivery of this site alongside the sites already identified through the made Ashington Neighbourhood Plan would be an appropriate quantum of development to allocate during this plan period and would reflect the position of the village in the settlement hierarchy. Development at this location is considered sustainable and preferential to other options under consideration in the village. Subsequently, the site is considered capable of being</p>									

allocated on its own merits and in combination with the sites identified in the Ashington Neighbourhood Plan.

The site has potential for allocation subject to the following issues being addressed including improved linkages to the centre of the village, potentially provide financial contributions to education to address possible school expansion; and safeguarding measures concerning the preservation of bat habitats. The site promoter has advised 75 dwellings (36 dwellings to be delivered in the first year with the remaining balance to be made up in the following year). Any proposal should be sympathetic to the edge of settlement location in terms of design, height, massing and materials used.

**Estimated Housing Numbers: 75 dwellings**

# Barns Green (Itchingfield)



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**Local Plan 2021**  
**Small Site Allocations**  
**BARNS GREEN**

Reference No :	
Date: 28/06/2021	Scale : 1:5,000 at A4
Drawing No :	Revisions :

<b>Site Name: Land South of Smugglers Lane, Barns Green</b>	<b>SA006</b>									
<b>Site Map:</b>										
<p><b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs - Director of Place</p> <p>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2021). Ordnance Survey Licence 100023865</p>	<p><b>Local Plan Review 2021 Barns Green</b></p> <table border="1"> <tr> <td>Reference No :</td> <td>Date : 29/06/2021</td> <td>Scale : 1:4,000 at A4</td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td></td> <td></td> <td>Revisions :</td> </tr> </table>	Reference No :	Date : 29/06/2021	Scale : 1:4,000 at A4	Drawing No :	Drawn :	Checked :			Revisions :
Reference No :	Date : 29/06/2021	Scale : 1:4,000 at A4								
Drawing No :	Drawn :	Checked :								
		Revisions :								
<b>Parish:</b> Itchingfield										
<b>Site Area:</b> 3.3Ha										
<b>Site Location:</b> The site is in the countryside adjoining the western BUAB of Barns Green.										
<b>Site Description:</b> The site is relatively rural in character and forms agricultural grazing land. Agricultural fields lie to the north and west, low density residential to the east and Sumners Pond camping ground is to the south. Grade II Listed Buildings (The Queens Head public house & Barns Green Stores) are located to the east of the site. A mobile mast is located to the south. Public rights of way runs along the northern and western boundaries. Ancient Woodland (Great Field Rue) runs along the western boundary. The site is relatively flat with a very gentle slope down from west to south east.										
<b>Site Assessment Conclusion:</b>										
<p>Barns Green is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services and facilities within the village including a primary school and local stores and would be within walking distance of the site. The village has a good variety of clubs and societies for all interests and ages. The village does rely on other services and facilities in other settlements, but there is a bus service and community transport scheme.</p>										
<p>The site does not lie within or near a protected landscape. The site is relatively flat with a very gentle slope down from west to south east. The Council's Landscape Capacity Study (2020) found the site to have low-moderate capacity for development. The site and surrounding land are not designated for their biodiversity importance. The site is within a Bat Sustenance Zone and Ancient Woodland (Great Field Rue) runs along the western boundary of the site. The site does not contain any known heritage assets however two</p>										

Grade II Listed Buildings (The Queens Head public house & Barns Green stores), are located directly to the east.

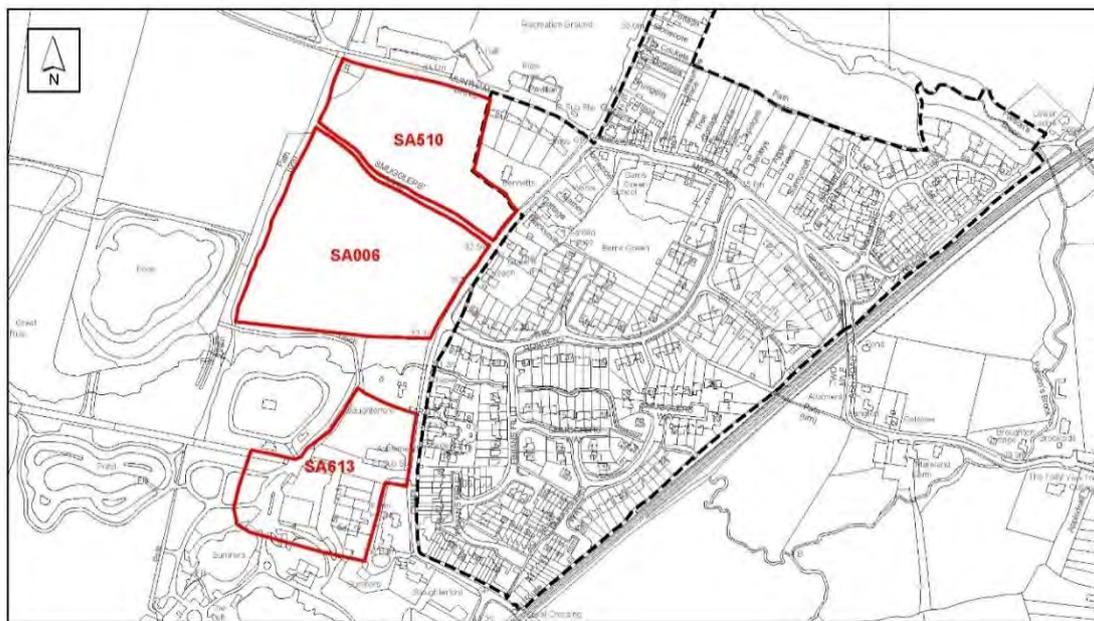
It is considered that the site has potential for allocation subject to the inclusion of suitable measures to protect ancient woodland and mitigate impacts on adjacent listed buildings.

**Estimated Housing Numbers: 50**

**Site Name: Land South of Muntham Drive, Barns Green**

**SA510**

**Site Map:**



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	Reference No:	Date: 29/06/2021	Scale: 1:4,000 at A4
Drawing No:	Drawn:	Checked:	Revisions:

**Parish:** Itchingfield

**Site Area:** 1.85Ha

**Site Location:** The site lies within the countryside adjoining the western built up area boundary of Barns Green.

**Site Description:** The site is an open grass field with a small hobby-farm in the north west corner. Agricultural fields are located to the south and west, the village hall to the north and low density housing to the east which comprises a Grade II Listed Building (Bennetts, Chapel Road). The site is relatively flat with public rights of way running along the western and southern boundary. Most of the sites boundary comprises of hedgerow with semi-mature / mature trees.

**Site Assessment Conclusion:**

Barns Green is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services and facilities within the village including a primary school and local stores and would be within walking distance of the site. The village has a good variety of clubs and societies for all interests and ages. The village does rely on other

services and facilities in other settlements, but there is a bus service and community transport scheme.

The site does not lie within or near a protected landscape. The site is flat grazing field with hedgerow and trees along the boundary. The Council's Landscape Capacity Study (2020) found the site to have low-moderate capacity.

The site and surrounding land are not designated for their biodiversity importance. The site is within a Bat Sustenance Zone and Ancient Woodland (Great Field Rue) is located to the south-west.

The site has potential for allocation subject to the inclusion of suitable measures to protect ancient woodland, but this is not thought to be an impediment that could not be overcome.

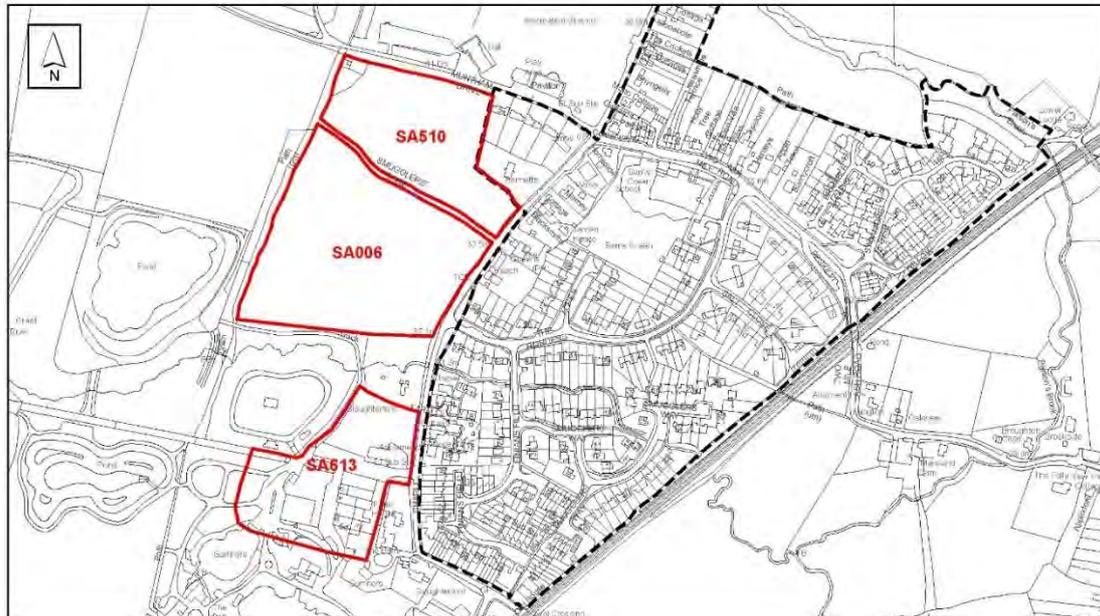
The site itself does not contain any known heritage assets. However, it does adjoin several Grade II Listed Buildings (Bennetts, Blacksmiths Cottage and The Queens Head public house) to the east.

It is considered that the site has potential for allocation subject to the inclusion of suitable measures to protect ancient woodland and mitigate impacts on adjacent listed buildings.

**Estimated Housing Numbers: 25**

<b>Site Name: Land at Slaughterford Farm (Sumners Pond), Barns Green</b>	<b>SA613</b>
--	--------------

**Site Map:**



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Reference No:	Date: 29/06/2021	Scale: 1:4,000 at A4								
Drawing No:	Drawn:	Checked:								
Revisions:										

**Parish:** Itchingfield

**Site Area:** 1.5Ha

**Site Location:** The site adjoins the western built up area boundary of Barns Green.

**Site Description:** The site is relatively flat and comprises of employment uses within the southern boundary and open grassland used for parking in the northern section. The main camping ground is located to the west of the site, Sumners pond to the south, low density residential to the east and a Grade II Listed Building (Little Slaughterford) to the north. The site is currently used for a number of tourism uses and provides local employment.

**Site Assessment Conclusion:**

Barns Green is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services and facilities within the village including a primary school and local stores and would be within walking distance of the site. The village has a good variety of clubs and societies for all interests and ages. The village does rely on other services and facilities in other settlements, but there is a bus service and community transport scheme.

This is a mixed use proposal, with the site being promoted with an opportunity to increase the level of employment onsite, equating to circa 1,000sqm with a further 335sqm of proposed mezzanine space. An increase of 495sqm than the existing employment floor space provided and would help provide local employment.

The site is part of the Sumners Ponds Farm and camping site – the presence of intrusive modern farm buildings, car parks, caravan and camping facilities erode the rural character and together with its overall low-moderate visual sensitivity result in a moderate capacity to absorb development on this site.

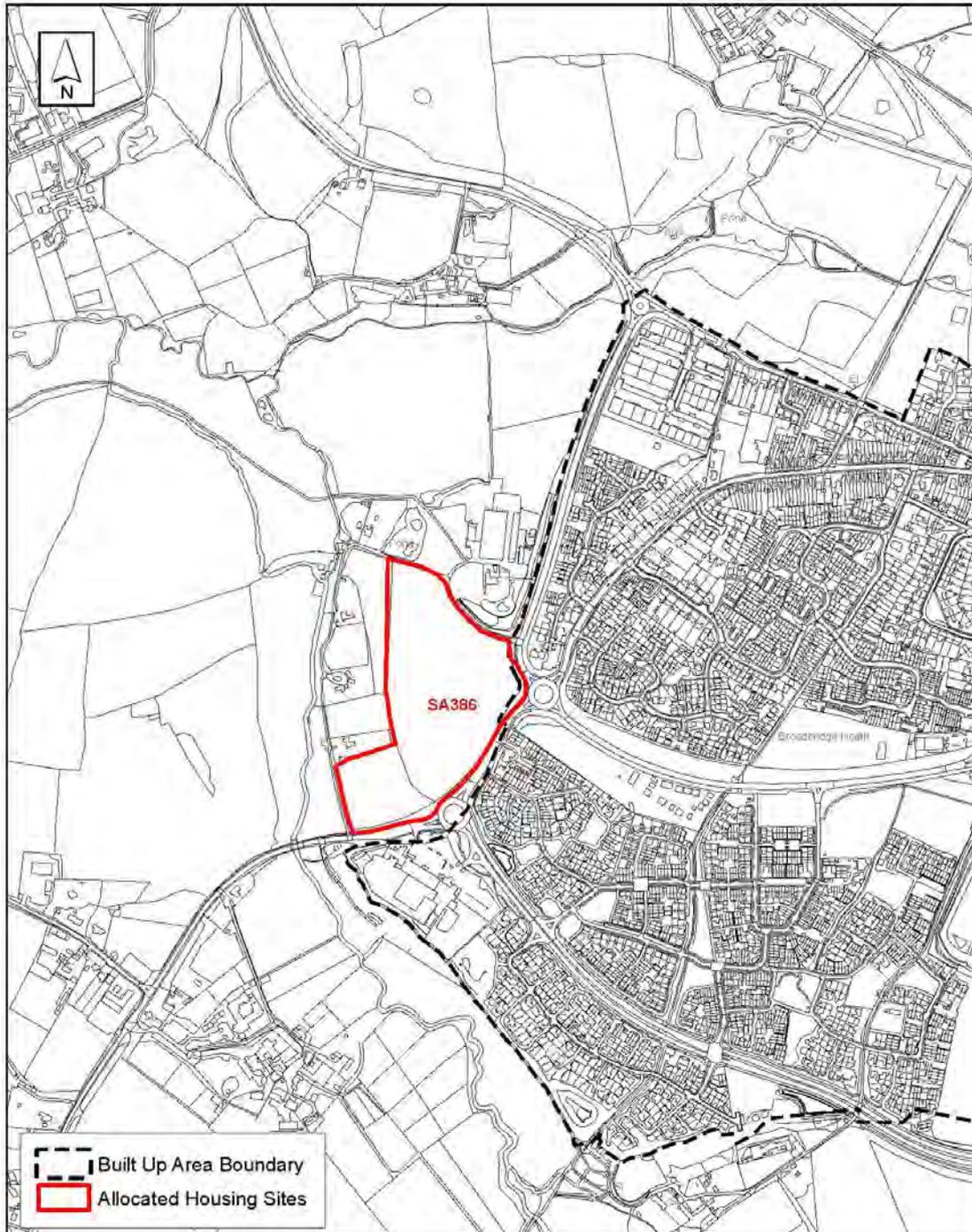
The site and surrounding land are not designated for their biodiversity importance. The site is within a Bat Sustenance Zone. There are no heritage assets contained within the site itself. However, one Grade II Listed Building (Little Slaughterford) adjoins the northern boundary

The site is proposed for allocation in the submission version of the Itchingfield Neighbourhood Plan. The Examiner has concluded that the plan meets the Basic conditions, but has not yet been through referendum or been 'Made'. If the Neighbourhood Plan is 'made' relevant policies in the Neighbourhood Plan would apply.

It is therefore considered that the site has potential for allocation.

**Estimated Housing Numbers:** 30

# Broadbridge Heath



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 Barbara Childs : Director of Place

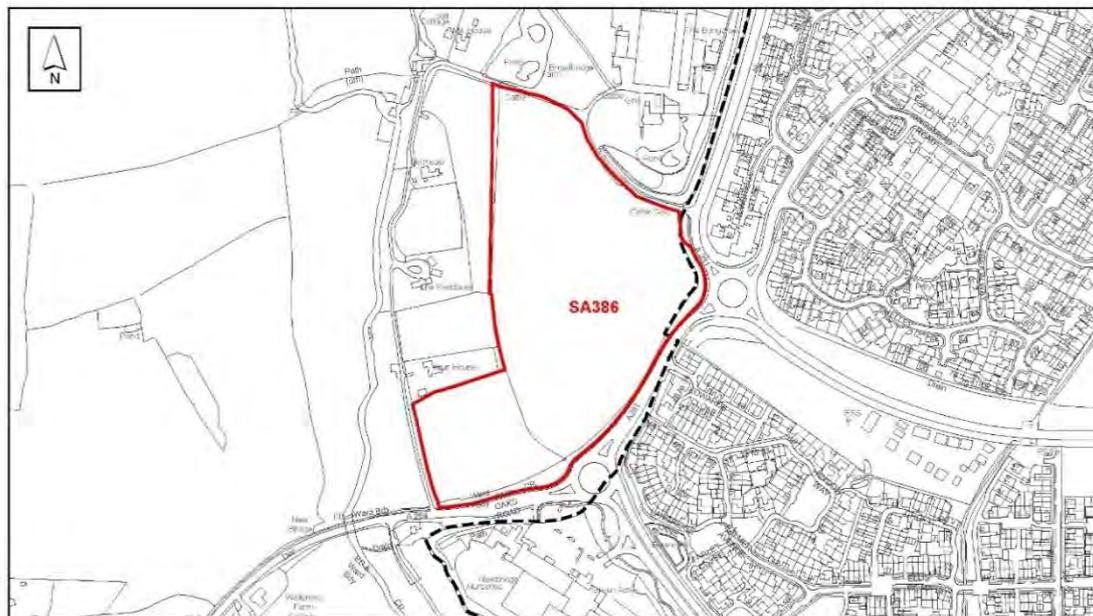
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**Local Plan 2021**  
**Small Site Allocations**  
**BROADBRIDGE HEATH**

Reference No :	
Date: 28/06/2021	Scale : 1:8,000 at A4
Drawing No :	Revisions :

**Site Name:** Land at Lower Broadbridge Farm, near Broadbridge Heath **SA386**

**Site Map:**



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**Local Plan Review 2021**  
**Slinfold / Broadbridge Heath**

Reference No :	Date : 29/06/2021	Scale : 1:4,000 at A4
Drawing No :	Drawn :	Checked :
		Revisions :

**Parish:** Slinfold

**Site Area:** 6.3 hectares

**Site Location:** This site is located on the western edge of Broadbridge Heath, close to the older built form to the north, and the more recent extension to the south. The site has been submitted by two different site promoters in conjunction with two other adjacent sites, including land opposite Lawson Hunt industrial estate which is considered separately. This assessment focuses on SA386. Other adjoining sites put forward by the promoter are separately assessed.

**Site Description:** The site is located to the west of Broadbridge Heath and is largely comprised of agricultural land. It is bound by mature and semi-mature trees and numerous tree belts reduce views through the site and obscure the small number of residential dwellings to the west of the site. A Public Right of Way runs adjacent to the northern boundary of the site and the A264/A281 bounds the southern and south eastern edge of the site.

**Site Assessment Conclusion:**

The site is adjacent to Broadbridge Heath in Slinfold Parish and if it were developed would form part of its urban area. This settlement is classified as a small Towns and Larger Village and has a good range of services and facilities and is therefore seen as being able to accommodate reasonable levels of development. The site is also adjoins the A281 and A264 and is relatively close to Horsham where there is a wider range of services, facilities and employment opportunities.

The site does not lie within or near a protected landscape. The Council's Landscape Capacity Assessment Report (2020) found most of the site to have a moderate capacity for housing (albeit no/low capacity towards the south western part of the site). The site is relatively flat with mature and semi-mature trees sited along most of the boundaries and forming tree belts within the site.

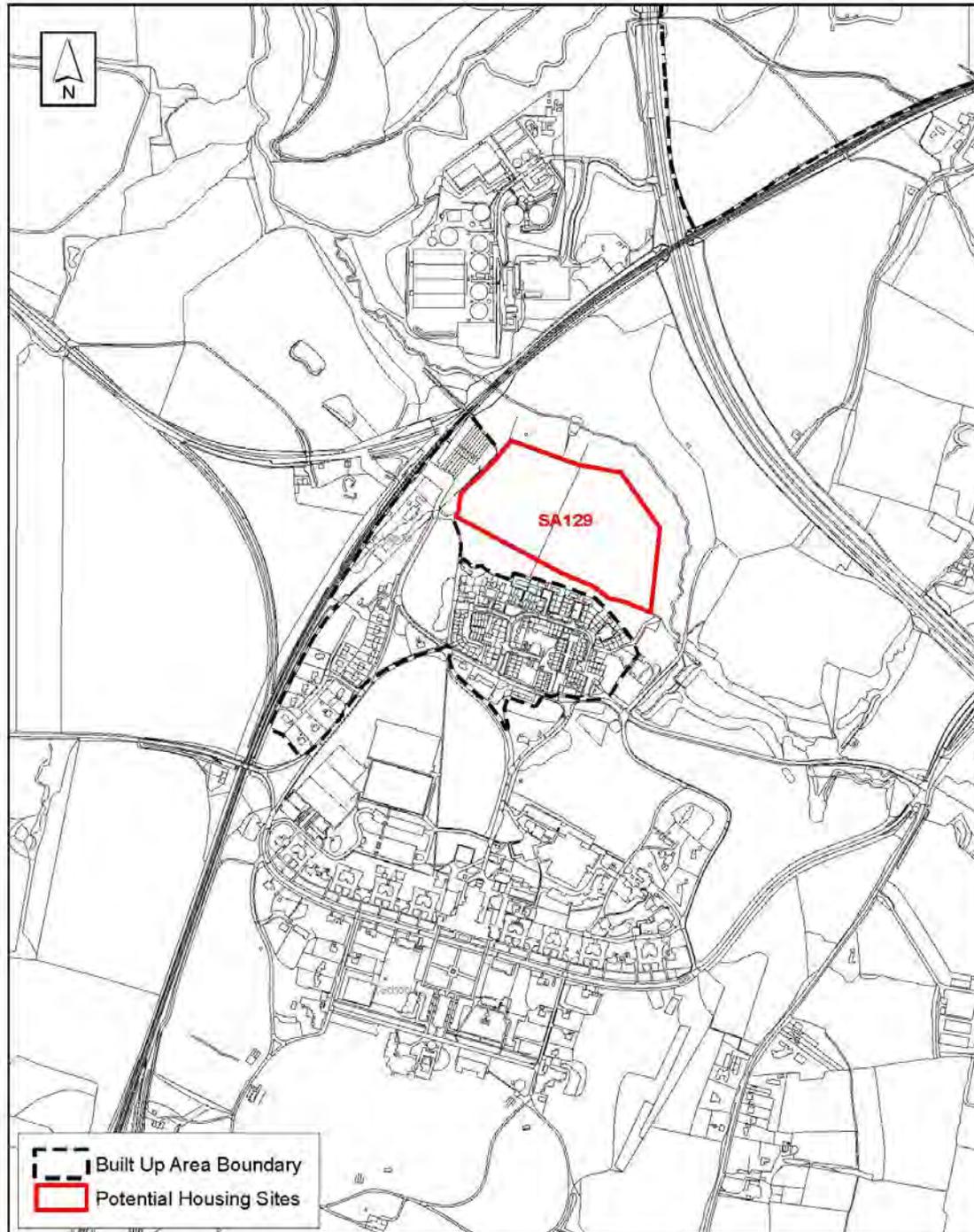
The site and surrounding land are not designated for their biodiversity importance. The site is within a Bat Sustenance Zone. The site does not contain any designated heritage assets, although an Archaeological Site lies to the north west. The Grade II listed Lower Broadbridge Farmhouse lies to the north east of the site and the Grade II listed Mill House and Mill Cottage are sited to the immediate north.

Part of the site is affected by Flood Zones 2 and 3. This adjoins the western edge of the site which is considered to have less potential for development than the eastern portion of the site. The Landscape Masterplan submitted by the promoter shows that no development is proposed in the areas of land with flood risk. A high pressure Gas pipeline also runs through the site.

Overall the site has potential for allocation, though environmental (trees, noise, listed buildings) issues would likely require mitigation. Development would need to have appropriate regard for the High Pressure Gas Pipeline that runs through the site.

**Estimated Housing Numbers: 150**

# Christ's Hospital

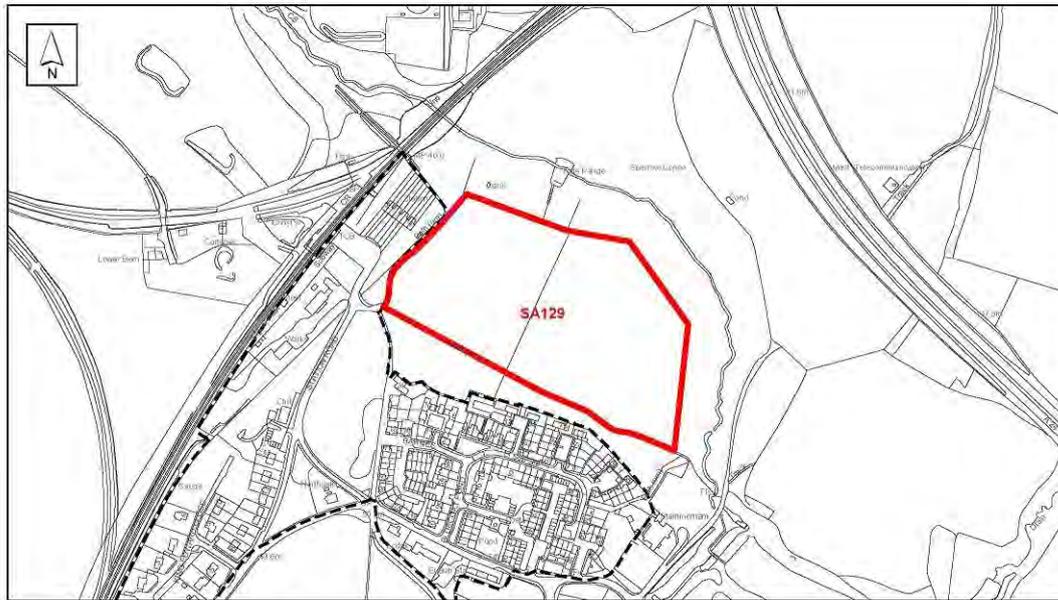


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**Local Plan 2021**  
**Small Site Allocations**  
**CHRISTS HOSPITAL**

Reference No :	
Date: 30/06/2021	Scale : 1:8,000 at A4
Drawing No :	Revisions :

**Site Name:** Land at Christ's Hospital, The Warren**SA129****Site Map:****Horsham District Council**

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**Christ's Hospital**

Reference No:

Date: 09/01/2020

Scale: 1:4,000 at A4

Drawing No:

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Revisions

**Parish:** Southwater**Site Area:** 5.7 hectares**Site Location:** The site is in the countryside, outside the built-up area boundary of Christ's Hospital and adjacent to Christ's Hospital station.**Site Description:** The site is in agricultural use and comprises grassland. A number of mature trees are dotted across the site.**Site Assessment Conclusion:**

Christ's Hospital is identified as a small village in the settlement hierarchy but is considered able to accommodate a limited amount of development. Although there are relatively limited services locally, the site is close to the Christ's Hospital leisure complex which is open to the public. The site is also located approximately 80m to the east of Christ's Hospital station which has regular services to Horsham, Crawley and beyond and is therefore considered to be a sustainable location with regards to public transport.

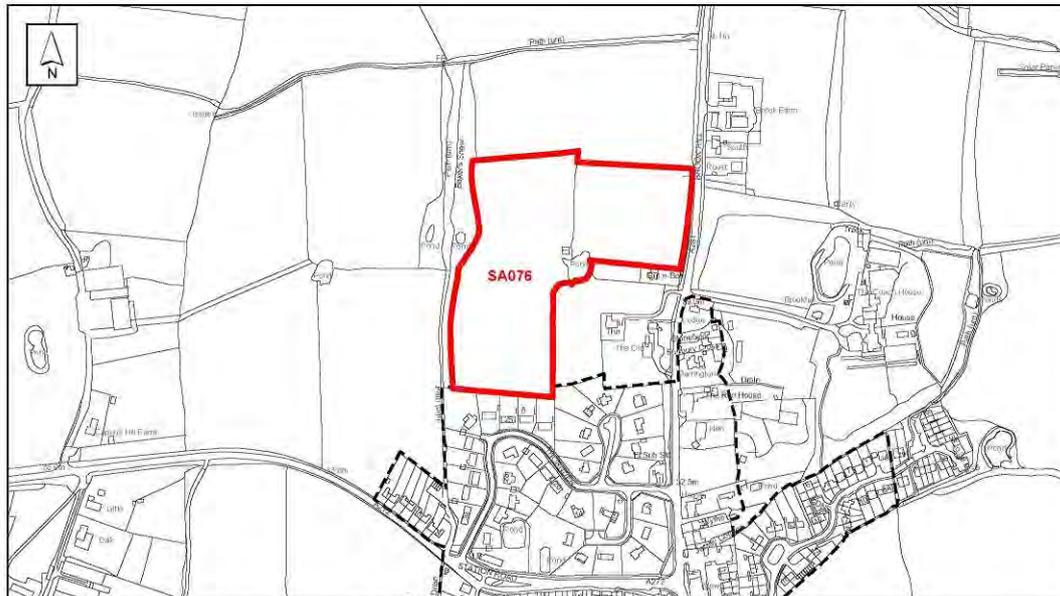
The 2020 landscape capacity assessment has identified this site as being located within Local Landscape Character Area 30: Christ's Hospital. The Study states: "the parkland landscape, historic buildings and their distinctive setting, together with its wider importance within the District results in a landscape which is highly sensitive to large-scale development". It identifies that there is a low-moderate capacity to accommodate medium scale housing. The land to the immediate north of the site is designated as a Local Wildlife Site and Ancient Woodland, which would require a 15m buffer to any new development. There are also mature trees on the western portion of the site which should be retained. There are no other significant environmental impacts which have been identified on the site.

Given the wider landscape impacts the western section of the site is not considered suitable for development. The eastern part of the site could have potential for allocation if a scheme can be designed which limits any impacts on the trees on site and their root protection areas; satisfactory mitigation can be provided for vehicular access and parking at the site and in

the immediate surroundings; and satisfactory mitigation can be designed for the existing public rights of way on the western and southern parts of the site.

**Estimated Housing Numbers:** 20 dwellings, on the eastern part of the site.



**Site Name:** Land at Brook Hill**SA076****Site Map:****Horsham District Council**

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**Cowfold**

Reference No :

Date : 11/02/2020

Scale : 1 : 4,000 at A4

Drawing No :

Drawn :

Checked :

Revisions :

**Parish:** Cowfold**Site Area:** 4.0 hectares**Site Location:**

The site is in the countryside north of Cowfold and abuts the Built Up Area Boundary along part of the southern edge.

**Site Description:**

The site consists of one large rectangular grassy field and a smaller square field to the northeast. The large field dips steeply to the north and shallowly to the south from a relatively flat central area. The small square field dips very steeply to the north.

**Site Assessment Conclusion:**

Cowfold is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services and facilities within the village including a primary school, GP surgery and local stores and would be within walking distance of the site.

The site is not located within a protected landscape, and is not designated as being of nature conservation importance. There is however potential for the site to be visible from the High Weald AONB, and this would need to be taken into account as part of any design. There are no listed buildings in the immediate proximity of the site. The Cowfold Air Quality Management Area lies close to the site and any development would be required to address the AQMA, including promotion of active/sustainable travel, in line with the Cowfold Air Quality Action Plan 2013 and the Council's Air Quality Planning Guidance.

The site, in combination with SA083, is proposed for allocation in the submission version of the Cowfold Neighbourhood Plan. The plan has now passed the examination stage and the Examiner has recommended that the plan can proceed to the referendum stage.

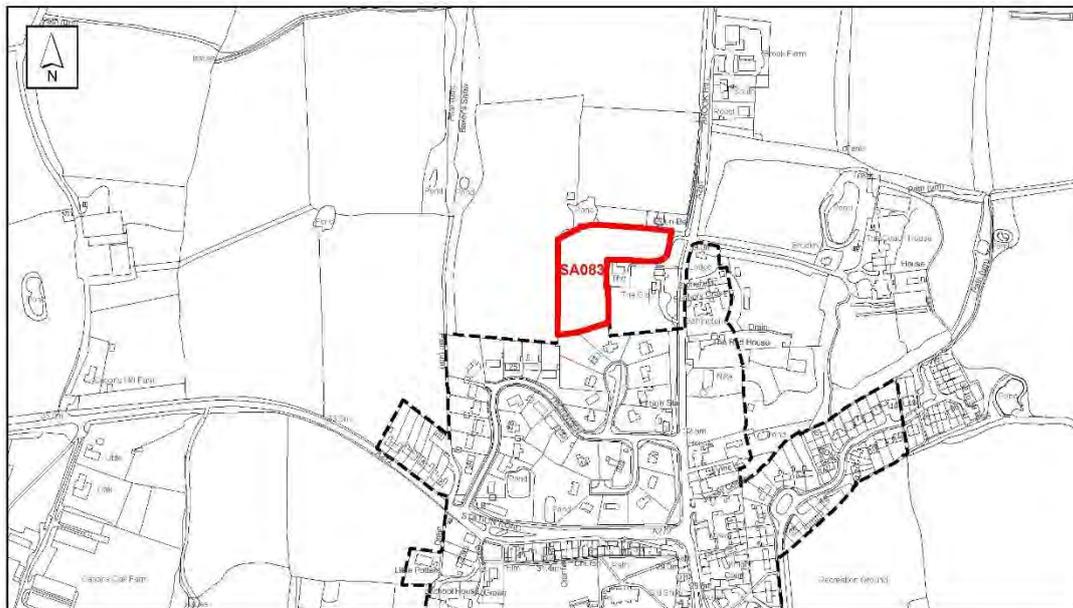
The site is considered to have the potential for development as part of a comprehensive scheme with SA083, subject to further work on access arrangements onto the A281 and a scheme which takes account of landscape impacts on the northern section of the site.

**Estimated Housing Numbers: 35 (with SA083)**

**Site Name:** Cowfold Glebe

**SA083**

**Site Map:**



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**Parish:** Cowfold

**Site Area:** 0.79 hectares

**Site Location:** The site is in the countryside north of Cowfold and abuts the Built Up Area Boundary along part of the southern edge.

**Site Description:** The site is an inverted "L" shaped field with hedgerows and trees along the boundaries. It adjoins a residential property to the east.

**Site Assessment Conclusion:**

Cowfold is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services and facilities within the village including a primary school, GP surgery and local stores and would be within walking distance of the site.

The site is not located within a protected landscape, and is not designated as being of nature conservation importance. There is however potential for the site to be visible from the High Weald AONB, and this would need to be taken into account as part of any design. There are no listed buildings in the immediate proximity of the site. The Cowfold Air Quality Management Area lies close to the site and any development would be required to address the AQMA, including promotion of active/sustainable travel, in line with the Cowfold Air Quality Action Plan 2013 and the Council's Air Quality Planning Guidance.

The site, in combination with SA083, is proposed for allocation in the submission version of the Cowfold Neighbourhood Plan. The plan has now passed the examination stage and the Examiner has recommended that the plan can proceed to the referendum stage.

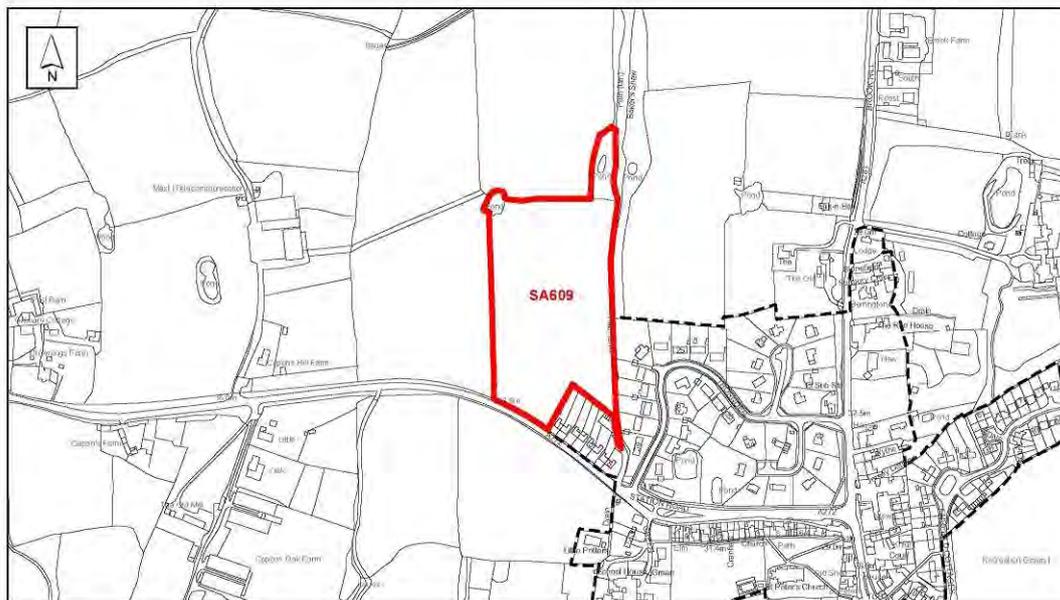
The site is considered to have the potential for development as part of a comprehensive scheme with SA076, subject to further work on access arrangements onto the A281 and a scheme which takes account of landscape impacts on the northern section of the site.

**Estimated Housing Numbers:** 35 (with SA076)

**Site Name:** Field West of Cowfold, North of A272

**SA609**

**Site Map:**



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Reference No :	Date : 11/02/2020	Scale : 1: 4,000 at A4	
Drawing No :	Drawn :	Checked :	Revisions

**Parish:** Cowfold

**Site Area:** 2.9 hectares

**Site Location:** The site is in the countryside north of Cowfold and abuts the Built Up Area Boundary along part of the southeastern edge.

**Site Description:** The site is a rectangular grass pasture sloping from north to south surrounded by hedgerows with some mature trees.

**Site Assessment Conclusion:**

Cowfold is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services and facilities within the village including a primary school, GP surgery and local stores and would be within walking distance of the site. The site is directly accessible from the A281.

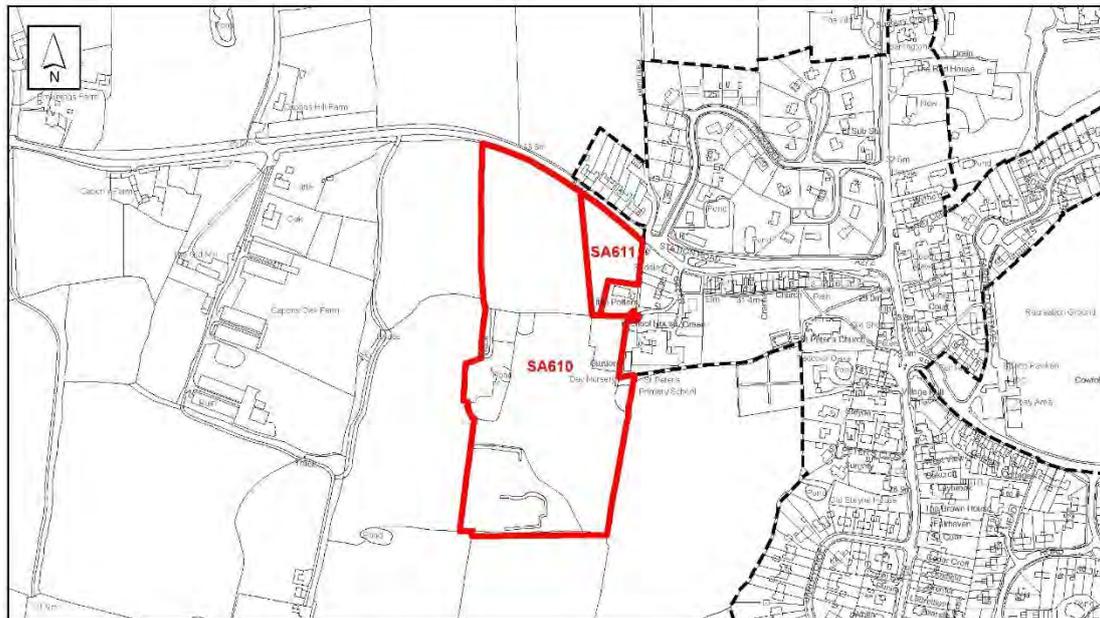
The site is not located within a protected landscape, and would not be visible from the High Weald AONB. The site is not designated as being of nature conservation importance. The site promoter has undertaken detailed ecological surveys which do not indicate the

presence of protected species although this would need to be kept under review. There are no heritage assets within the immediate setting of the site.

The Cowfold Air Quality Management Area lies close to the site and any development would be required to address the AQMA, including promotion of active/sustainable travel, in line with the Cowfold Air Quality Action Plan 2013 and the Council's Air Quality Planning Guidance.

The site is not proposed for allocation in the submission version of the Cowfold Neighbourhood Plan. In view of the increased housing targets placed on the Council, it is considered this site has potential for allocation.

***Estimated Housing Numbers: 35***

**Site Name:** Fields West of Cowfold, South of A272**SA610 & SA611****Site Map:****Horsham District Council**

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West Sussex RH12 1RL  
Barbara Childs : Director of Place

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Cowfold

Reference No :	Date : 20/08/2020	Scale : 1 : 4,000 at A4
Drawing No :	Drawn :	Checked :
		Revisions :

**Parish:** Cowfold**Site Area:** 5.4 hectares

**Site Location:** The site consists of two jointly appraised parcels of land in the countryside south west of Cowfold. It abuts the Built Up Area Boundary along part of the northeastern edge

**Site Description:** The site consists of two fields of grass pasture sloping from north to south surrounded by hedgerows with some mature trees. The southern field contains woodland in its northwest and southwest corners.

**Site Assessment Conclusion:**

Cowfold is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services and facilities within the village including a primary school, GP surgery and local stores and would be within walking distance of the site. The site is directly accessible from the A281.

The site is not located within a protected landscape, and would not be visible from the High Weald AONB. The site is not designated as being of nature conservation importance. The site promoter has undertaken detailed ecological surveys which do not indicate the presence of protected species although this would need to be kept under review.

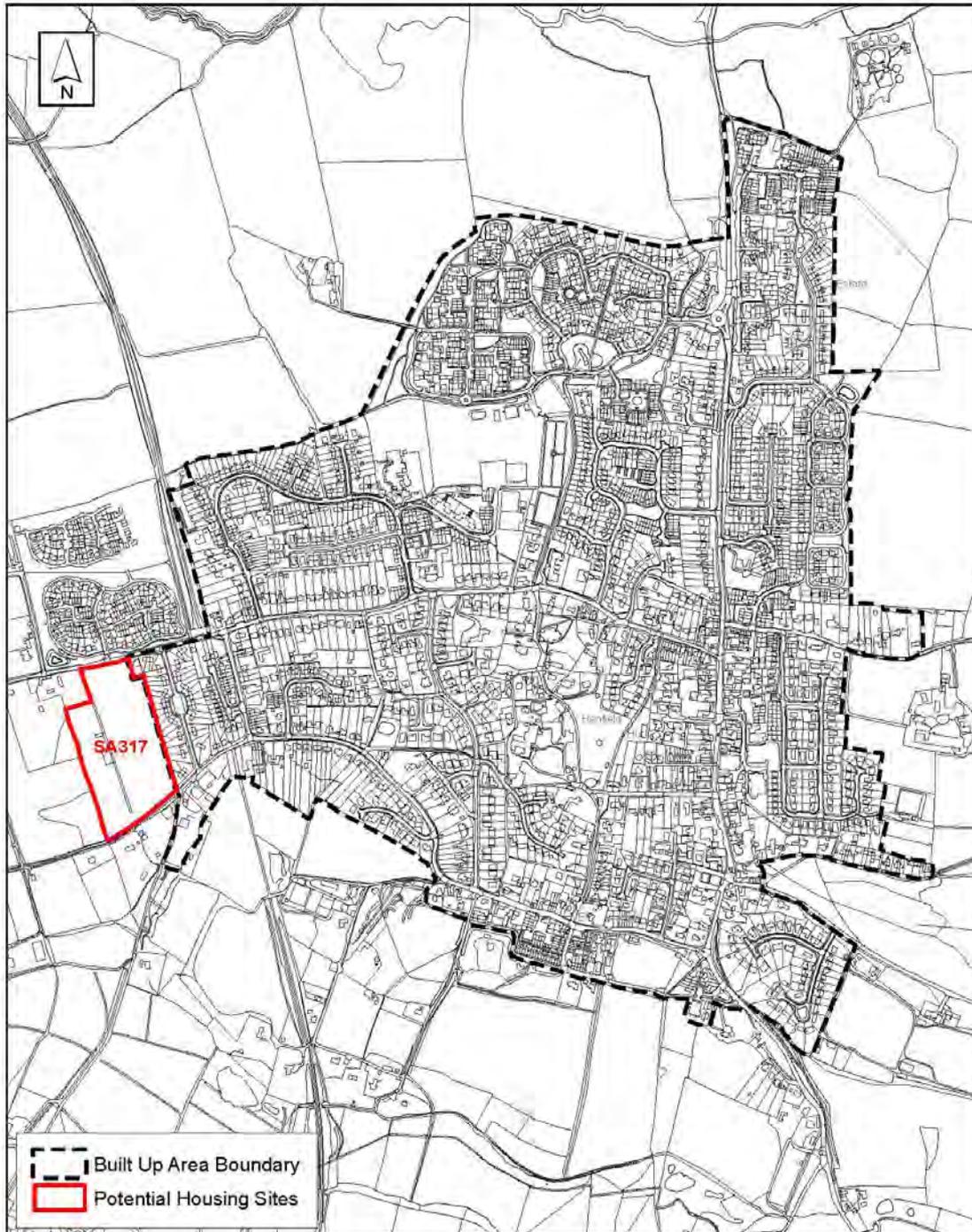
The site is entirely within an Archaeological Notification Area, being a site associated with Medieval Pottery Industry. Appropriate assessment and, if necessary, mitigation provided should the site come forward for development. The site lies adjacent to the Conservation Area. A Heritage Statement may be required before any development could come forward.

The site is proposed for allocation in the submission version of the Cowfold Neighbourhood Plan. The plan has now passed the examination stage and the Examiner has recommended

that the plan can proceed to the referendum stage. It is therefore considered that the northern part of the site is considered to have the potential for development subject to suitable environmental mitigation including heritage impacts being provided.

**Estimated Housing Numbers: 35**

# Henfield



**Horsham District Council**  
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 West Sussex RH12 1RL  
 Barbara Childs : Director of Place

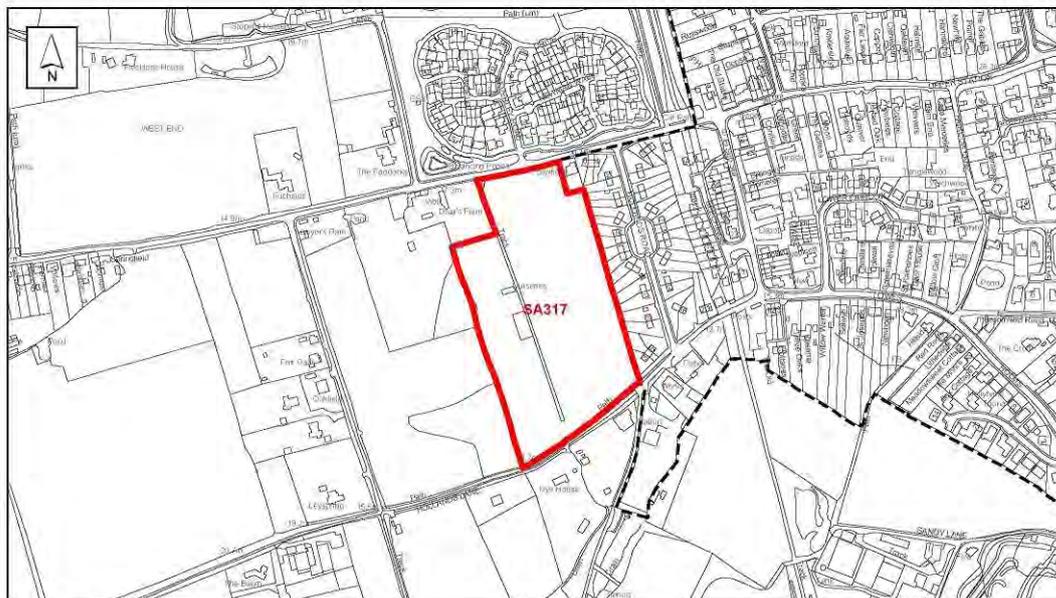
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**Local Plan 2021  
 Small Site Allocations  
 HENFIELD**

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Reference No :	
Date: 30/06/2021	Scale : 1:9,000 at A4
Drawing No :	Revisions :

**Site Name:** Land at Sandgate Nurseries**SA317****Site Map:****Horsham District Council**

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Henfield

Reference No :

Date : 09/01/2020

Scale : 1 : 4,000 at A4

Drawing No :

Drawn :

Checked :

Revisions :

**Parish:** Henfield**Site Area:** 3.8

**Site Location:** The site is located on the western edge of Henfield adjoining the built up area boundary but lies outside the existing built up area boundary. The character is predominantly rural in nature.

**Site Description:** The greenfield site is relatively flat and located on the western edge of Henfield Village. West End Lane bounds the site to the north with residential development abutting the eastern boundary is Holland Road estate. To the west are a number of paddocks and enclosed greenfields. There has been recent development implemented to the north of the site and there is an opportunity to 'round off' development at this location with a sensitive proposal.

**Site Assessment Conclusion:**

Henfield is classified as a small Towns and Larger Village. The settlement has a good range of services and facilities including a primary school, GP surgery, leisure centre and a range of shops in the village centre. The settlement is therefore considered to be able to accommodate reasonable levels of development. The site is located on the western edge of the village and is within reasonable proximity of these services. Henfield is located on the A281 and is relatively accessible to the strategic road network connecting to Brighton and to Horsham. There is good prospect of access onto both West End Lane to the north and/or Hollands Lane to the south

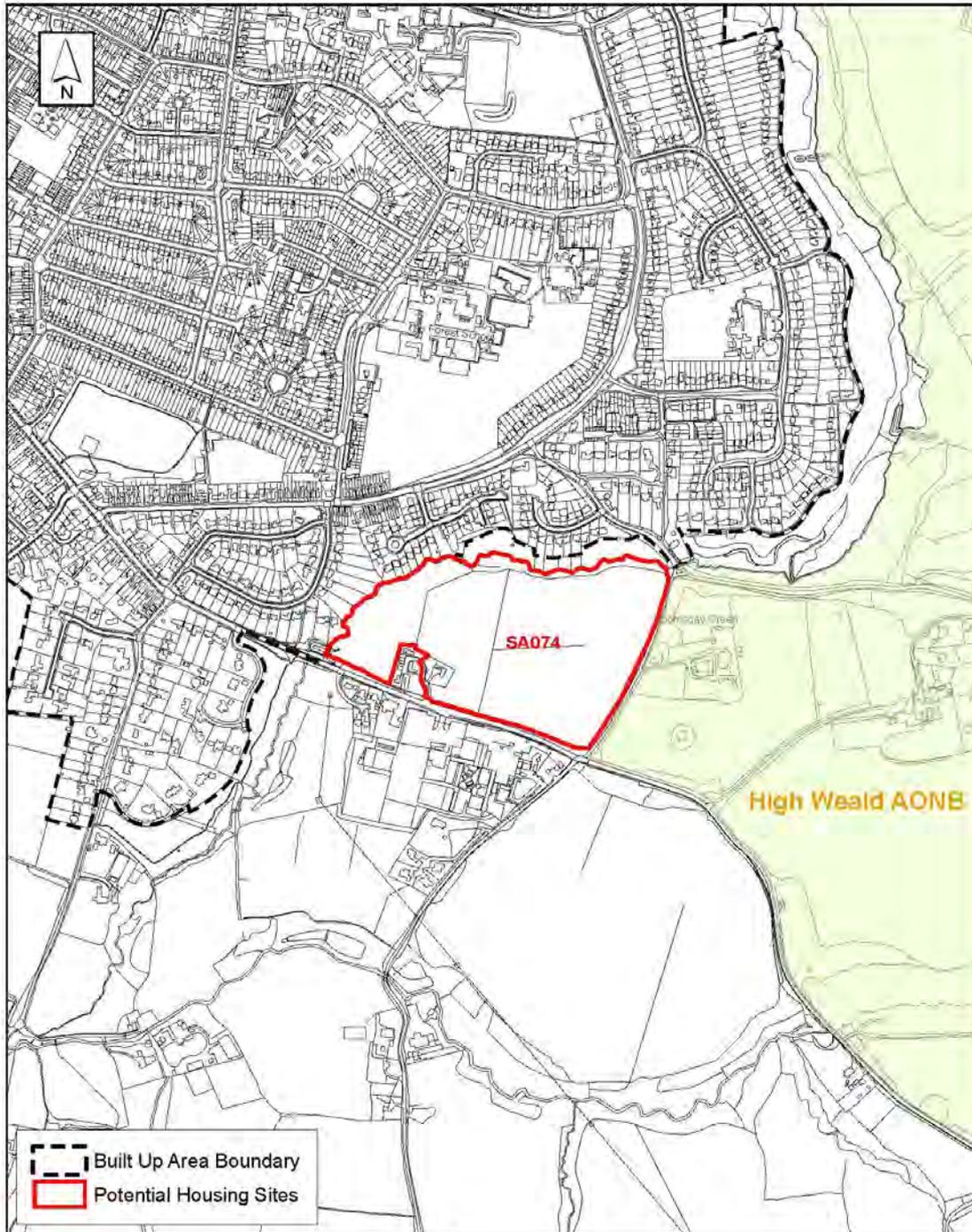
The site is relatively rural in character, given its location on the urban / rural fringe of the village and any development would need to be carefully designed. The site is not however located in an area designated for its landscape importance. The site and surrounding land is not designated as important for nature conservation. Dears Farmhouse is a Grade II listed building and lies at the north-east corner of the site. The setting of this building would

need to be given careful consideration in terms of the design and layout of any scheme that were to come forward in this location.

This site is not allocated in the Henfield Neighbourhood Plan. In view of the increased housing targets placed on the Council, it is considered this site has potential for allocation in addition to the sites identified by the Parish. Any allocation will need to be sensitively designed to take account of its relatively rural setting and the proximity of the listed building.

**Estimated Housing Numbers: 55**

# Horsham Town

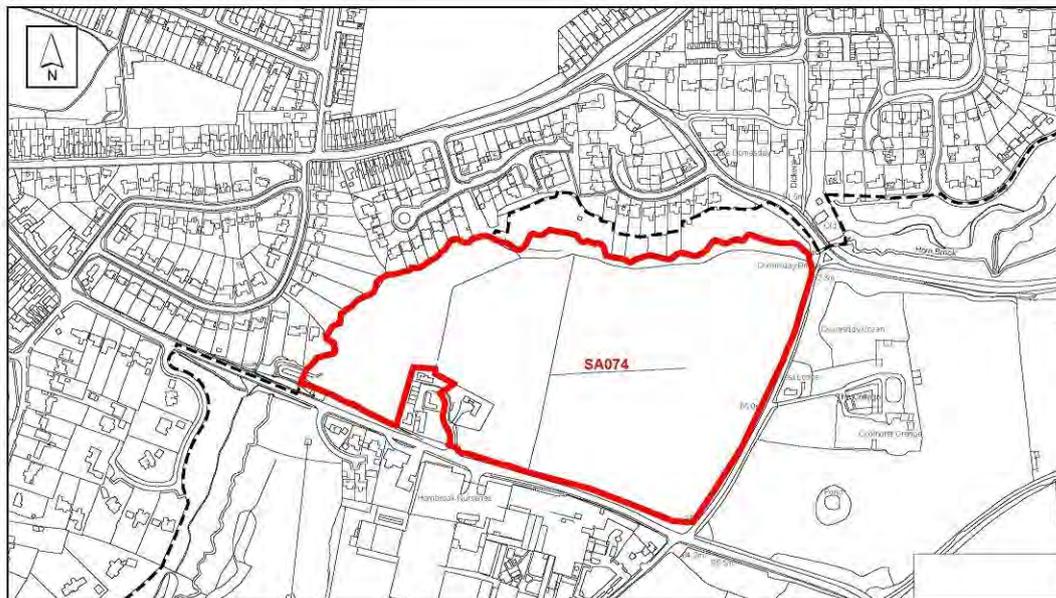


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**Local Plan 2021  
 Small Site Allocations  
 HORSHAM (Forest)**

Reference No :	
Date: 30/06/2021	Scale : 1:8,000 at A4
Drawing No :	Revisions :

**Site Name:** Land at Hornbrook Farm**SA074****Site Map:****Horsham District Council**

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**Horsham Forest**

Reference No:

Date: 20/01/2020

Scale: 1:12,000 at A4

Drawing No:

Drawn:

Checked:

Revisions

**Parish:** Horsham Forest**Site Area:** 10.45 ha

**Site Location:** The site is in the countryside and adjoins the south-eastern built up area boundary of Horsham town. Hornbrook forms the site's northern boundary with residential development beyond this. Hornbrook Hill road delineates the site's southwestern boundary with commercial development, woodland, grassland pasture and residential housing beyond this and Doomsday Lane marks the site's eastern boundary with grassland pasture beyond this. To the east of Doomsday Lane also delineates the boundary of the High Weald Area of Outstanding Natural Beauty (AONB).

**Site Description:** The site is relatively rural in character comprising grassland. The A281 runs along the southern boundary of the site and the remaining boundaries comprise mature trees and hedgerows. A number of mature trees are located along the centre line of the site.

**Site Assessment Conclusion:**

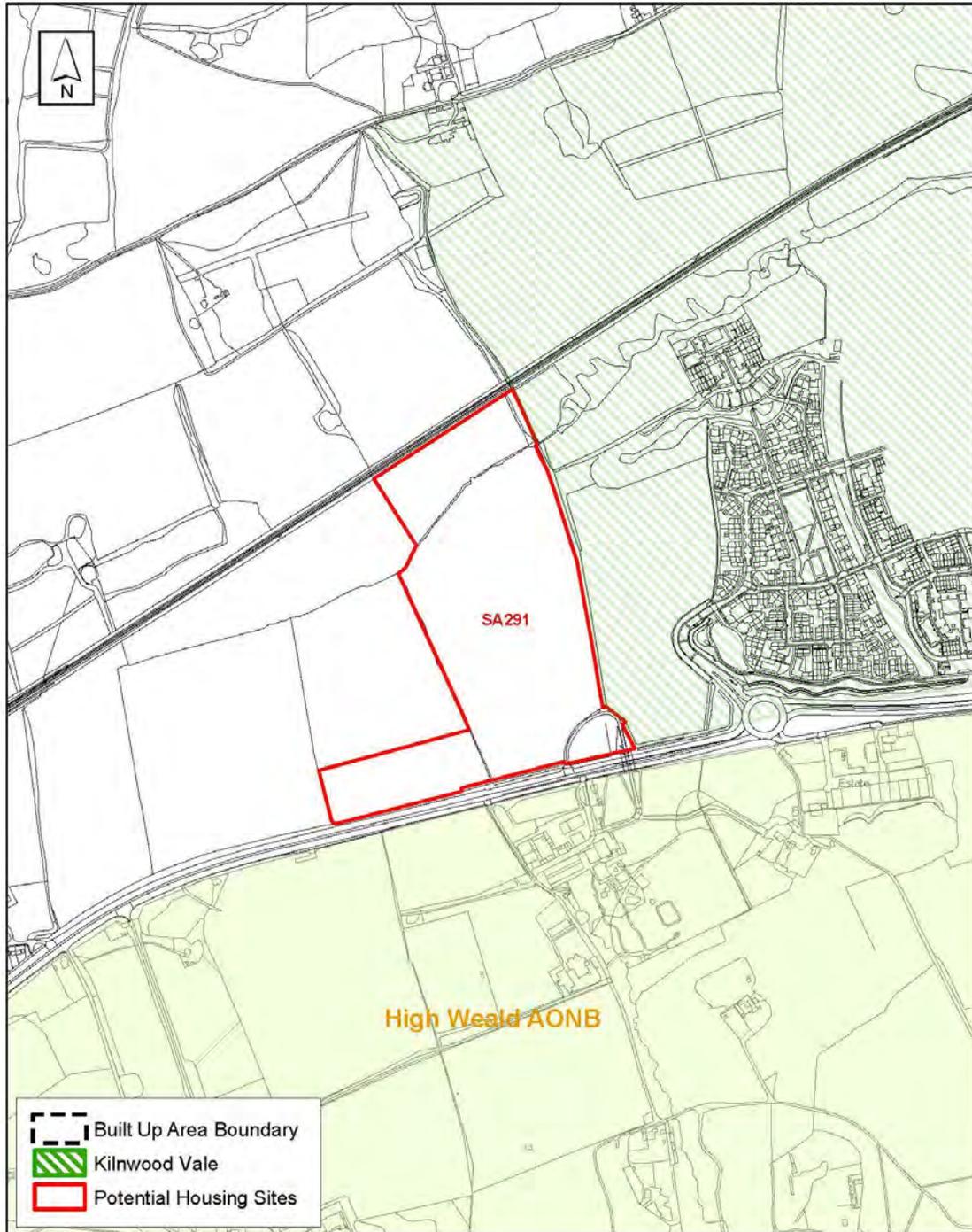
Horsham is the main town in the District and has a wide range of services, facilities and local employment. There are a number of primary and secondary schools, GP surgeries, and district level facilities such as cinemas, and leisure centres. The town has two railway stations and the most regular bus services in the District. The site is located on the eastern edge of the town and there is good proximity to the facilities the town offers with direct access from the site on to the A281.

The site is not located in an area designated for its importance for landscape importance but is on the boundary with the AONB. The south eastern corner of the site is elevated and development in this section of the site would have an adverse impact on the setting of this landscape. The site is not designated as being of importance for nature conservation, but development would be expected to ensure hedgerows, mature trees and the integrity of the river are protected and enhanced. The site is within the setting of Falcon Lodge Hillier Cottage, a Grade II listed building to the south east. The setting of this building would need to be protected.

The site is considered to have potential for development. However the south eastern corner of the site should be excluded from any built development and development would need to be sensitively designed to ensure that the impact on the AONB and nearby listed building is not adversely affected.

**Estimated Housing Numbers:** 100

# Kilnwood Vale, West of Crawley

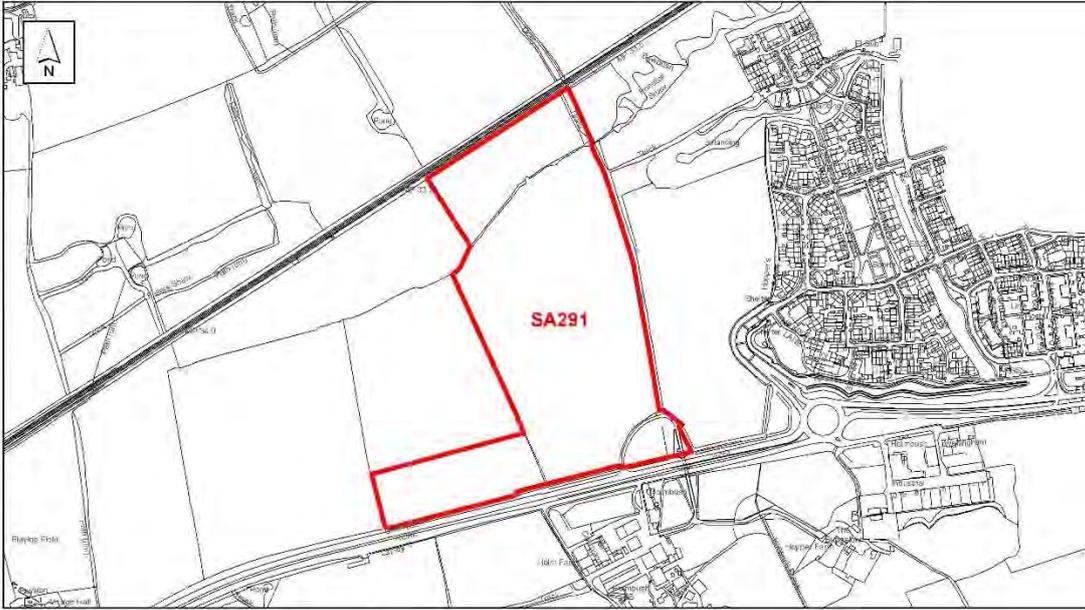


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**Local Plan 2021**  
**Small Site Allocations**  
**WEST OF KILNWOOD VALE**

Reference No :	
Date: 30/06/2021	Scale : 1:8,000 at A4
Drawing No :	Revisions :

<b>Site Name:</b> Land West of Kilnwood Vale		<b>SA291</b>	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		<b>Local Plan Review 2021</b> <b>Colgate</b>	
<small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2021). Ordnance Survey Licence: 100023866</small>		Reference No : Drawing No :	Date : 17/03/2021 Checked : Revisions :
<b>Parish:</b> Colgate			
<b>Site Area:</b> 15.6 hectares			
<b>Site Location:</b> The site lies in the countryside to the west of the Kilnwood Vale strategic development site and north of the A264. To the south of the A264 lies the High Weald Area of Outstanding Natural Beauty (AONB).			
<b>Site Description:</b> The site is relatively flat and formed of agricultural fields. Bewbush Brook runs through the site at its northern end and the railway line bounds the land to the north. The site is also bounded by hedgerows and some mature trees. Due to the proximity of the site to Gatwick Airport much of the site lies within aerodrome safeguarding areas.			
<b>Site Assessment Conclusion:</b> Kilnwood Vale is identified as a large village/small town in the proposed settlement hierarchy and is considered able to sustain further development. Kilnwood Vale is a new neighbourhood for Crawley which is located in Horsham District. The development will when complete have a range of services and facilities and is also in close proximity to Crawley which is the economic focus for North-west Sussex. It is however considered that any development that comes forward in this location would need to contribute to the infrastructure of the Kilnwood Vale development and not place additional pressure on the new services which are delivered in this location. The town has a wide range of services, facilities and local employment. There are a number of primary and secondary schools, GP surgeries, and district level facilities such as cinemas, and leisure centres. The site is relatively close to Faygate railway station (albeit services from this station are limited). Crawley itself has the 'fastway' bus system. The site is directly accessible from the A264. In the longer term there may be potential for land close to this site to help deliver the wider western relief road around Crawley.			
Although the site is not designated as being of landscape importance The High Weald AONB lies to the south of the site, south of the A264. There are also concerns regarding the potential for settlement coalescence between Horsham and Crawley and Crawley and			

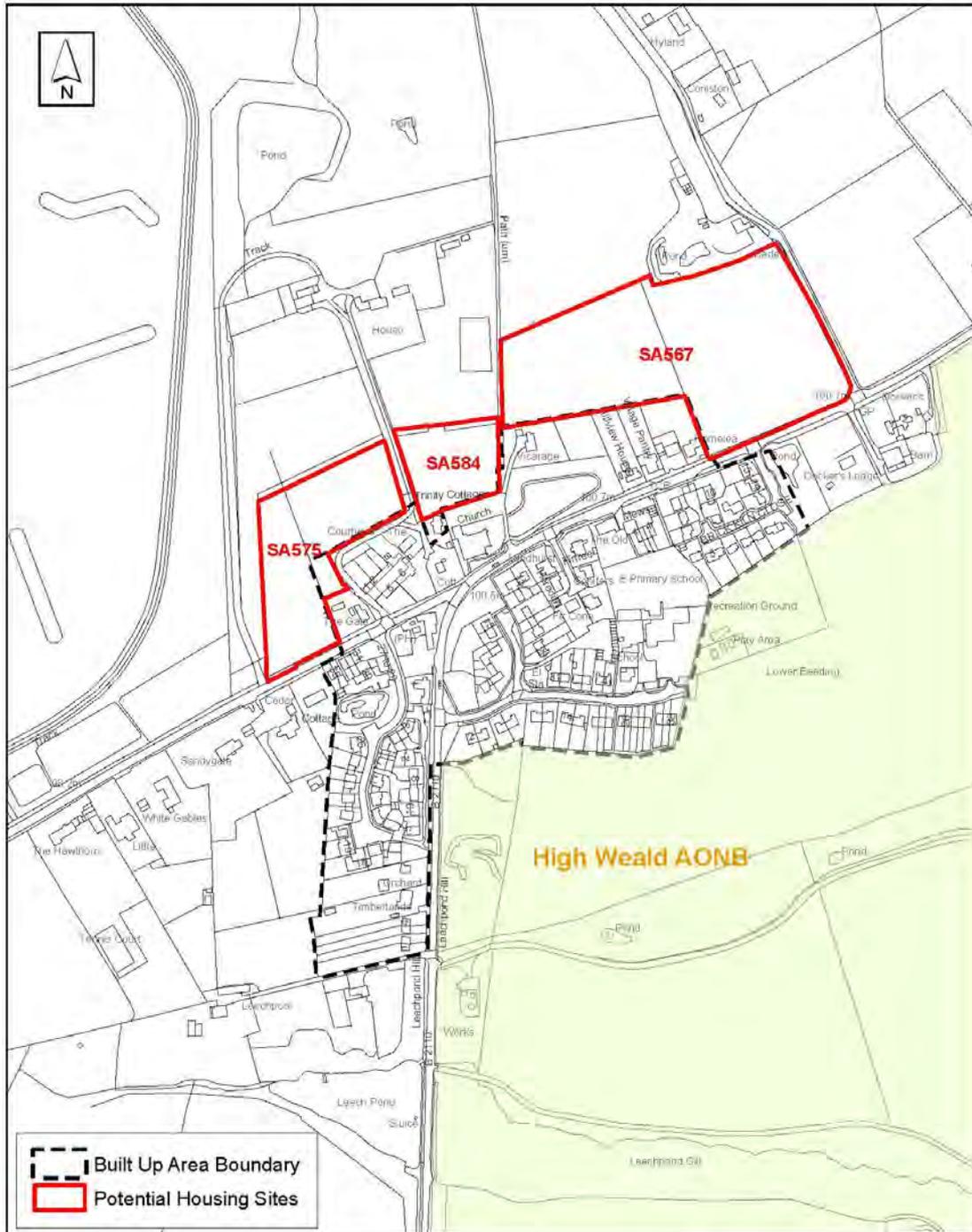
Faygate. Development in this location could have an urbanising effect on the gaps between settlements. The promoters have indicated that landscape mitigation could be provided between the western edge of the site and Faygate which would help to address this issue.

The site is not designated as being of importance for nature conservation, with designated sites some distance away. No specific heritage or flood risk impacts have been identified but there may be a need to mitigate against noise impacts from the A264.

It is considered that this site has potential for allocation for around 350 units in the context of an expansion of the Kinwood Vale neighbourhood. This would however require mitigation to address any noise and landscape impacts – on both the AONB and the potential for settlement coalescence between Horsham and Crawley. In addition land should be safeguarded to ensure a future route for the Crawley Western Link Road. Development will also need to contribute to and not detract from the provision of new community facilities in the ongoing Kinwood Vale development.

**Estimated Housing Numbers: 350**

# Lower Beeding



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 Barbara Childs : Director of Place

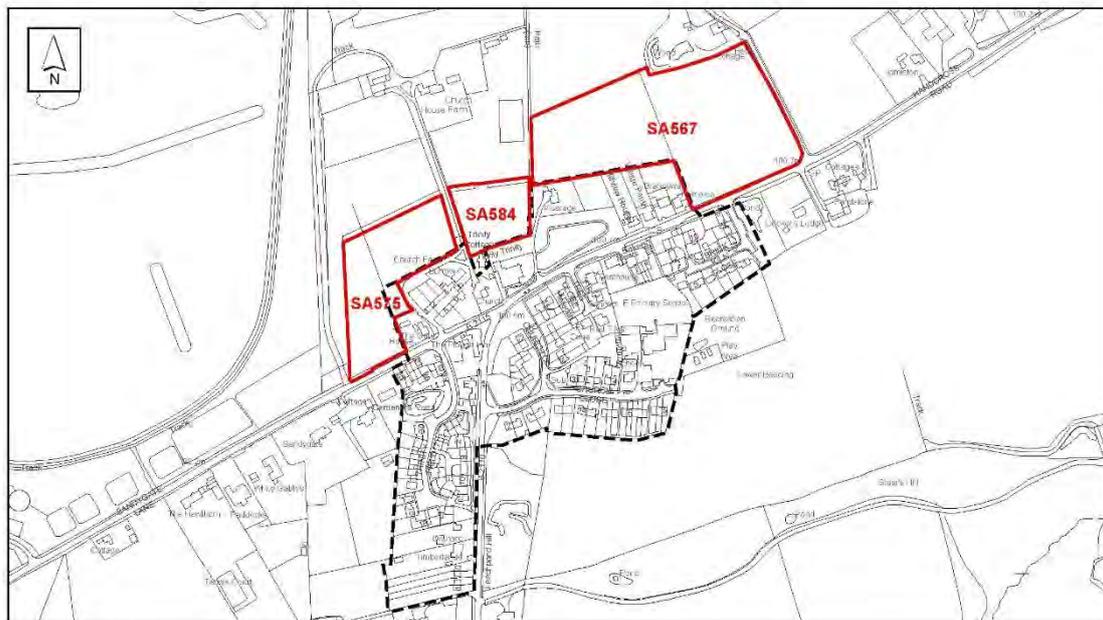
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**Local Plan 2021**  
**Small Site Allocations**  
**LOWER BEEDING**

Reference No :	
Date : 30/06/2021	Scale : 1:4,000 at A4
Drawing No :	Revisions :

**Site Name:** Land at Glayde Farm, West of Church Lane **SA567**

**Site Map:**



**Horsham District Council**

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**Local Plan Review 2021  
Lower Beeding**

Reference No :	Date : 29/06/2021	Scale : 1:4,000 at A4
Drawing No :	Drawn :	Checked :
		Revisions :

**Parish:** Lower Beeding

**Site Area:** 2.7 hectares

**Site Location:** The site lies on the edge of Lower Beeding, with the southern edge of the site abutting the built up area boundary.

**Site Description:** The site is formed of grassland with boundaries comprising a mixture of fencing, mature trees and shrubs and hedging. There are breaks in trees and planting at points where no physical boundary exists.

**Site Assessment Conclusion:**

Lower Beeding is identified as a small village in the settlement hierarchy but is considered able to accommodate a limited amount of development. Although there are relatively limited services locally, the village has a primary school, church hall and public house.

The site does not lie within a protected landscape but the High Weald Area of Outstanding Natural Beauty lies approximately 80m south east of the site. The built-up area of Lower Beeding lies in between therefore impact is likely to be somewhat minimised, however any development should take this into account. The site is not designated as being of nature conservation importance, but any development would be required to retain and enhance biodiversity.

The site does not include any designated or undesignated heritage assets within its boundary, although it does sit within the setting of Grade II Listed Holy Trinity Church and any development will be immediately visible in views of the church from all directions.

The site has potential for allocation, and the western section of the site has been identified as an allocation in the Lower Beeding Neighbourhood Plan. In view of the increased housing targets placed on the Council, it is considered the wider site has potential for

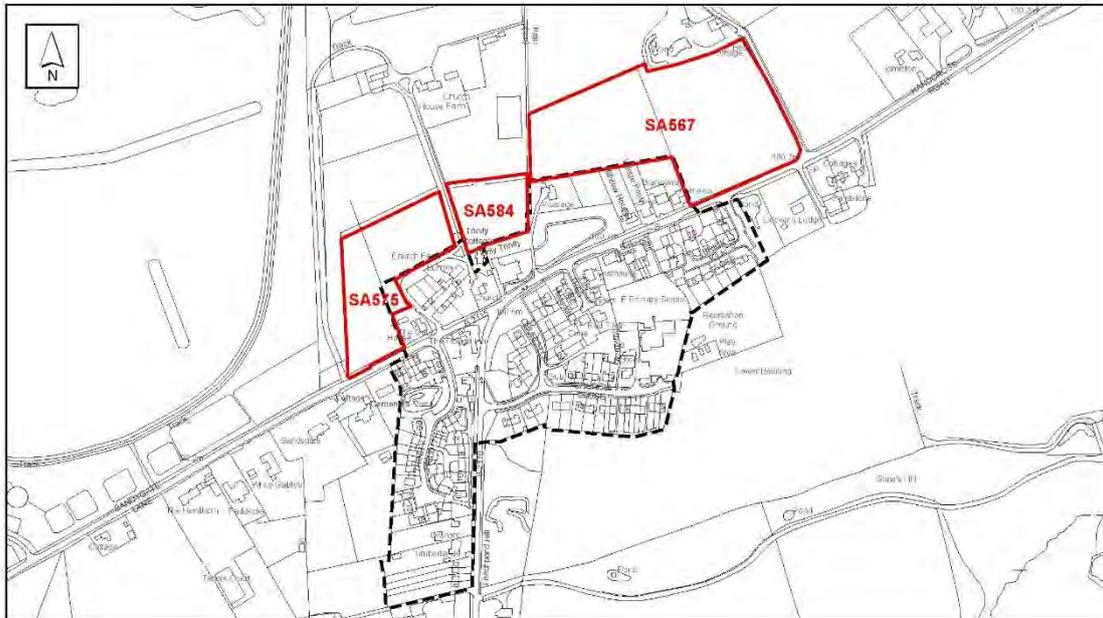
allocation in addition to the land identified by the Parish. Development would need to ensure upon appropriate siting and design of development to minimise impacts on the AONB and Holy Trinity Church.

**Estimated Housing Numbers: 30**

**Site Name:** Land North of Sandygate Lane

**SA575**

**Site Map:**



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**Local Plan Review 2021  
Lower Beeding**

Reference No :	Date : 29/06/2021	Scale : 1:4,000 at A4
Drawing No :	Drawn :	Checked :
		Revisions :

**Parish:** Lower Beeding

**Site Area:** 1.1 hectares

**Site Location:** The site is adjacent to the built up area boundary of Lower Beeding.

**Site Description:** The site is rural in character and consists of two fields of flat grass pasture. The northern field is bordered by hedegrows to the west, north and east and a fence to the south plus a row of trees separating it from Church Farm courtyard. The southern field is bounded by a hedgerow and the road to the south, a fence to the west and north and a hedgerow to the west.

**Site Assessment Conclusion:**

Lower Beeding is identified as a small village in the settlement hierarchy but is considered able to accommodate a limited amount of development. Although there are relatively limited services locally, the village has a primary school, church hall and public house.

The site does not lie within a protected landscape but the High Weald Area of Outstanding Natural Beauty lies some 200m to the south east of the site. The built up area of Lower Beeding lies in between therefore impact on this landscape is likely to be minimal

The site is not designated as being of nature conservation importance, but any development would be required to retain and enhance biodiversity.

The site does not include any designated or undesignated heritage assets within its boundary, although it does sit within the setting of Grade II Listed Holy Trinity Church and any development will be immediately visible in views of the church from all directions.

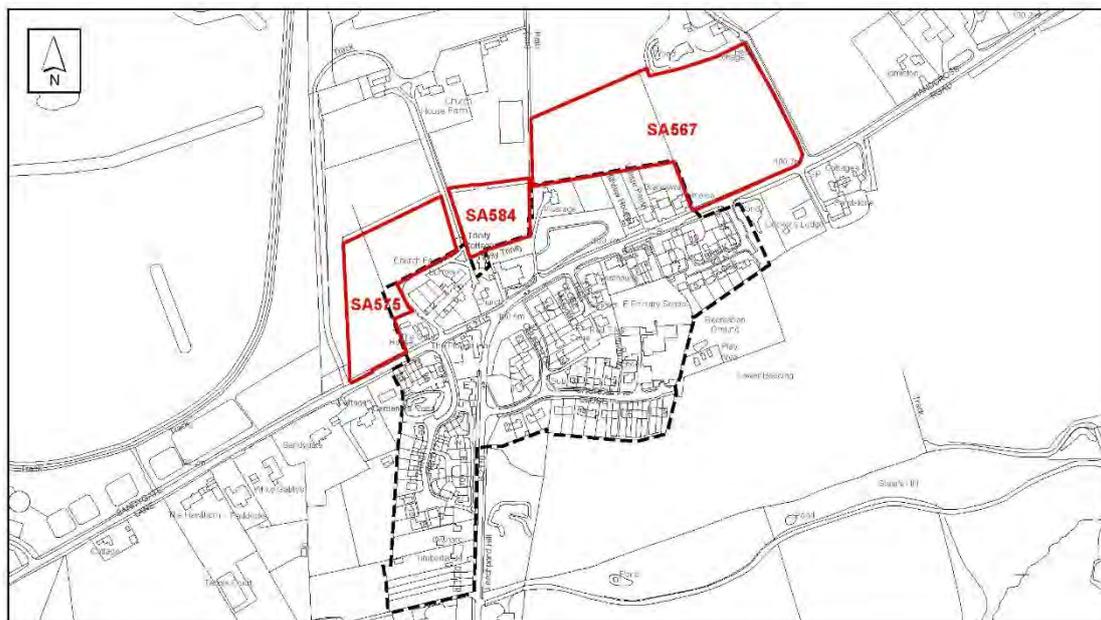
The site has potential for allocation, and the site has been identified as an allocation in the Lower Beeding Neighbourhood Plan. Development would need to ensure upon appropriate siting and design of development on Holy Trinity Church.

**Estimated Housing Numbers: 20**

**Site Name:** Land South of Church Farm House

**SA584**

**Site Map:**



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Local Plan Review 2021  
Lower Beeding

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Drawing No :	Drawn :	Checked :
		Revisions :

**Parish:** Lower Beeding

**Site Area:** 0.5 hectares

**Site Location:** The site lies on the edge of Lower Beeding, with the majority of the southern edge of the site abutting the built up area boundary.

**Site Description:** The site is rural in character, and appears to form grazing land, perhaps associated with the dwelling and the equestrian land to the north. A fence which appears well maintained forms the boundary to the west, with mature trees and hedgerows to the north, south and east. The land appears relatively flat overall, with a gentle incline moving north. Grade II Listed Holy Trinity Church sits directly to the south and the church carpark abuts the southern edge of the site. There is a private track directly to the west which leads to Church Farmhouse, a small private stables and equestrian land which sits to the north. There is a well used Public Right of Way (PROW) along the eastern boundary. Directly to the east of the PROW, and to the southwest, are low density dwellings. Moving south away from the site is higher density residential development which make up the Lower Beeding settlement. Smaller parcels of grazing/agricultural land form the part of the wide area, some of which are being promoted for development (SA567 and SA575).

**Site Assessment Conclusion:**

Lower Beeding is identified as a small village in the settlement hierarchy but is considered able to accommodate a limited amount of development. Although there are relatively limited services locally, the village has a primary school, church hall and public house.

The site does not lie within a protected landscape but the High Weald Area of Outstanding Natural Beauty lies some 200m to the south east of the site. The built up area of Lower Beeding lies in between therefore impact on this landscape is likely to be minimal

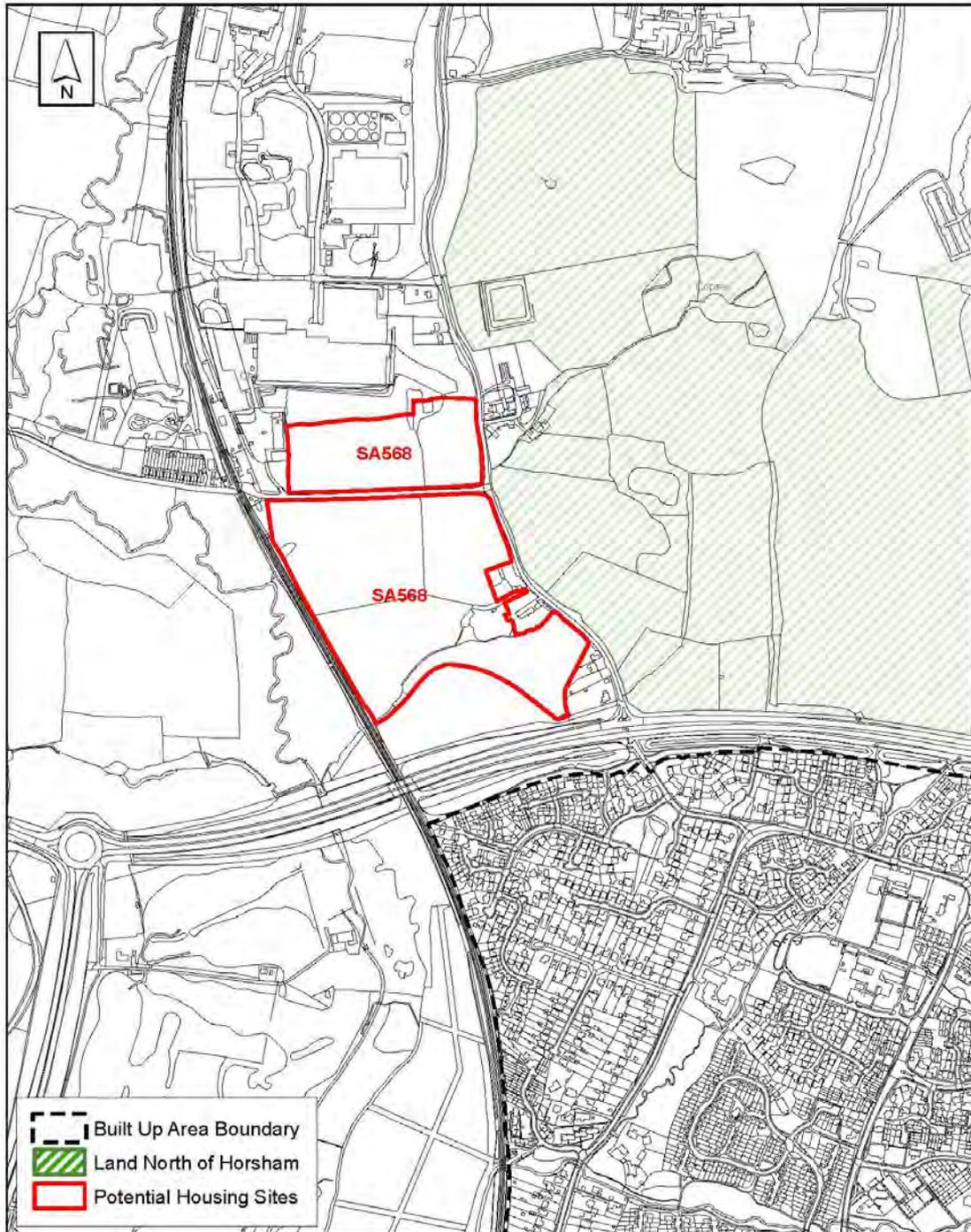
The site is not designated as being of nature conservation importance, but any development would be required to retain and enhance biodiversity.

The site does not include any designated or undesignated heritage assets within its boundary, although it does sit within the setting of Grade II Listed Holy Trinity Church and any development will be immediately visible in views of the church from all directions.

The site has potential for allocation, and the site has been identified as an allocation in the Lower Beeding Neighbourhood Plan. Development would need to ensure upon appropriate siting and design of development on Holy Trinity Church.

**Estimated Housing Numbers: 7**

# North Horsham

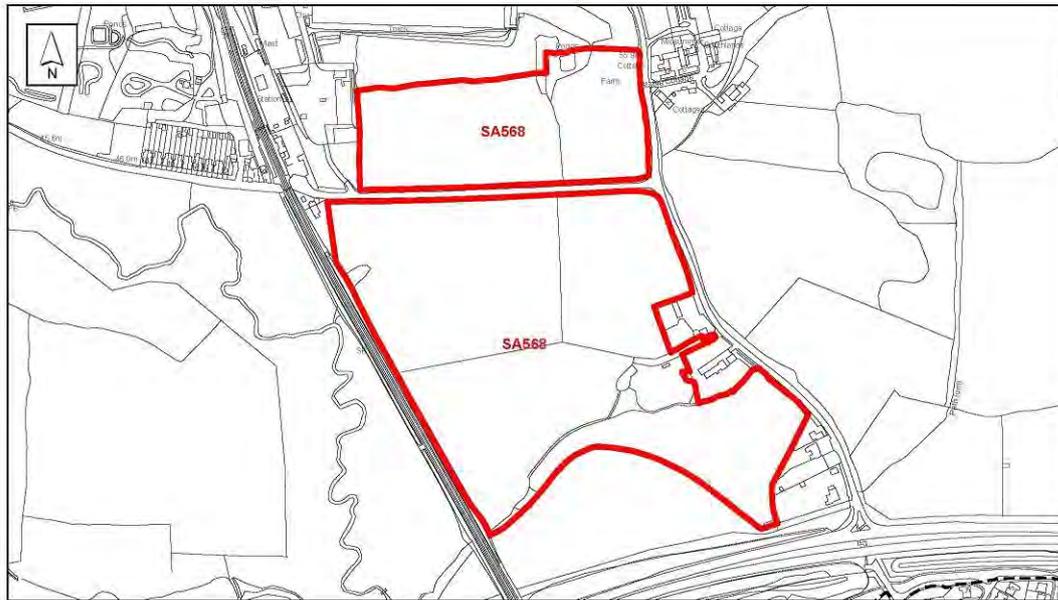


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**Local Plan 2021  
 Small Site Allocations  
 NORTH HORSHAM**

Reference No :		
Date: 30/06/2021	Scale : 1:8,000 at A4	
Drawing No :	Revisions :	

**Site Name:** Land Around Mercer Road, Warnham Station**SA568****Site Map:****Horsham District Council**

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**North Horsham**

Reference No:

Date: 09/01/2020

Scale: 1: 4,000 at A4

Drawing No:

Drawn:

Checked:

Revisions

**Parish:** North Horsham**Site Area:** 14.3 hectares

**Site Location:** The site does not lie within a designated settlement boundary, although it lies to the immediate north of Horsham Built-up area boundary, separated by the A264. To the immediate east of the site lies the North Horsham strategic allocation.

**Site Description:** The land is largely formed of grazing land (semi-improved grassland) and is flanked by mature trees and hedgerows along its boundaries and along Mercer Road. This separates the site into two parcels.

**Site Assessment Conclusion:**

Horsham is the main town in the District and has a wide range of services, facilities and local employment. There are a number of primary and secondary schools, GP surgeries, and district level facilities such as cinemas, and leisure centres. The town has two railway stations and the most regular bus services in the District. The site is also adjacent to the strategic allocation to the North of Horsham which has planning permission for 2,750 homes. This will change the character of this area and deliver new community facilities including a GP practice, which will be relatively close to any new development. A small element of employment space is also proposed on this site.

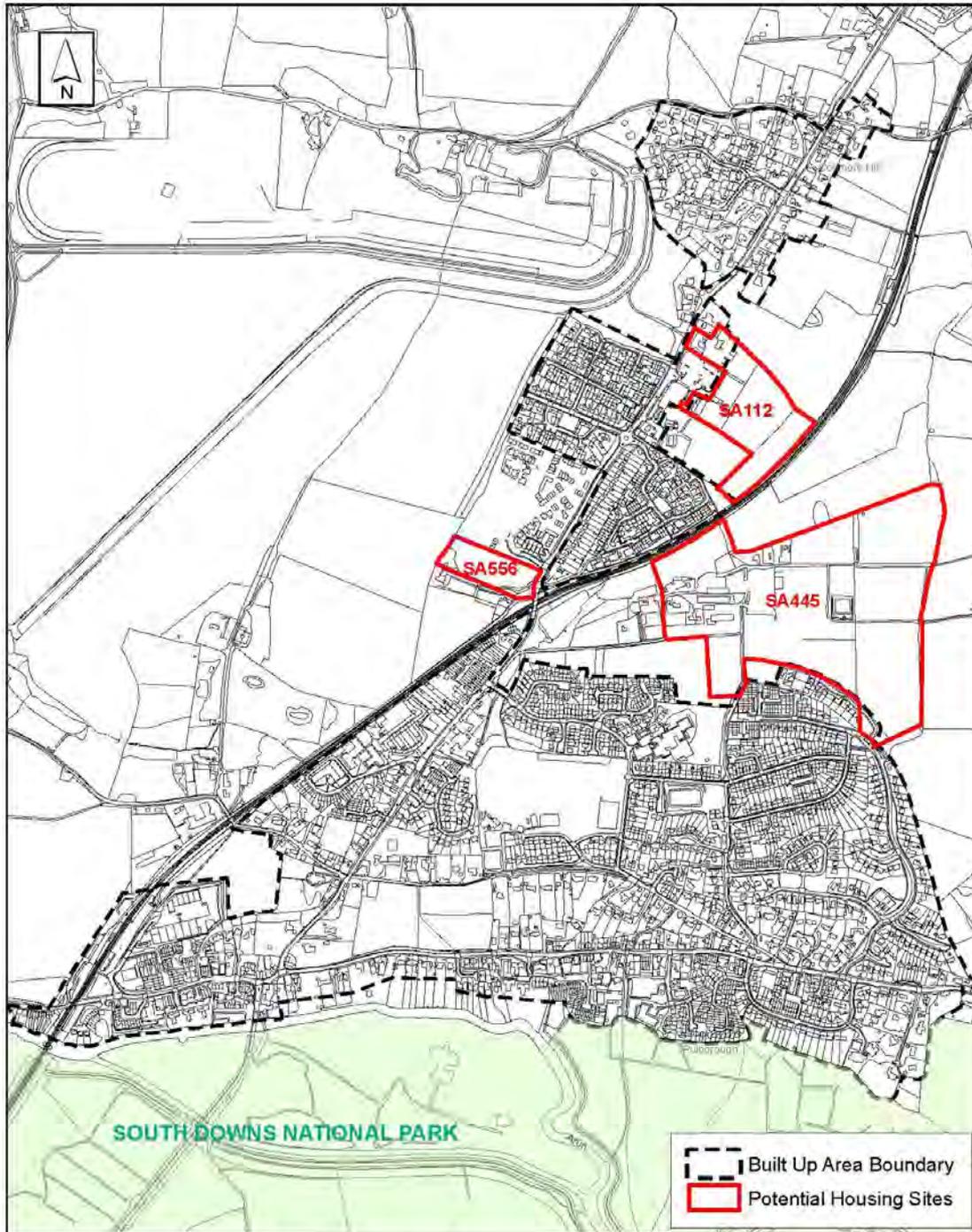
There are no landscape designations impacting the site. There is an area of Ancient Woodland located in the northernmost part of the site and a buffer would be required. Due to the location of the A264, railway line and nearby commercial units, the site may be impacted by noise which may require mitigation.

Though currently detached from Horsham town, the site is adjacent to the North Horsham Strategic allocation and the site is therefore considered to have potential for allocation. Development would need to ensure that development does not impact on the delivery of

the North Horsham strategic allocation, has appropriate regard to any noise issues and mitigates against any harm to Ancient Woodland.
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<b>Estimated Housing Numbers: 300</b>
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# Pulborough

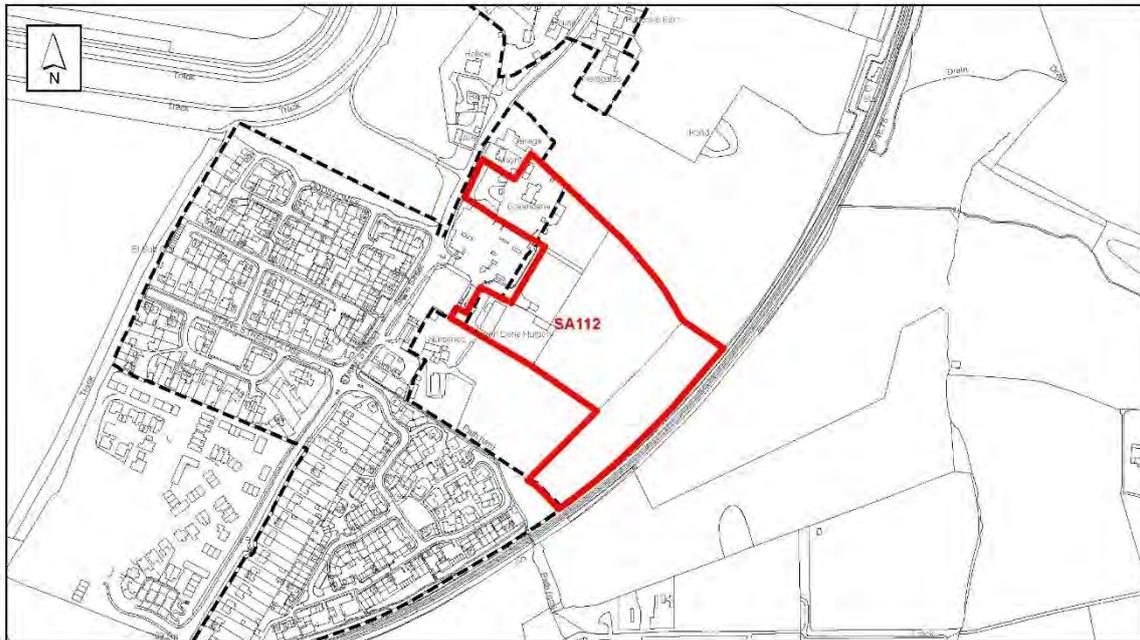


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**Local Plan 2021  
 Small Site Allocations  
 PULBOROUGH**

Reference No :	
Date: 30/06/2021	Scale : 1:10,000 at A4
Drawing No :	Revisions :

**Site Name:** Land at Greendene**SA112****Site Map:****Horsham District Council**

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**Pulborough**

Reference No :	Date : 19/08/2020	Scale : 1: 4,000 at A4
Drawing No :	Drawn :	Checked :
		Revisions :

**Parish:** Pulborough**Site Area:** 3.7 hectares

**Site Location:** The site is located to the northeast of Codmore Hill. Some of the site is located within the Pulborough/Codmore Hill built up area boundary though the majority of the site is located just outside this designation.

**Site Description:** The site is partly developed to the west with the eastern section comprising a small field with the railway line and countryside to the east. The main area of the site forms an area of grassland with mature trees and hedges on the boundary. The site promoter has secured agreement with additional landowners which has allowed an expansion of the site boundary and subsequent increase in the site area.

**Site Assessment Conclusion:**

Pulborough and Codmore Hill is classed as a larger village, with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and/or bus services. These include supermarkets and convenience stores plus other retail facilities including a pharmacy, hair salon, greengrocers, a library, primary school, public houses, a village hall and a range of sports facilities and social/sports clubs suitable for all age groups and covering a wide set of interests. The settlement is therefore considered to be able to accommodate reasonable levels of development.

Pulborough has the benefit of a mainline railway station with regular services to Horsham, London and the south coast throughout the day and evening. The site adjoins the railway line to the east – there is a nearby pedestrian crossing of the railway and the potential for safer access would need to be investigated.

There are also bus services providing regular access to local villages and towns. The site is within reasonable walking distance to the main amenities in the village including both supermarkets with Sainsburys directly adjacent to the site to the west.

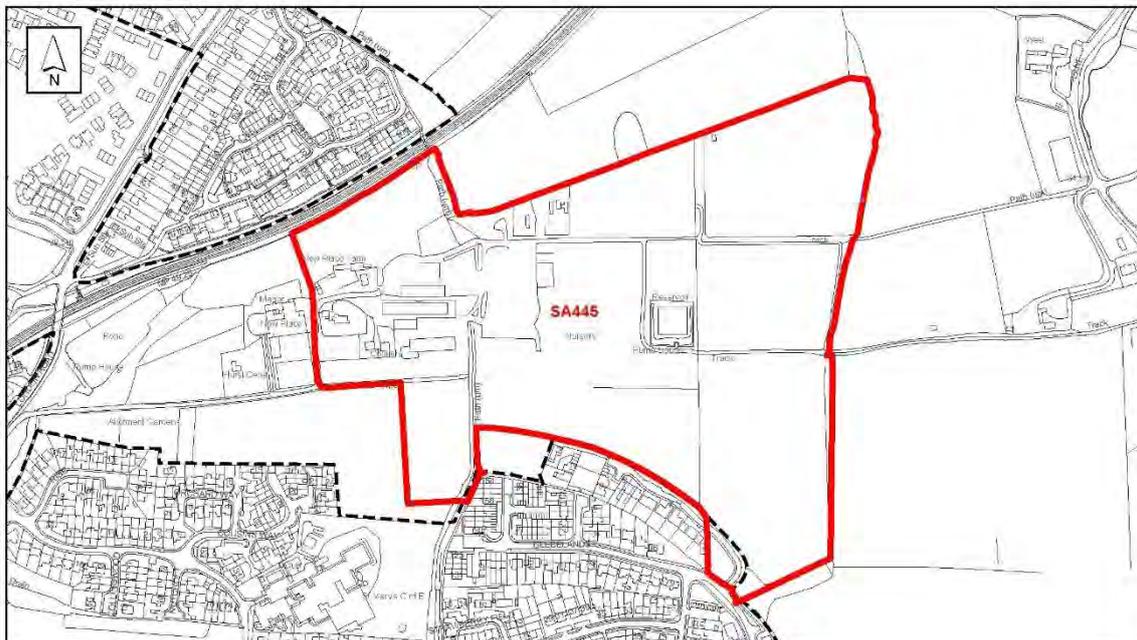
The site is partially developed, and is not located on land which is designated as being of landscape importance. However development would need to provide landscape mitigation be provided to soften the urban edge The site is not designated as being of importance for wildlife but is located within a Bat Sustenance zone and the impact on barbastelle bats would need to be considered as part of any development proposals. A Grade II Listed Building is located around 100m from the site – the impact on this asset would need to be considered, but as it is on the opposite site of the A29 it is not considered an overriding constraint.

This site is not allocated in the Pulborough Neighbourhood Plan. In view of the increased housing targets placed on the Council, it is considered this site has potential for allocation in addition to the sites identified by the Parish. This requires appropriate landscape, biodiversity and impacts arising from the site’s proximity to the rail line to be mitigated.

**Estimated Housing Numbers: 60**

**Site Name:** Land adjacent to Drovers Lane (New Place Farm) | **SA445**

**Site Map:**



<p><b>Horsham District Council</b>                  Parkside, Chart Way, Horsham                  West Sussex RH12 1RL                  Barbara Childs : Director of Place</p> <p>Reproduced by permission of Ordnance Survey map on behalf of HMSO © Crown copyright and database rights (2020).                  Ordnance Survey Licence 100023866</p>	<b>Pulborough</b>		
	Reference No :	Date : 26/08/2020	Scale : 1: 4,000 at A4
Drawing No :	Drawn :	Checked :	Revisions :

**Parish:** Pulborough

**Site Area:** 17 hectares (including approx. 5 hectares to be designated 'Country Park')

**Site Location:** The site lies within the countryside and partially adjoins the northern edge of the built up area boundary of Pulborough and the southern boundary of Codmore Hill, separated only by the railway line.

**Site Description:** The site largely comprises previously developed land, as it is currently in operation as a wholesale plant nursery, with the exception of the area adjoining the Codmore Hill built up area boundary, which is characterised by dense vegetation. To the north of this area of vegetation is the railway line. A public right of way extends along the southern boundary and traverses through its eastern section.

**Site Assessment Conclusion:**

Pulborough and Codmore Hill is classed as a larger village, with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and/or bus services. These include supermarkets and convenience stores plus other retail facilities including a pharmacy, hair salon, greengrocers, a library, primary school, public houses, a village hall and a range of sports facilities and social/sports clubs suitable for all age groups and covering a wide set of interests. The settlement is therefore considered to be able to accommodate reasonable levels of development.

Pulborough has the benefit of a mainline railway station with regular services to Horsham, London and the south coast throughout the day and evening. There are also bus services providing regular access to local villages and towns. The site is within reasonable walking distance to the main amenities in the village.

Although not located in the South Downs National Park, the landscape in this area is elevated and development of the whole site would have an adverse impact on the setting of the park. There is considered to be some capacity for large scale housing development on lower parts of the area due to the poor to moderate landscape condition in the area.

The site is within a Bat Sustainance Zone. The site and surrounding land are not designated as Local Wildlife Sites. An Ecological Feasibility Appraisal was undertaken on behalf of the site promoter in June 2019 which concluded that the site is not considered to be subject to any overriding ecological constraint. If progressed as a development site appropriate ecological assessments would be required and enhancements to ensure that bat feeding grounds are not lost.

The eastern portion of the site is located in an Archaeological Notification Area. The Grade II\* Listed New Place Manor and Grade II Listed Archway and Garden Wall at New Place are located to the immediate west of the site. The impact of development on these heritage assets would need to be considered as part of any allocation.

The site has been allocated for development within the Pulborough Neighbourhood Plan. This plan is currently at Examination and the outcome is not yet known. It is however considered that this site is suitable for allocation. However development should be confined to the lower part of the site to avoid adverse landscape impacts including the South Downs National Park. Heritage and biodiversity mitigation will also be required.

**Estimated Housing Numbers:** 170

**Site Name:** Land at Highfields, Codmore Hill

**SA556**

**Site Map:**



**Parish:** Pulborough

**Site Area:** 1.0 ha

**Site Location:** The site is located in the countryside to the west of the built up area of Codmore Hill, separated by the A29, Stane Street. The site lies immediately south of an area of land being developed for 97 dwellings with associated infrastructure and open space.

**Site Description:** The site largely comprises grassland. It is bound along its western, southern and eastern boundaries by trees and hedgerows. The site also contains further individual trees. To the east lies the railway line and the A29, to the south is a number of residential dwellings and further west lies agricultural land.

**Site Assessment Conclusion:**

Pulborough and Codmore Hill is classed as a larger village, with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and/or bus services. These include supermarkets and convenience stores plus other retail facilities including a pharmacy, hair salon, greengrocers, a library, primary school, public houses, a village hall and a range of sports facilities and social/sports clubs suitable for all age groups and covering a wide set of interests. The settlement is therefore considered to be able to accommodate reasonable levels of development.

Pulborough has the benefit of a mainline railway station with regular services to Horsham, London and the south coast throughout the day and evening. There are also bus services providing regular access to local villages and towns. The site is within reasonable walking distance to the main amenities in the village.

The site is a small field south of an area of land which is now coming forward for residential development. This has changed the nature of the landscape on the site which is now more closely related to the urban form. There are however thick tree belts on the southern edge of the site which form a firm landscape boundary with the surrounding countryside. The impact of additional development in this location on the South Downs National Park would need to be considered.

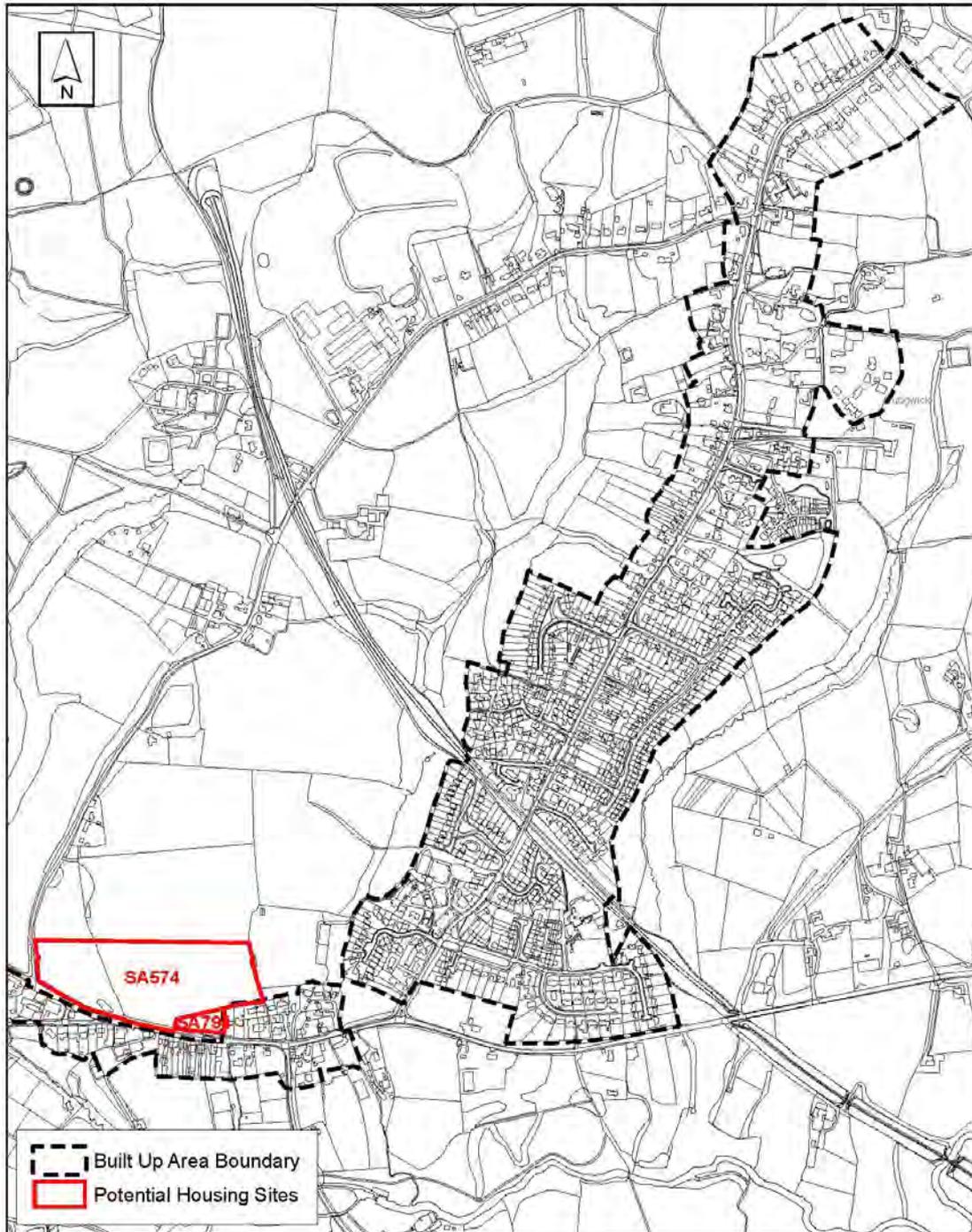
The site is within a Bat Sustainance Zone. The site and surrounding land are not designated as Local Wildlife Sites and whilst the impact on Barbastelle bats would need to be considered the site is not considered to be subject to any overriding ecological constraint.

The site lies within an Archaeological Notification area, and any allocation would need to consider the impact of development on any heritage assets on the site.

The site has been allocated for development within the Pulborough Neighbourhood Plan. This plan is currently at Examination and the outcome is not yet known. It is however considered that this site is suitable for allocation though issues concerning archaeological notification area, vehicular access, biodiversity and National Park are to be addressed.

**Estimated Housing Numbers: 25**

# Rudgwick

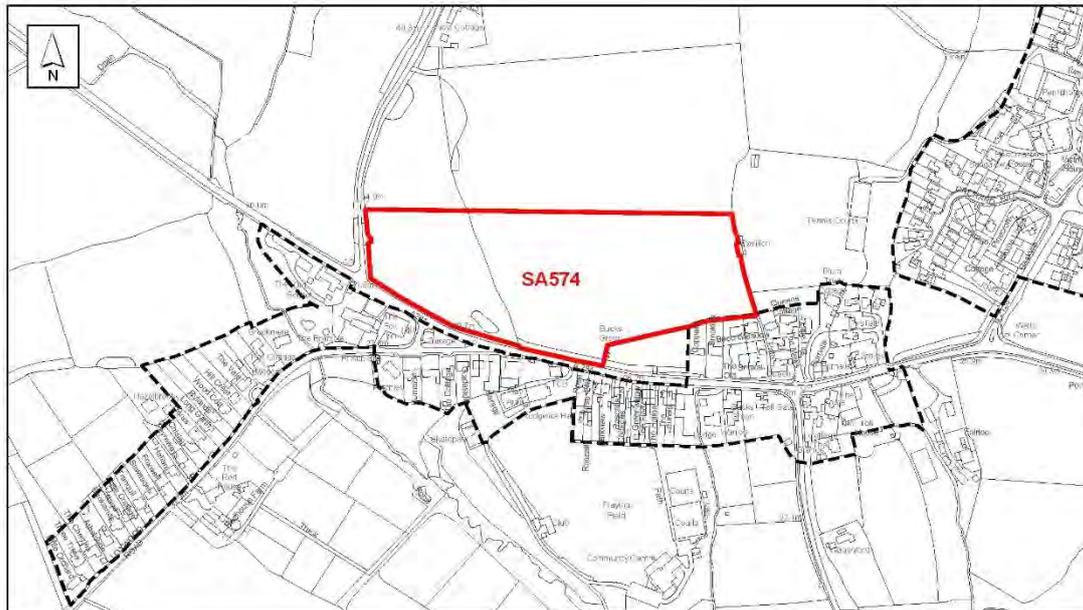


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**Local Plan 2021  
 Small Site Allocations  
 RUDGWICK**

Reference No :	
Date: 30/06/2021	Scale : 1:9,000 at A4
Drawing No :	Revisions :

**Site Name:** Land North of Guildford Road, Bucks Green**SA574****Site Map:****Horsham District Council**

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**Local Plan Review 2021**  
**Bucks Green / Rudgwick**

Reference No:

Date: 01/07/2021

Scale: 1:4,000 at A4

Drawing No:

Drawn:

Checked:

Revisions:

**Parish:** Rudgwick**Site Area:** 4.9 hectares

**Site Location:** The site is located north of the A281 Guildford Road. It is north and west of the main built form of Bucks Green, which is a small linear settlement along the A281. This settlement adjoins the larger village of Rudgwick to the north.

**Site Description:** The site comprises two open grass fields. The boundary of the site is open to the north. To the south the site is bounded by trees / hedging. A mature tree line runs north west to south east through the site, effectively dividing the site in to two separate parcels.

**Site Assessment Conclusion:**

Rudgwick is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services within the village including a primary school, public houses and village store with a post office. There are a range of sports facilities and a good variety of clubs and societies for all interests and ages.

Primary access to this site can be obtained from the A281. There is an hourly bus services to the village Monday – Saturday which provides public transport to both Horsham and Guildford.

The site comprises two open grass fields that rise from the south to the north. The boundary of the site is open to the north. To the south the site is bounded by trees / hedging. A mature tree line runs north west to south east through the site, effectively dividing the site in to two separate parcels. Given the open nature of the northern boundary, some significant landscaping is likely to be needed and development on the highest part of the site limited.

The site is located within a Bat Sustenance Zone and habitats to maintain feeding habitats for bats would need to be retained. A Preliminary Ecological Assessment has been undertaken and no overriding ecological constraints have been identified. Any development would need to retain existing trees and hedgerows and include an appropriate buffer to the trees protected by Tree Preservation orders to the south east of the site.

There are no identified heritage assets on the site, although there is a listed building (The Fox Inn) opposite the site, south of the A281. Two Grade II Listed Buildings (Field Cottage and The Old Cottage, Lynwick Street) are located to the north west of the site. The impact on the setting of these proposals would need to be considered as part of any development in this location.

Overall it is considered there is potential for development on this site. Development should however be confined to the southern portion of the site to retain the linear settlement pattern in this area and enable landscaping to be provided which protects the more open character of the site to the north. The site could have potential for allocation if the overall number of dwellings proposed is limited to around 60. Development would also need to take account of biodiversity and heritage constraints. The site is adjacent to SA794 which has also been assessed as suitable for allocation. The potential to deliver these sites as part of a comprehensive scheme should be considered.

**Estimated Housing Numbers: 60**

<b>Site Name:</b> The former Pig Farm, Bucks Green	<b>SA794</b>									
<b>Site Map:</b>										
<p><b>Horsham District Council</b>                  Parkside, Chart Way, Horsham                  West Sussex RH12 1RL                  Barbara Childs, Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2021). Ordnance Survey Licence: 100023865</small></p>	<p style="text-align: center;"><b>Local Plan Review 2021</b>                  Bucks Green / Rudgwick</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Reference No :</td> <td>Date : 01/07/2021</td> <td>Scale : 1:2,000 at A4</td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td></td> <td></td> <td>Revisions :</td> </tr> </table>	Reference No :	Date : 01/07/2021	Scale : 1:2,000 at A4	Drawing No :	Drawn :	Checked :			Revisions :
Reference No :	Date : 01/07/2021	Scale : 1:2,000 at A4								
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		Revisions :								
<b>Parish:</b> Rudgwick										
<b>Site Area:</b> 0.31 hectares										

**Site Location:** The site abuts the built up area boundary of Bucks Green to the east and across Guilford road to other properties in the built up area.

**Site Description:** The site is relatively flat and is largely surrounded by trees and vegetation. The site is mostly overgrown and in a poor condition and contains dilapidated structures, evidencing its former use as a pig farm.

**Site Assessment Conclusion:**

Rudgwick is classified as a medium settlement in the Council's settlement hierarchy and is assessed as being able to accommodate some growth relative to its status in the hierarchy. There are reasonable services within the village including a primary school, public houses and village store with a post office. There are a range of sports facilities and a good variety of clubs and societies for all interests and ages.

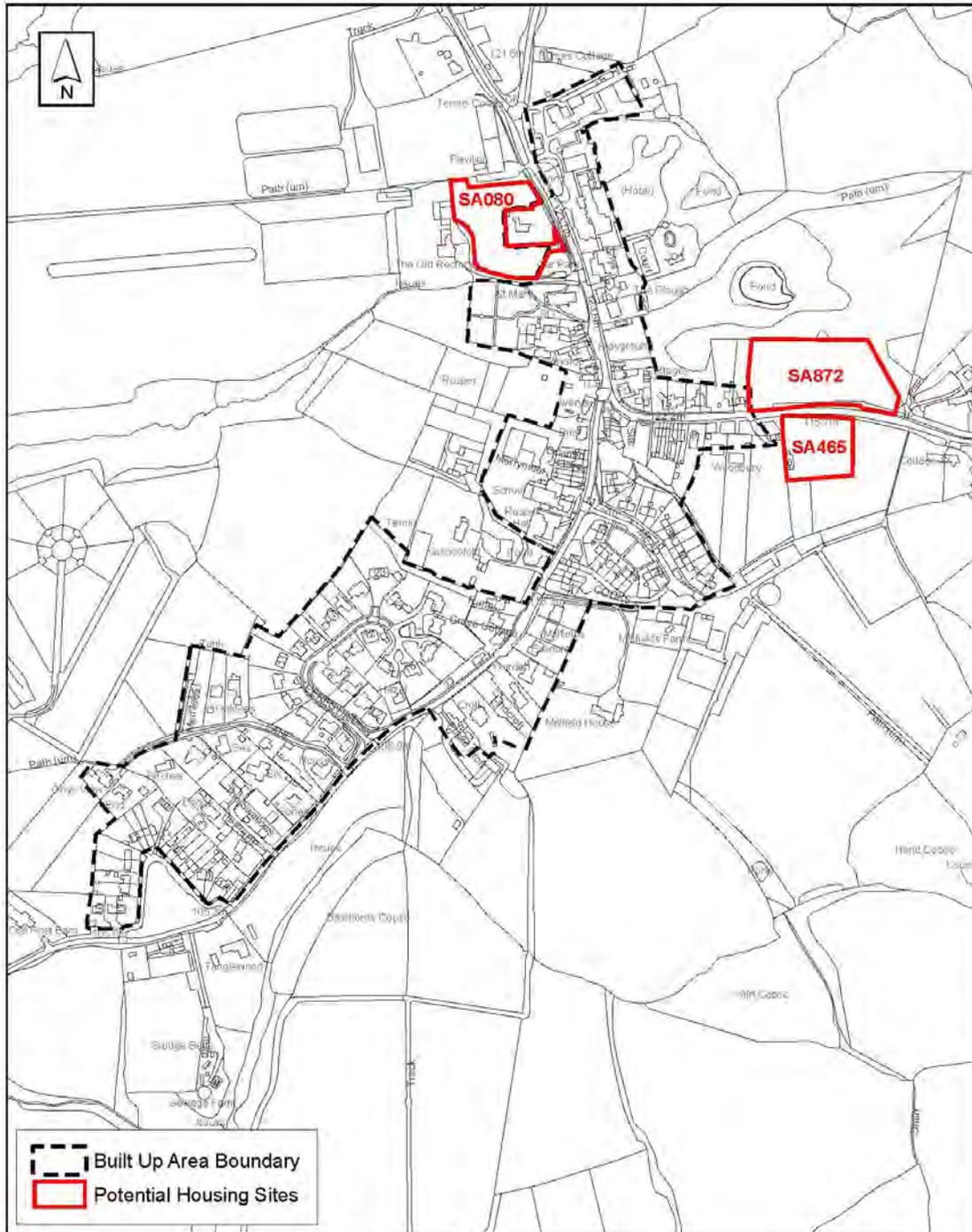
Primary access to this site can be obtained from the A281. There is an hourly bus services to the village Monday – Saturday which provides public transport to both Horsham and Guildford. The bus stop is adjacent to the site.

The site does not lie within a projected landscape. It lies within an area that the Landscape Capacity Study identifies as having a Low-Moderate capacity to accommodate small scale housing. The presence of trees on its boundary separates it from open fields to its north. The site is bounded by numerous trees protected by TPOs to the south. The land is within a Bat Sustenance Zone which requires habitats to be maintained for the protected Barbastelle Bat. If allocated, this site would require appropriate ecological assessments and suitable protection, mitigation and biodiversity enhancement provided

The site has potential for allocation, though any development should ensure that the operation of the bus stop is not compromised and would require suitable protection, mitigation and biodiversity enhancement. The site is adjacent to SA574 which has also been assessed as suitable for allocation. The potential to deliver these sites as part of a comprehensive scheme should be considered.

**Estimated Housing Numbers: 6**

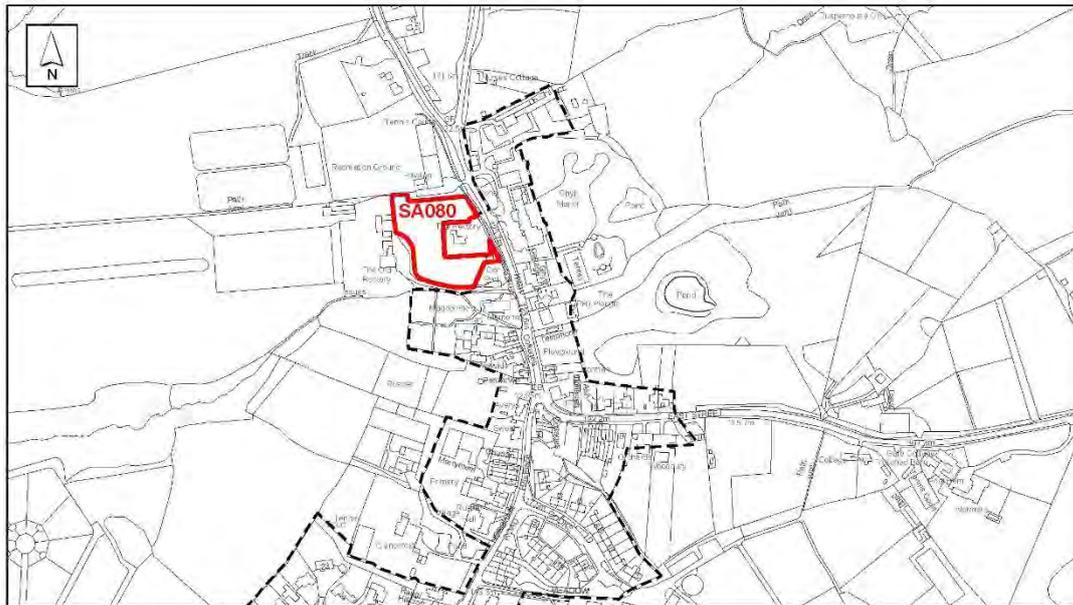
# Rusper



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<b>Local Plan 2021 Small Site Allocations RUSPER</b>	
Reference No :	
Date: 30/06/2021	Scale : 1:5,000 at A4
Drawing No :	Revisions :

**Site Name:** Rusper Glebe**SA080****Site Map:****Horsham District Council**

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**Local Plan Review 2021  
Rusper**

Reference No :

Date : 01/07/2021

Scale : 1:4,000 at A4

Drawing No :

Drawn :

Checked :

Revisions :

**Parish:** Rusper**Site Area:** 0.6 hectares**Site Location:** The site adjoins the northwest built up area boundary of Rusper.

**Site Description:** The site consists of gently undulating scrubby grassland and wraps around the residential dwelling, The Rectory, in a 'C' shape. The site is bordered on most boundaries by semi-mature and mature trees. Views into the site from the High Street are obscured. Towards the rear of the site, along the western boundary, lies a small wooded area. The site lies wholly within the Rusper Conservation Area. Tennis courts and playing pitches lie to the north. To the immediate north of the site lies a Public Right of Way and is lined with very large, mature trees which are considered to form an important feature of the surrounding landscape.

**Site Assessment Conclusion:**

Rusper is identified as a small village in the settlement hierarchy but is considered able to accommodate a limited amount of development. The village has a limited range of services and facilities which are considered to be within easy walking distance of the site (<300m). These services and facilities include a primary school, public house, convenience store with Post Office, village hall, church and a bi-weekly mobile library service. Sports facilities include a tennis court, football pitch and games courts. The nearest larger settlements are Horsham and Crawley.

The site does not lie within or near a protected landscape. It is bordered on most boundaries by semi-mature and mature trees which contain the site from the wider surroundings. The site lies wholly within the Rusper Conservation Area. The non-designated heritage asset, The Old Rectory lies the west, the Grade I listed Parish Church of St Mary to the south and the Ghyll Manor Hotel to the east. To the east and south east of the site lie the Grade II listed buildings, Ghyll Cottage and The Plough Inn. It is therefore considered that the site could accommodate a very modest amount of development only.

Rusper lies in relatively close proximity to Gatwick Airport and sits under flight paths associated with the airport (the site lies within the 57 Leq noise contour).

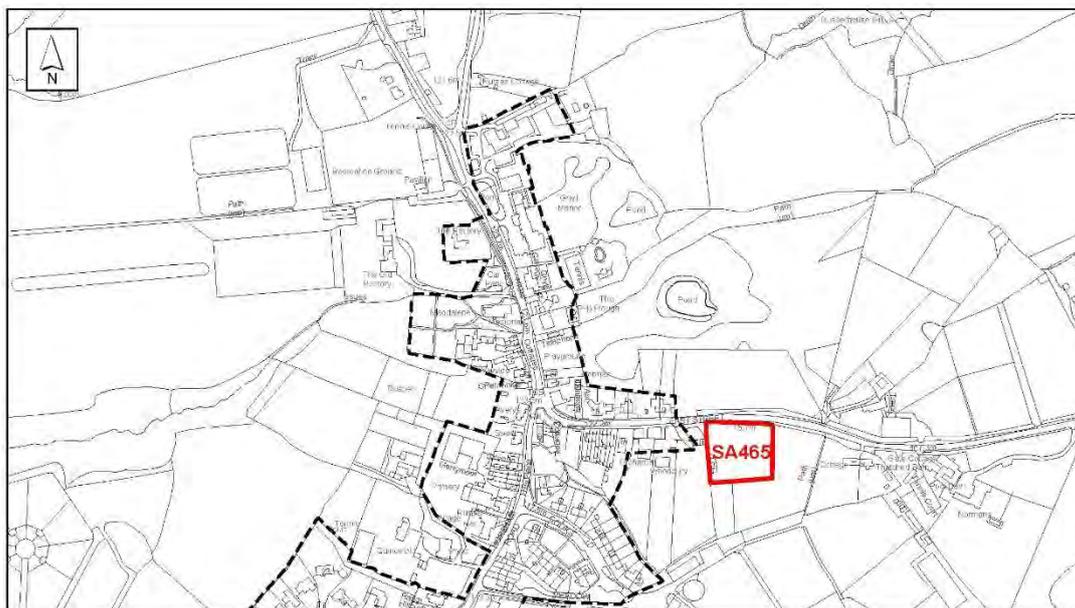
The site has potential for allocation subject to issues such as heritage/conservation with development respecting the setting of the conservation area and environmental quality (noise derived from overhead Gatwick air traffic) should be investigated to ensure noise levels are acceptable in planning terms being mitigated.

**Estimated Housing Numbers: 12**

**Site Name:** Land at East Street

**SA465**

**Site Map:**



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**Local Plan Review 2021**  
**Rusper**

Reference No :

Date : 01/07/2021

Scale : 1:4,000 at A4

Drawing No :

Drawn :

Checked :

Revisions :

**Parish:** Rusper

**Site Area:** 0.4 hectares

**Site Location:** The site lies in a countryside location to the east of the built-up area boundary of Rusper. It does not adjoin the current built-up area boundary, but the adjoining site to the west which has planning permission for residential development which will change the existing settlement form.

**Site Description:** The site consists of an area of grassland, possibly used for grazing, bounded by trees to the north, a fence to the east and part of the southern and western boundary. Part of the southern boundary is open to the field to the south and there are agricultural or equestrian buildings on the western edge of the site. The site is separated from East Street to the north by trees and hedges.

**Site Assessment Conclusion:**

Rusper is identified as a small village in the settlement hierarchy but is considered able to accommodate a limited amount of development. The village has a limited range of services

and facilities which are considered to be within easy walking distance of the site (<300m). These services and facilities include a primary school, public house, convenience store with Post Office, village hall, church and a bi-weekly mobile library service. Sports facilities include a tennis court, football pitch and games courts. The nearest larger settlements are Horsham and Crawley.

The site does not lie within or near a protected landscape. The land steadily inclines southwards. The Council’s Landscape Capacity Study (2020) found the site to have low-moderate landscape capacity. The site and surrounding land is not designated as important for nature conservation and no overriding ecological constraints have been identified. Should this site come forward for development it is envisage any application should be supported by environmental/ecological survey ascertain the presence of protected species. Where possible mature trees should be retained and support is given to improving biodiversity net gain on this site.

The site does not contain any designated heritage assets, however the northern part of the site is in relatively close proximity to the Rusper Conservation Area. Rusper lies in relatively close proximity to Gatwick Airport and sits under flight paths associated with the airport (the site lies within the 57 Leq noise contour).

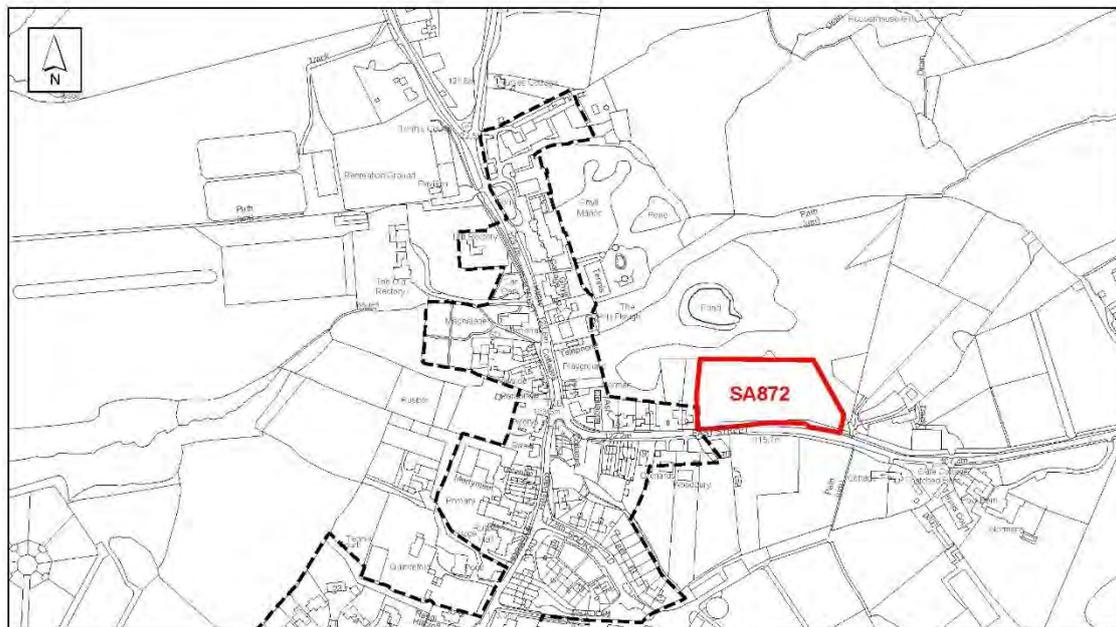
It is considered this site has potential for allocation, but any development on the site would need to retain and enhance landscaping biodiversity and have regard to the setting of the Conservation Area and mitigating noise impacts from Gatwick.

**Estimated Housing Numbers: 6**

**Site Name:** Land north of East Street, Rusper

**SA872**

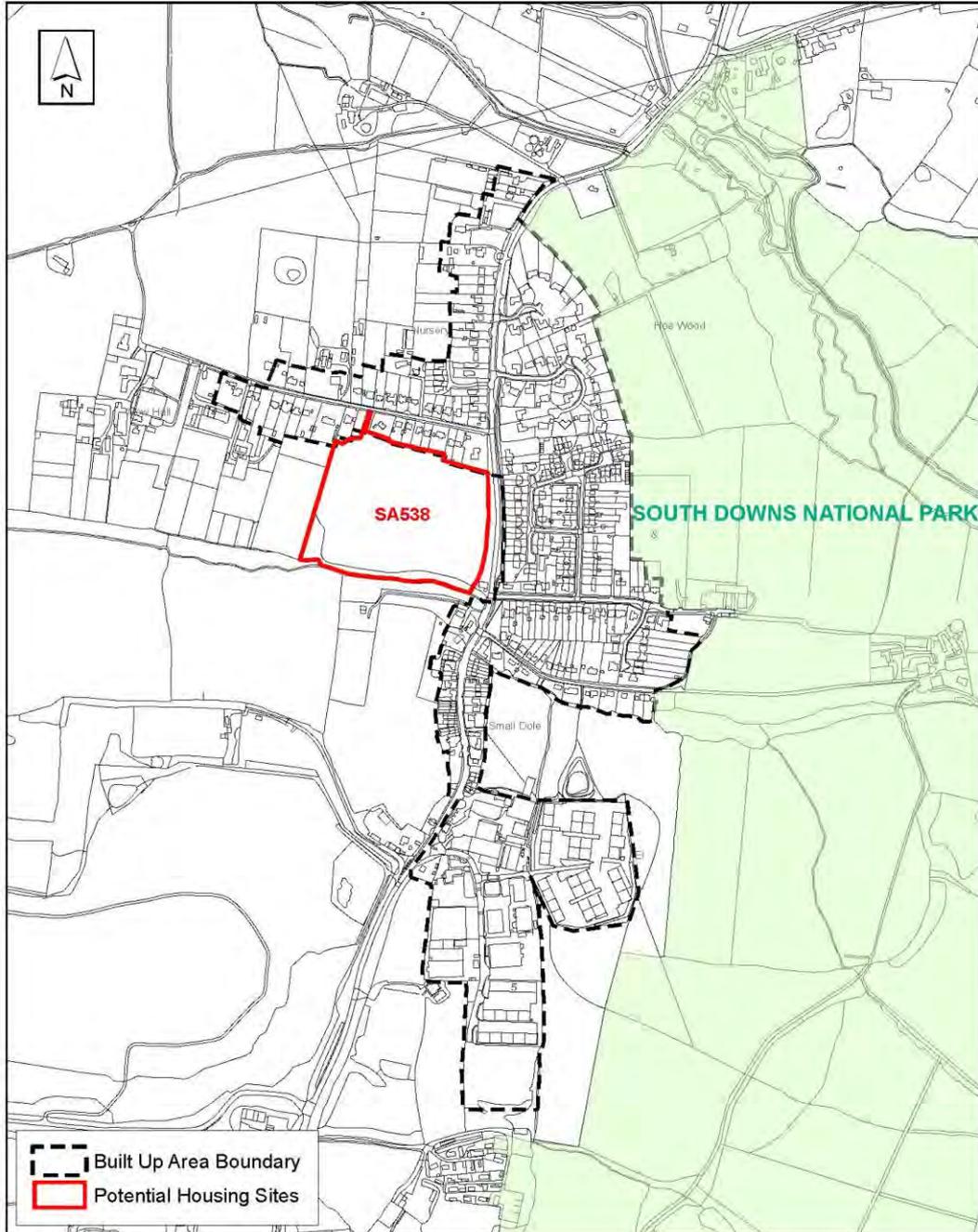
**Site Map:**



<p><b>Horsham District Council</b>                  Parkside, Chart Way, Horsham                  West Sussex RH12 1RL                  Barbara Childs - Director of Place</p>	<p>Local Plan Review 2021                  Rusper</p>		
	<p>Reference No :                  Drawing No :</p>	<p>Drawn :</p>	<p>Date : 01/07/2021                  Checked :</p>

<b>Parish:</b> Rusper
<b>Site Area:</b> 0.9Ha
<b>Site Location:</b> The site is located to the north of East Street and abuts the eastern edge of the village. The site is classified as a smaller village in the settlement hierarchy
<b>Site Description:</b> The site comprises of an enclosed parcel of land currently use for grazing livestock. The western boundary abuts existing residential development. The northern edge of the site abuts Ghyll Manor Field. A number of mature trees can be found on the southern boundary fronting onto East Street. The site is also relatively flat.
<p><b>Site Assessment Conclusion:</b></p> <p>Rusper is identified as a small village in the settlement hierarchy but is considered able to accommodate a limited amount of development. The village has a limited range of services and facilities which are considered to be within easy walking distance of the site (&lt;300m). These services and facilities include a primary school, public house, convenience store with Post Office, village hall, church and a bi-weekly mobile library service. Sports facilities include a tennis court, football pitch and games courts. The nearest larger settlements are Horsham and Crawley.</p> <p>The site does not lie within or near a protected landscape. The Council's Landscape Capacity Study (2020) found the site to have low-moderate landscape capacity, but development would need to ensure the existing landscape features are protected and enhanced. The site and surrounding land is not designated as important for nature conservation and no overriding ecological constraints have been identified. Should this site come forward for development it is envisage any application should be supported by environmental/ecological survey ascertain the presence of protected species. Where possible mature trees should be retained and support is given to improving biodiversity net gain on this site.</p> <p>The site does not contain any designated heritage assets, however the northern part of the site is in relatively close proximity to the Rusper Conservation Area. Rusper lies in relatively close proximity to Gatwick Airport and sits under flight paths associated with the airport (the site lies within the 57 Leq noise contour).</p> <p>It is considered this site has potential for allocation, but any development on the site would need to retain and enhance landscaping biodiversity and have regard to the setting of the Conservation Area and mitigating noise impacts from Gatwick.</p>
<b>Estimated Housing Numbers:</b> 20

# Small Dole

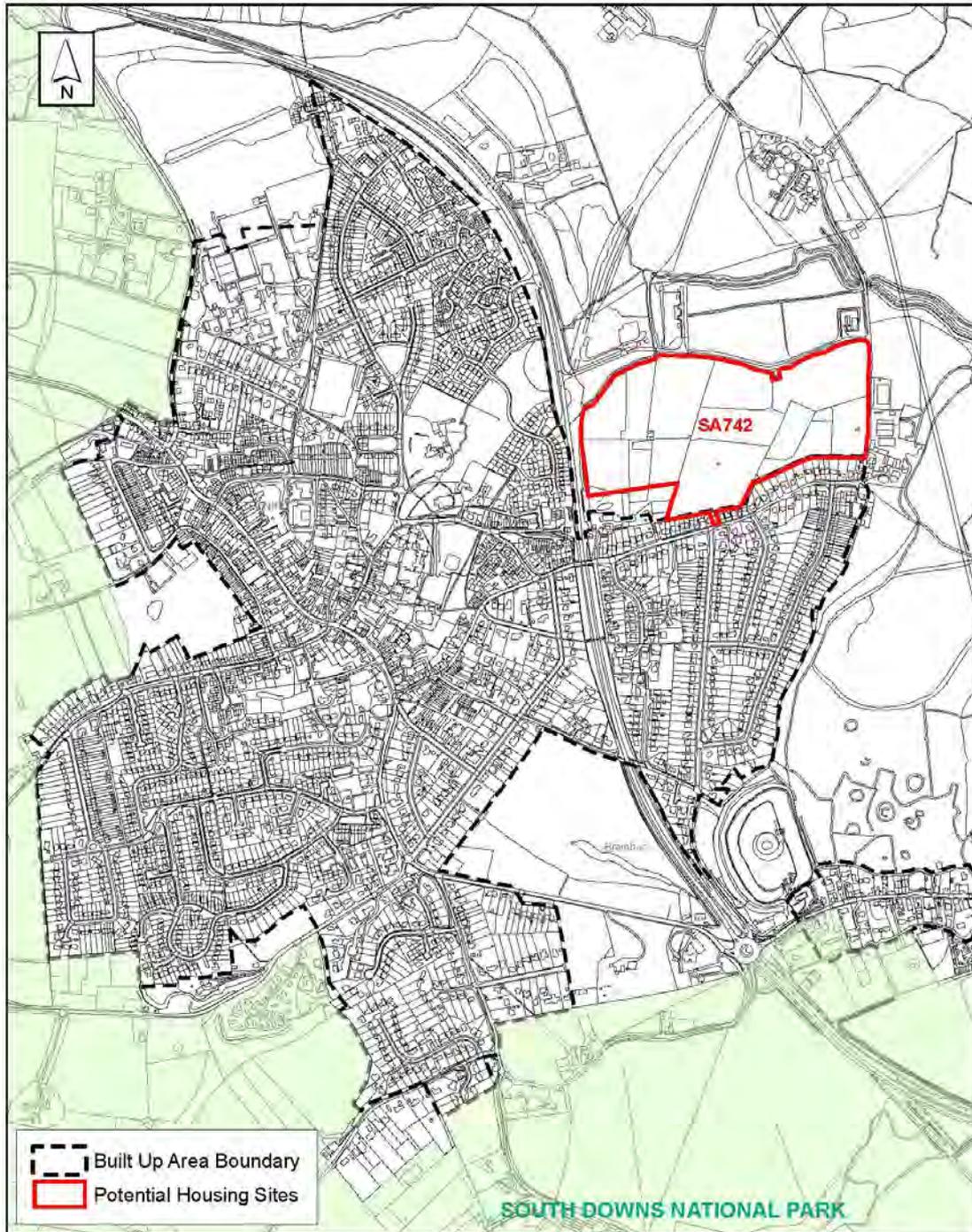


<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		Local Plan 2021 Small Site Allocations SMALL DOLE	
Reference No :		Date : 06/07/2021	
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Drawing No :		Revisions :	

<b>Site Name:</b> Land West of Shoreham Road, Small Dole		<b>SA538</b>	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs - Director of Place		<b>Local Plan Review 2021</b> <b>Small Dole</b>	
<small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2021). Ordnance Survey Licence: 100023865</small>		Reference No:	Date: 06/07/2021
		Drawing No:	Scale: 1:4,000 at A4
		Drawn:	Checked:
		Revisions:	
<b>Parish:</b> Upper Beeding			
<b>Site Area:</b> 5.5 hectares			
<b>Site Location:</b> The site is located on the western edge of Small Dole abutting the site settlement boundary (northern boundary). The site comprises of sloping greenfield site (arable).			
<b>Site Description:</b> The site is greenfield and used for arable purposes. The site topography slopes gently from north to south. There is a sub station located on the south eastern corner of the site. A mature tree belt can be found on the eastern and southern boundary.			
<b>Environmental Considerations</b>			<b>Neutral Impacts</b>
<b>Landscape:</b> The site is generally well contained in the landscape as it is bounded by mature trees and hedges, particularly to the south. The landscape is mostly rural in character but has been assessed as having moderate capacity for small scale housing development in the 2020 landscape capacity assessment. Any development on this site should seek to retain the mature tree belts and it is considered any development should be restricted to eastern end of the site with a significant proportion of the site (western end) given to open space and recreation use. Any proposal should also look to minimise any adverse impact on the setting of the national park.			
<b>Biodiversity:</b> The site has not been designated as important for nature conservation. The site would need to be subject to further investigation for ecological impacts should the site come forward for development with suitable measures for mitigation and biodiversity net gain put in place.			
<b>Archaeology/Heritage:</b> No known constraints.			
<b>Environmental Quality:</b> The site is greenfield with some mature woodland bordering the site. There are no other known constraints.			
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood zone 1). There is indication of some surface water flooding on the southern boundary which should be addressed.			
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.			

Social Considerations	Neutral Impacts
<b>Housing:</b> The site is being promoted for around 40 homes. Any proposal would be expected to policy compliant regarding affordable housing provision.	
<b>Education:</b> Small Dole has no school and would be reliant for provision in Upper Beeding and Steyning for Primary and Secondary education.	
<b>Health:</b> There are no local health facilities and residents would be reliant on services in neighbouring settlements.	
<b>Leisure/Recreation/Community Facilities:</b> Small Dole has some local amenities including, village hall and sports pitches and the development could provide recreation and open space.	
<b>Transport*:</b> Access could be attained directly onto the A2037 subject to any highway issues being mitigated. Small Dole has some bus services to higher level settlements.	
<b>Other Infrastructure:</b> No details have been provided in respect of future communication technology. A medium gas pipeline runs along the eastern boundary and this would need to be taken into account in proposed site layout.	
Economic Considerations	Neutral Impacts
<b>Economy:</b> The site is a greenfield site promoted for housing and as such it would not result in the loss of employment nor will it deliver employment. Small Dole does provides local employment opportunities through Mackleys Industrial Estate or Henfield Business Park located to the north of the village although some residents will likely travel by car to work in larger surrounding settlements like Worthing or Brighton.	
<b>Retail:</b> The site is promoted for housing and as such it would not result in the loss of retail, nor will it deliver retail. There is some convenience retail located within Small Dole and there is the local Post Office, but a greater range of shops would require travel to settlements placed higher in the settlement hierarchy.	
<b>Site Assessment Conclusion:</b> The site has potential for allocation subject to issues concerning landscape and surface water flooding being addressed in a satisfactory manner.	
<b>Estimated Housing Numbers:</b> 40	

# Steining



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**Local Plan 2021**  
**Small Site Allocations**  
**STEINING**

Reference No :	
Date: 30/06/2021	Scale : 1:10,000 at A4
Drawing No :	Revisions :

<b>Site Name:</b> Land at Glebe Farm		<b>SA742</b>	
<b>Site Map:</b>			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		<b>Steyning</b>	
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Drawing No :	Drawn :	Checked :	Scale : 1:4,000 at A4 Revisions :
<b>Parish:</b> Steyning			
<b>Site Area:</b> 13.5 hectares			
<b>Site Location:</b> The site is located immediately to the north and east of Steyning village. The site is bounded by existing residential development to the south along Kings Barn Lane and the Steyning By-Pass (A283) to the west. Kings Barn Lane also runs along the site's eastern boundary, beyond which is open countryside. The entire site is located outside of the Built-Up Area Boundary but abuts the settlement edge on its western and southern boundary. The site is bisected from the main body of Steyning by the A283.			
<b>Site Description:</b> The site comprises farmland which falls within the ownership of Glebe Farm. The site is currently used as a paddock for grazing and is undulating in nature. A public right of way (No. 2585) runs along the site's north western boundary providing a pedestrian connection to Steyning.			
<b>Site Assessment Conclusion:</b>			
<p>Steyning is classified as a small Towns and Larger Village. The settlement has a good range of services and facilities including a primary school, GP surgery, leisure centre and a range of shops in the village centre. The settlement is therefore considered to be able to accommodate reasonable levels of development. The site is considered to be within reasonable walking distance of many of these facilities. The village is served by a regular bus service to the coast and through Horsham District from Billingshurst and towards Burgess Hill. The nearest station is in Shoreham by Sea. The site could be accessed from the A283, and further secondary access from Kings Barn Lane.</p>			
<p>The site is located within assessed as having moderate capacity for medium-scale housing development. The site is relatively contained with the topography undulating across the site but would need to be designed to minimise the impact of the nearby South Downs National Park, with which the site has a close relationship.</p>			

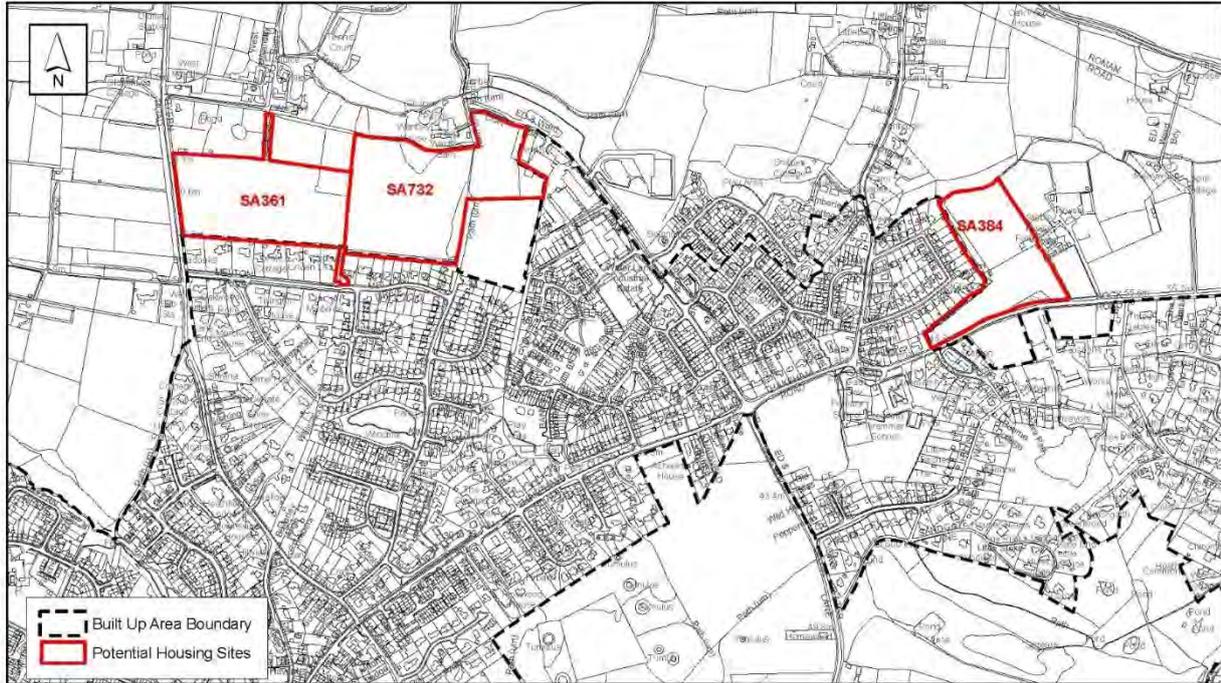
The site and surrounding land is not designated as important for nature conservation and there are not considered to be any overriding ecological constraints preventing the allocation of this site. Any development would need to ensure there are no impacts on the local wildlife site located to the east of the site and be designed to deliver biodiversity enhancements.

Northfield Cottage is a Grade II listed building located to the south east of the site. Due consideration of the setting of this heritage asset would be required should the site be allocated to minimise the impact on the heritage asset/listed building.

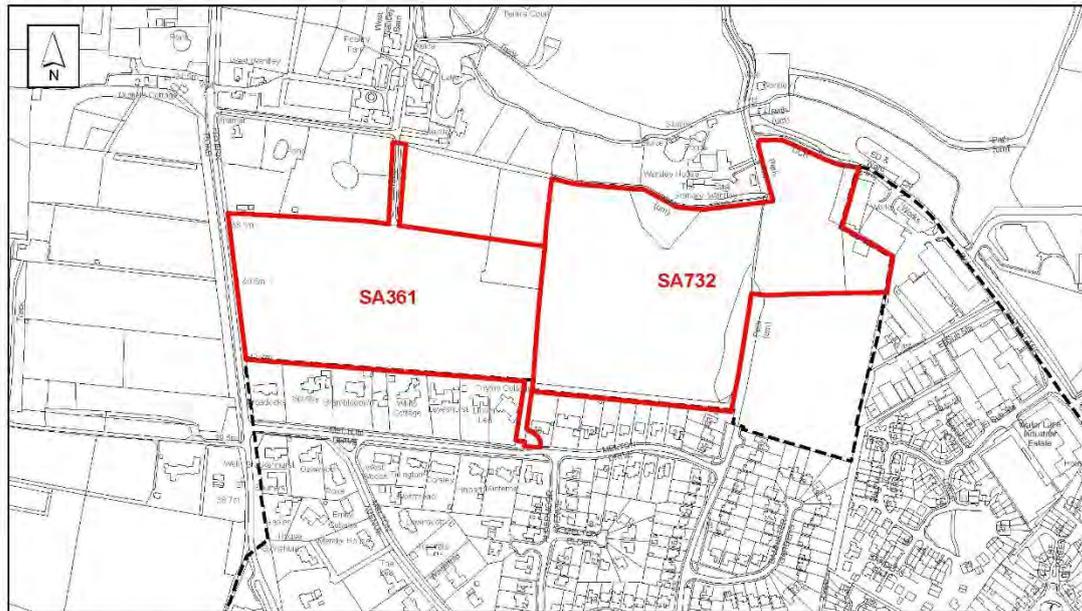
The site is considered to have potential for allocation if opportunities to address issues concerning improving environment quality, provide safe vehicular access, support biodiversity net gain and improve pedestrian and cycle connectivity back into the village centre are taken up. Any scheme should also be a landscape-led proposal with green infrastructure provision as a key component of any proposal. Views across to the South Downs should also be integral to any consideration of site layouts appropriate to this location.

**Estimated Housing Numbers: 240**

# Storrington



<p><b>Horsham District Council</b>                  Parkside, Chart Way, Horsham                  West Sussex RH12 1RL                  Barbara Childs : Director of Place</p> <p>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2021).                  Ordnance Survey Licence: 100023665</p>	<p>Local Plan 2021                  Small Site Allocations  <b>STORRINGTON &amp; SULLINGTON</b></p>		
	Reference No :	Date : 30/06/2021	Scale : 1:8,000 at A4
Drawing No :	Drawn :	Checked :	Revisions :

**Site Name:** Land North of Melton Drive**SA361/SA732****Site Map:****Horsham District Council**

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West Sussex RH12 1RL  
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**Storrington**

Reference No :

Date : 16/12/2020

Scale : 1:4,000 at A4

Drawing No :

Drawn :

Checked :

Revisions :

**Parish:** Storrington and Sullington**Site Area:** 10.7 hectares

**Site Location:** The site comprises of agricultural fields that once formed part of a poultry farm and is located on the northern built up edge of Storrington. The main part of the site is generally level and the northern parts are crossed by electricity cables in a north-east to west direction. The centre of Storrington is located about 1KM to the south where there is a good range of local shops and community/leisure facilities. The settlement of West Chiltington Common is to the north of the northern boundary of the appraisal site. The northern boundary of the South Downs National Park is located approximately 1-2KM to the south of the promotion site.

**Site Description:** The site comprises of two separate parcels of land (SA361 and SA732) and lies within the countryside adjoining the northern Built-up Area Boundary of Storrington & Sullington. The northern and eastern boundaries are mainly defined by a mix of trees and hedgerows. The southern boundary predominately backs onto the rear gardens of the residential properties in Melton Drive. This boundary is partly defined by a mix of trees, hedgerows and fences. Fryern Road runs along the full extent of the western boundary which is marked by a chain link fence. To the north of the site there are several sporadically located residential properties and agricultural buildings interspersed with small paddocks, gardens, ponds and woodland. A grade II\* listed building (West Wantley House) is located about 100m to the north of the site and East Wantley Farm (containing a former farmhouse which is Grade II listed) is located about 250m to the north-east. To the east the site abuts Land to the north of Downsview Avenue which was allocated for about 60 dwellings (and is the subject of resolution to grant outline planning permission for up to 62 dwellings under DC/19/2015) in the 'made' Storrington, Sullington and Washington Neighbourhood Plan.

**Site Assessment Conclusion:**

Storrington is classified as a small Towns and Larger Village. The settlement has a good range of services and facilities including a primary school, GP surgery, leisure centre and a

range of shops in the village centre. The settlement is therefore considered to be able to accommodate reasonable levels of development. The site is considered to be within reasonable walking distance of many of these facilities although enhanced pedestrian and cycling facilities would be required as part of any allocation. Vehicular access could be delivered off Fryern Lane. A local bus stop is located approximately 0.5 miles away. The village is well connected to the strategic road network, and there is a reasonable bus service. The site has reasonable connections to A283/A24 putting local residents from Storrington relatively close to large population centres at Horsham Town, Brighton, Shoreham and Worthing.

The HDC landscape capacity assessment indicates a low capacity for change in the wider area. In addition, the 'made' Storrington, Sullington & Washington Neighbourhood Plan includes a Green Gap Policy between Storrington and West Chiltington (Policy 9: Green Gap) to retain a viable gap between settlements. There is no intervisibility between the two settlements with undulating topography and intervening woodland preventing direct sight lines between the two villages. The 'made' neighbourhood plan allocation 'Land North of Downsview' to the immediate east of SA732 within the gap has presented an opportunity to consolidate the northern edge of the village with a sympathetic landscape-led proposal with provision of open space should be pursued on the northern half of both sites which would provide a long-term defensible edge to the village and present a natural buffer to local heritage assets.

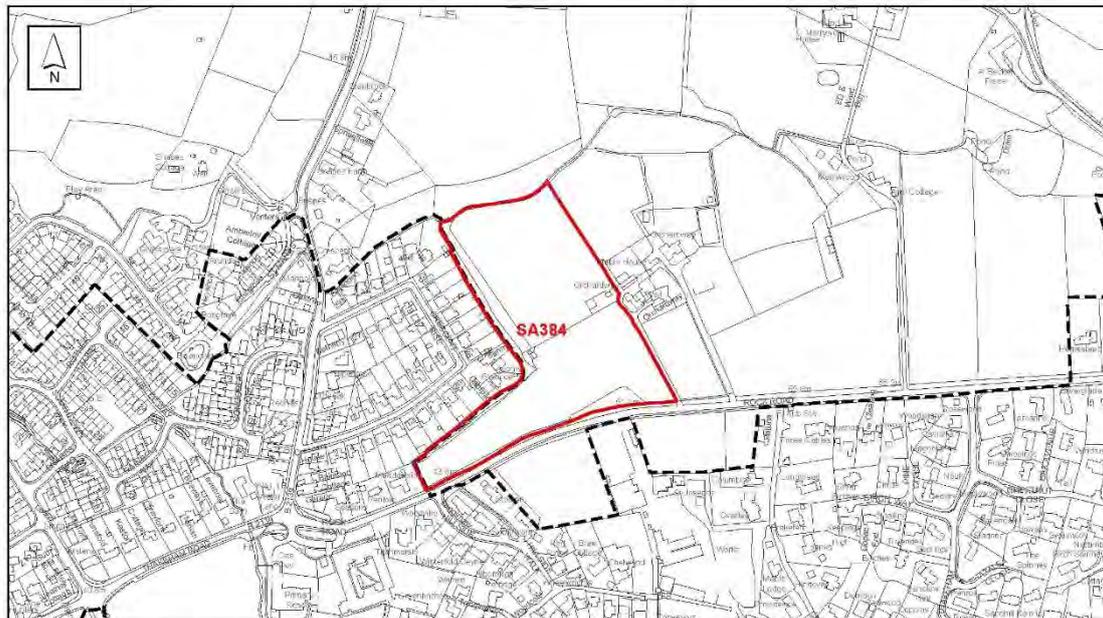
The site is not designated as important for nature conservation however; the site does lie within a Bat Sustenance Zone. There will be a requirement to maintain feeding habitats for bats. Further detailed ecological assessment work would be necessary should the site be allocated, in order to ensure that suitable mitigation and biodiversity net gain can be achieved. There should be consideration of potential impacts of surface water discharges on the nearby Hurston Warren SSSI.

The site does not contain any designated heritage assets within its curtilage but the Grade II Listed Building (East Wantley House) and Grade II\* West Wantley House are located to north of the site. Although separated by a row of trees, the impact of development on the setting of this building would require appropriate mitigation to preserve the setting of the listed buildings. This is considered to limit the total level of development which can come forward in this location.

Storrington village centre is designated as an AQMA. Any development would need to take account of this designation and actively ensure development does not impact on the poor air quality in this area and be designed to be in accordance with the Council's Air Quality Management Guidance.

Land north of Melton Lane is considered to have potential for allocation subject to landscape-led comprehensive scheme focused on the southern section of the site. Development would need to be landscape led and adequately address landscape biodiversity, archaeology/heritage, air and environmental quality.

**Estimated Housing Numbers:** 70 dwellings

**Site Name:** Land at Rock Road, Storrington**SA384****Site Map:****Horsham District Council**

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**Local Plan Review 2021**  
**Storrington**

Reference No :	Date : 29/06/2021	Scale : 1:4,000 at A4
Drawing No :	Drawn :	Checked :
		Revisions :

**Parish:** Thakeham**Site Area:** 3.25 hectares

**Site Location:** Although in Thakeham Parish, the site is adjacent to the built-up area boundary of Storrington and Sullington located north of Rock Road.

**Site Description:** The site comprises of two agricultural fields, with a barn located in the centre of the site on the eastern boundary. The northern field is relatively flat with the southern field having a gentle slope which runs in a south west direction. To the west and south lies the small town / village of Storrington and Sullington. Land to the north is agricultural fields. The north, west and southern boundaries are screened by a well-established hedgerow which incorporates mature trees. The eastern boundary is defined by an existing farm lane and an established hedgerow. Rock Road runs along the southern boundary. Three dwellings lie directly to the east.

**Site Assessment Conclusion:**

Storrington is classified as a small Towns and Larger Village. The settlement has a good range of services and facilities including a primary school, GP surgery, leisure centre and a range of shops in the village centre. The settlement is therefore considered to be able to accommodate reasonable levels of development. The site is considered to be within reasonable walking distance of many of these facilities, with years 7 and 8 of Steyning Grammar school 300m from the site. The village is well connected to the strategic road network, and there is a reasonable bus service. The site has reasonable connections to A283/A24 putting local residents from Storrington relatively close to large population centres at Horsham Town, Brighton, Shoreham and Worthing.

The site is not subject to any landscape designation and is well screened from the surrounding landscape by trees and hedgerows. Any development in this location would need to ensure landscape impacts are mitigated.

The site and surrounding land is not designated as important for nature conservation. The site does lie within a Bat Sustenance Zone requiring the retention and maintenance of feeding habitats for bats. A Tree Preservation Order, covering a number of trees, is located within an adjoining property of the south west corner of the site and would require a Root Protection Area. If progressed as a development site appropriate ecological assessments will be needed and suitable protection and mitigation and biodiversity enhancement will be required.

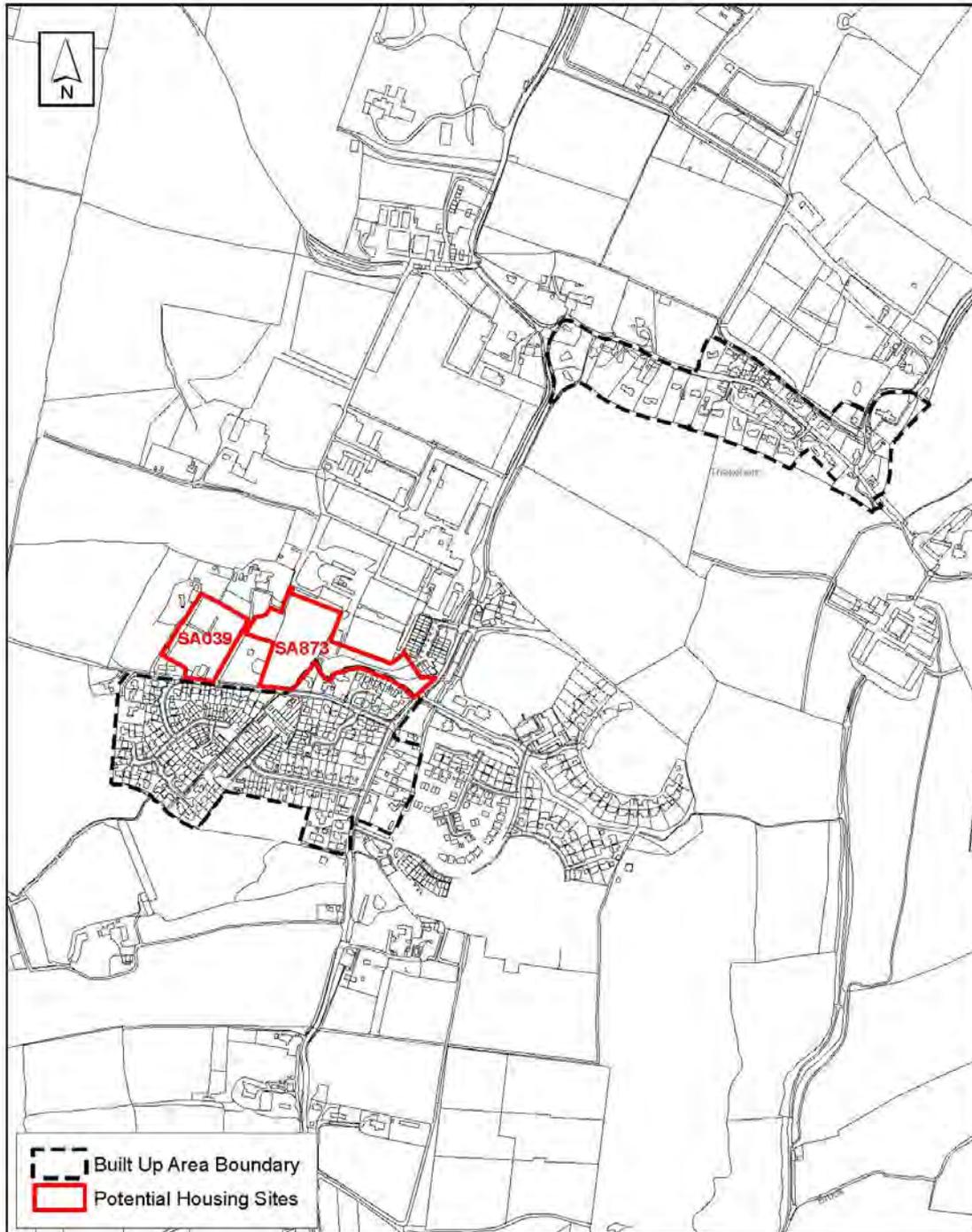
An Archaeological Notification Area is located south of the site and a Grade II Listed Building (Penfolds) is located to the south west. The setting of the Listed Building will need to be respected, and any site layout will need to take account of its setting.

Storrington village centre is designated as an AQMA. Any development would need to take account of this designation and actively ensure development does not impact on the poor air quality in this area and be designed to be in accordance with the Council's Air Quality Management Guidance.

It is considered the site has potential for allocation subject to any impacts on biodiversity, heritage, Archaeology and the Storrington Air Quality Management Area being mitigated.

**Estimated Housing Numbers: 75**

# Thakeham

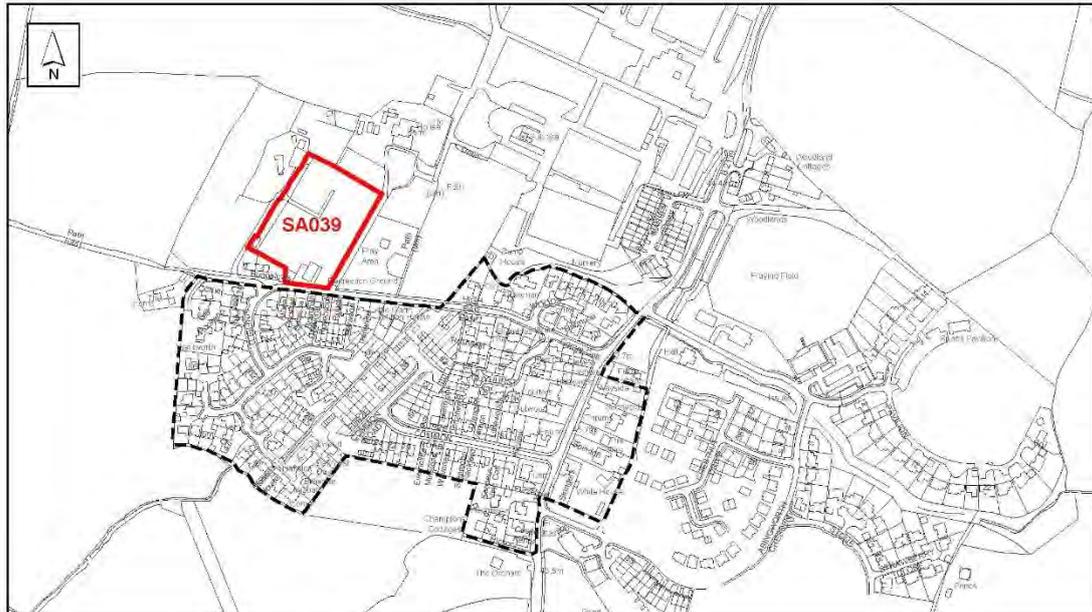


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**Local Plan 2021**  
**Small Site Allocations**  
**THAKEHAM**

Reference No :	
Date: 30/06/2021	Scale : 1:8,000 at A4
Drawing No :	Revisions :

**Site Name: Land North High Bar Lane****SA039****Site Map:****Horsham District Council**

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**Local Plan Review 2021  
Thakeham**

Reference No:	Date: 01/07/2021	Scale: 1:4,000 at A4
Drawing No:	Drawn:	Checked:
		Revisions:

**Parish:** Thakeham**Site Area:** 0.93 hectares**Site Location:** The site lies within the countryside adjoining the northern built up area boundary of Thakeham, north of High Bar Lane.**Site Description:** The site consists of scrubby grassland with a vacant building located in the southern section. An overhead cable runs in a north-south direction across the site. A recreation ground is located to the east, medium-low density residential to the south and single detached dwellings to the north and west.**Site Assessment Conclusion:**

Thakeham village has recently expanded following the growth at the former Abingworth nursery site. This has delivered an expanded range of services and facilities leading to a proposed classification of the settlement as medium village the Council's settlement hierarchy. It has a moderate level of service and facilities including a primary school, public house and convenience store. There are a range of sports pitches including a Cricket Pavilion. The village has a good variety of clubs and societies for all interests and ages. It is assessed as being able to accommodate some growth relative to its status in the hierarchy.

The site does not lie within or near a protected landscape. It is relatively flat with a gentle slope running south to north. The site is well screened to the north and east by established tree lines. There are defined hedgerows along the western boundary which should be retained if the site is allocated.

The site is not designated as important for nature conservation, however, the site does lie within a Bat Sustenance Zone and habitats to maintain feeding habitats for bats would need to be retained. However, it is not considered that there are overriding constraints to

development in this location. The site does not contain or lie within the immediate setting of any designated heritage assets.

Development in this location will lead to some additional journeys to Storrington which has a wider range of services and facilities than Thakeham. The impact of any additional traffic on the Air Quality Management Area in Storrington to the south would need to be a consideration if development were to come forward in this location. Development would need to be designed to be in accordance with the Council's Air Quality Management Guidance.

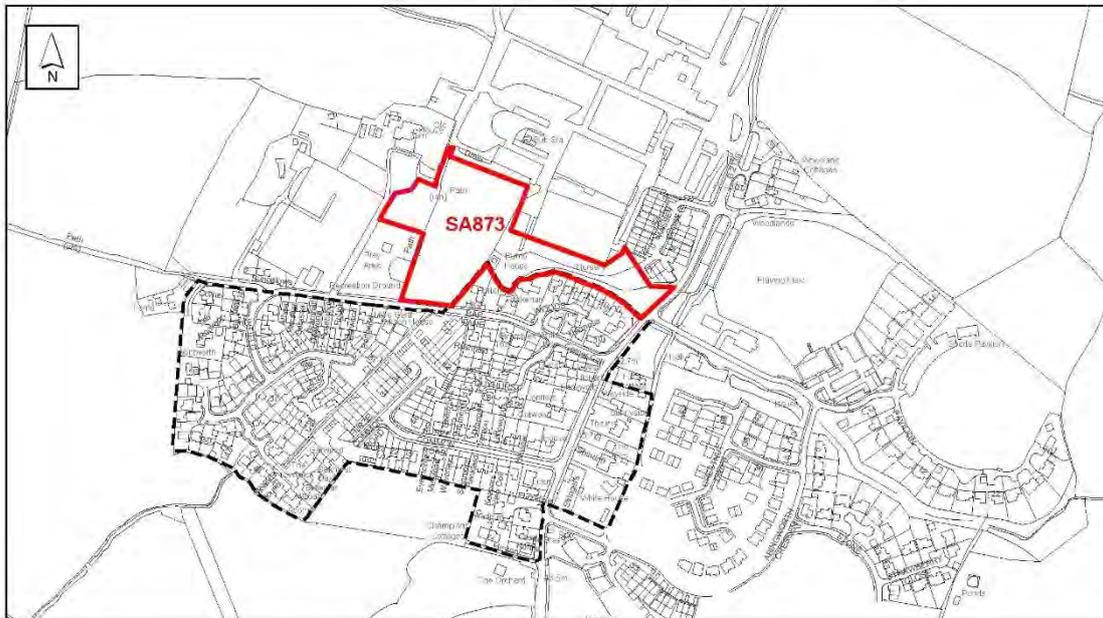
It is considered the site has potential for allocation. Development should seek to retain the existing hedgerows onsite and would need to ensure there are not adverse impacts on Storrington AQMA.

**Estimated Housing Numbers: 25**

**Site Name: Land West of Stream House**

**SA873**

**Site Map:**



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**Local Plan Review 2021**  
**Thakeham**

Reference No :	Date : 01/07/2021	Scale : 1:4,000 at A4
Drawing No :	Drawn :	Checked :
		Revisions :

**Parish: Thakeham**

**Site Area: 1.9 hectares**

**Site Location:** The site is located adjacent to the built up area boundary to the south and south east. To the north and east lies a complex related to the cultivation of mushrooms.

**Site Description:** The site is an irregular shape and is surrounded by both residential and commercial development. The site is greenfield and lies off High Bar Lane. The land rises to the north and is bounded by mature tree cover to its south, west and north, which screens it from wider views.

**Site Assessment Conclusion:**

Thakeham village has recently expanded following the growth at the former Abingworth nursery site. This has delivered an expanded range of services and facilities leading to a proposed classification of the settlement as medium village the Council's settlement hierarchy. It has a moderate level of service and facilities including a primary school, public house and convenience store. There are a range of sports pitches including a Cricket Pavilion. The village has a good variety of clubs and societies for all interests and ages. It is assessed as being able to accommodate some growth relative to its status in the hierarchy.

The site does not lie within a protected landscape. Tree coverage on the site's boundary and the presence of development around the site (north, south and west) would limit views into and out of the site from a wider area.

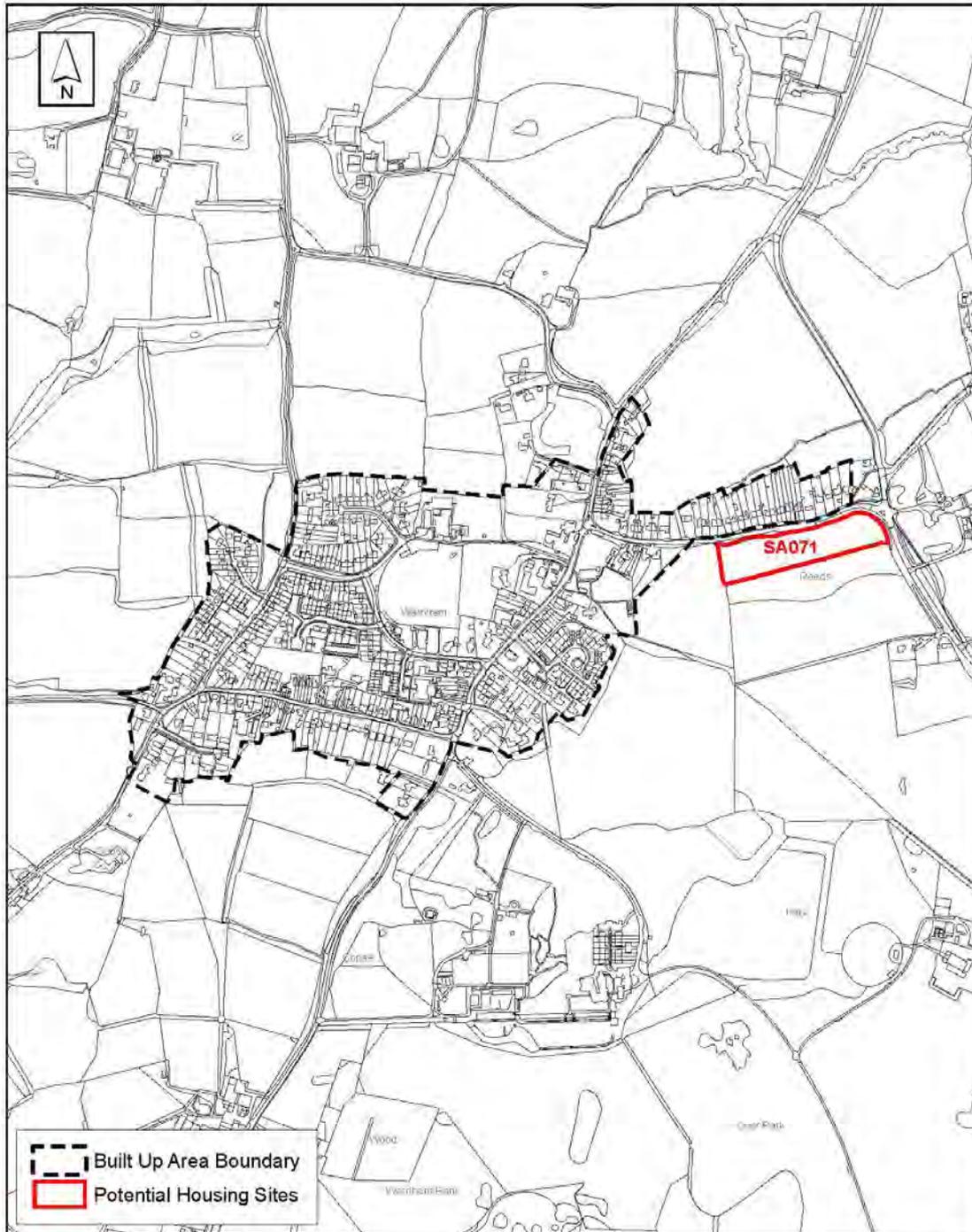
The site is not designated as important for nature conservation, however, the site does lie within a Bat Sustenance Zone and habitats to maintain feeding habitats for bats would need to be retained. However it is not considered that there are overriding constraints to development in this location. The site does not contain or lie within the immediate setting of any designated heritage assets.

Development in this location will lead to some additional journeys to Storrington which has a wider range of services and facilities than Thakeham. The impact of any additional traffic on the Air Quality Management Area in Storrington to the south would need to be a consideration if development were to come forward in this location. Development would need to be designed to be in accordance with the Council's Air Quality Management Guidance.

It is considered the site has potential for allocation. Development should seek to retain the existing screening onsite and would need to ensure there are not adverse impacts on Storrington AQMA.

**Estimated Housing Numbers: 40**

# Warnham

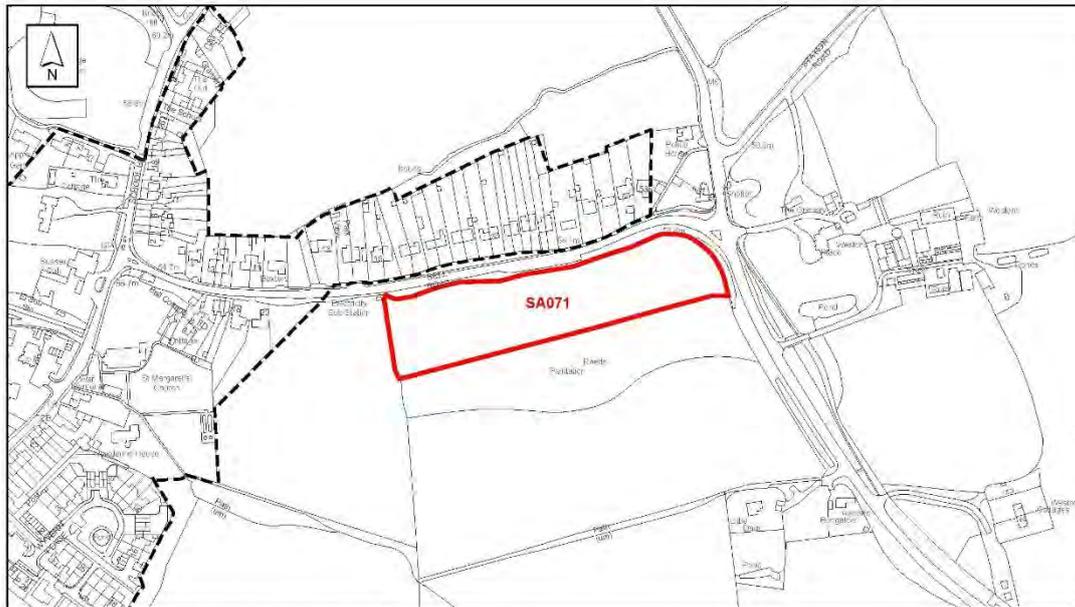


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**Local Plan 2021  
 Small Site Allocations  
 WARNHAM**

Reference No :	
Date: 30/06/2021	Scale : 1:8,000 at A4
Drawing No :	Revisions :

**Site Name:** Land South of Bell Road**SA071****Site Map:****Horsham District Council**

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**Local Plan Review 2021  
Warnham**

Reference No :

Date : 01/07/2021

Scale : 1:3,000 at A4

Drawing No :

Drawn :

Checked :

Revisions :

**Parish:** Warnham**Site Area:** 1.4 hectares

**Site Location:** The site lies to the south of Bell Road which is to the east of Warnham. The site is outside of the built form of Warnham but adjoins the built up area boundary (BUAB), via Bell Road.

**Site Description:** The site comprises grazing land. It is bounded by mature vegetation along all its boundaries with the area immediately south forming Reeds Plantation. The site itself is relatively unconstrained although the Warnham Conservation Area lies to the west and the Grade II listed Westons Place and a listed timber outbuilding lie approximately 80m to the east.

**Site Assessment Conclusion:**

Warnham is classified as a medium village the Council's settlement hierarchy. It has a moderate level of service and facilities including a primary school, public house and convenience store. The village has a good variety of clubs and societies for all interests and ages. It is assessed as being able to accommodate some growth relative to its status in the hierarchy.

The site is currently accessible via Bell Road which forms the northern site boundary. Suitable access to the site could be provided from this road, although it would involve the removal of vegetation to facilitate its provision. Bell Road is sited off the A24 which lies to the east of the site and forms part of the District's major road network. The provision of appropriate footways and cycle routes would be considered an important part of any development proposals, if the site were to come forward. The impact of noise from the A24 should be considered as part of any development proposals.

The site is not designated as being of landscape importance. The site is relatively contained within the landscape, bounded by an area of mature woodland to the south. It is relatively

well related to the row of development on Bell Road to the north. The Council's Landscape Capacity Study (2020) found the wider landscape area to have no / low capacity for residential development. Should the site be allocated, a sensitively designed landscape led proposal would be required being limited to the northern most strip of the site to reflect the development form to the north of Bell Road.

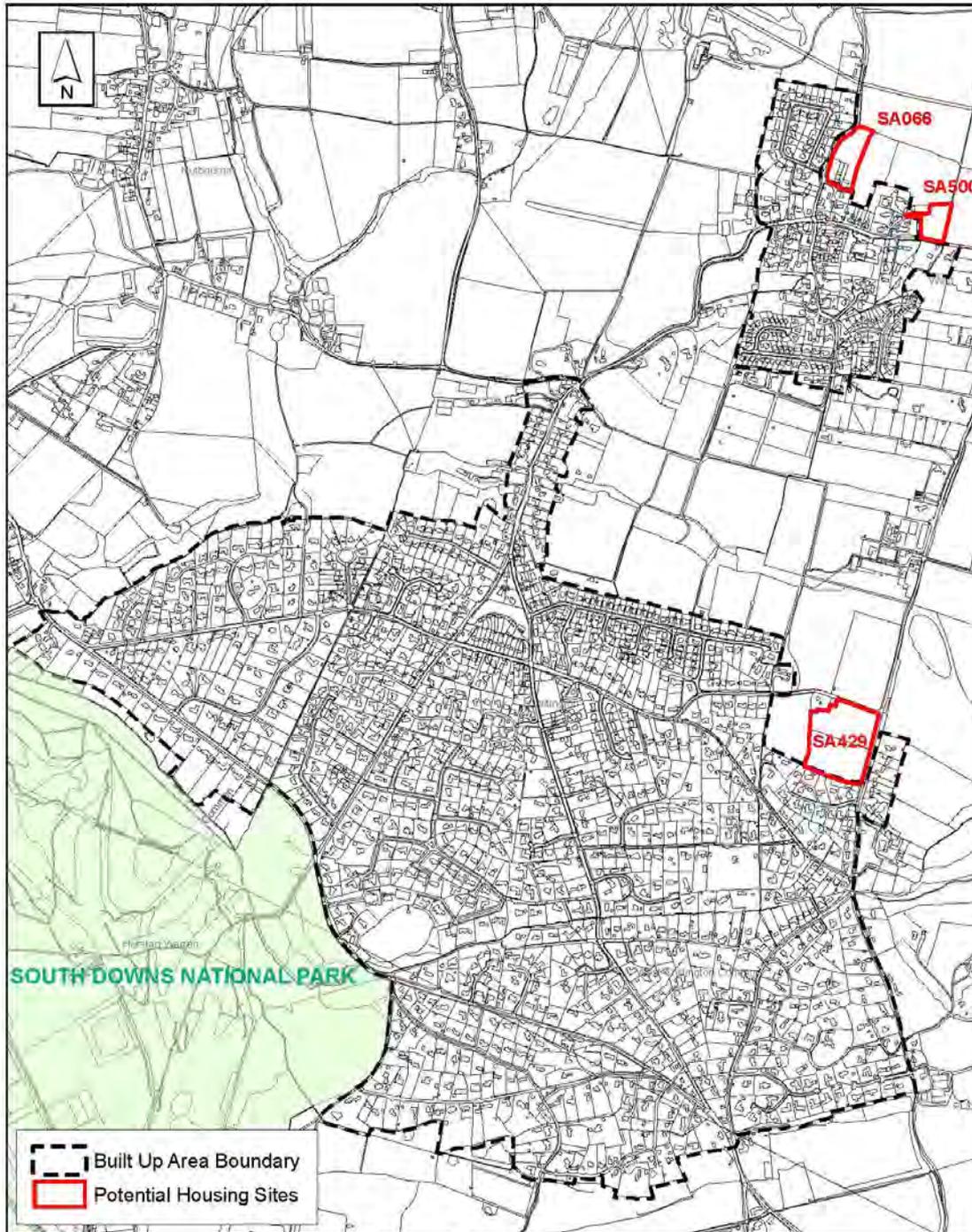
The site and surrounding land is not designated as important for nature conservation and no overriding ecological constraints have been identified. If allocated, appropriate ecological assessments will be needed and suitable protection, mitigation and biodiversity enhancement provided.

Warnham Conservation Area lies to the west of the site in which a number of Grade II listed buildings are sited. The Grade II listed Westons Place and The Granary also lie to the east of the site. If this site were to be developed, due regard to the setting of these designations and suitable mitigation would be required.

The site is considered to have potential for allocation subject to landscape, heritage and noise issues being suitably mitigated.

**Estimated Housing Numbers: 20**

# West Chiltington and West Chiltington Common

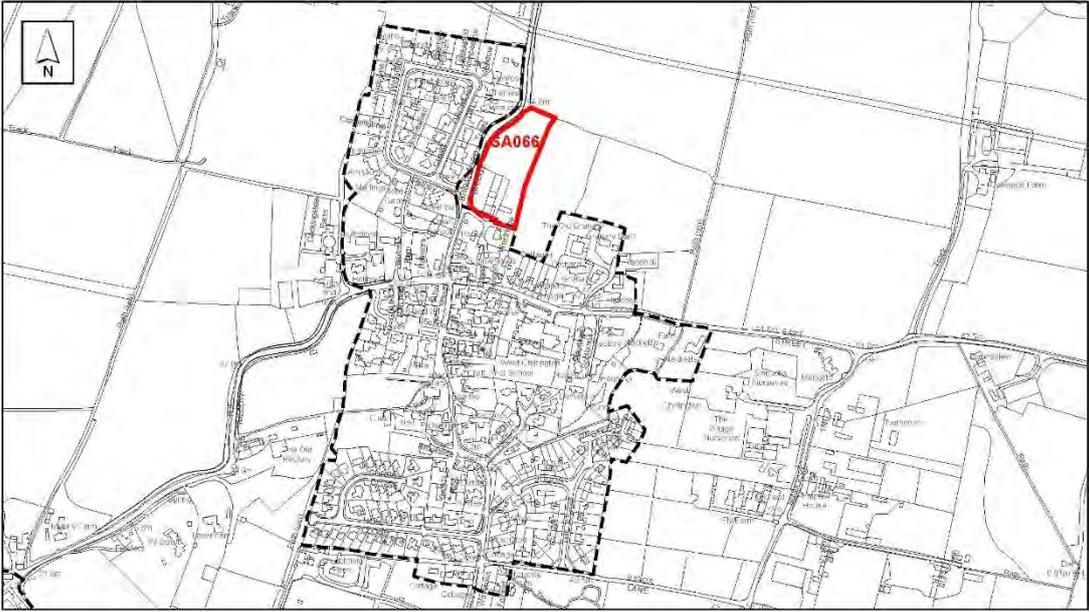


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**Local Plan 2021  
 Small Site Allocations  
 WEST CHILTINGTON**

Reference No :	
Date: 30/06/2021	Scale : 1:12,000 at A4
Drawing No :	Revisions :

<b>Site Name: Land at Hatches Estate, West Chiltington</b>		<b>SA066</b>	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs - Director of Place		<b>Local Plan Review 2021</b> <b>West Chiltington</b>	
<small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2021). Ordnance Survey Licence: 100023865</small>		Reference No:	Date: 01/07/2021
		Drawing No:	Scale: 1:5,000 at A4
		Drawn:	Checked:
		Revisions:	
<b>Parish:</b> West Chiltington			
<b>Site Area:</b> 0.89 hectares			
<b>Site Location:</b> The site lies adjacent to the north eastern built-up area boundary of West Chiltington.			
<b>Site Description:</b> The site is relatively rural in character and consists of agricultural grazing land with a number of existing farm buildings. Low density residential development lies to the south and west with agricultural fields to the north and east. There are five large oak trees along the eastern boundary, all of which are subject to a Tree Preservation Order. An established hedgerow with mature trees runs along the western boundary.			
<b>Site Assessment Conclusion:</b>			
<p>West Chiltington &amp; West Chiltington Common is classified as a 'medium village' in the settlement hierarchy, having a moderate level of service and facilities including a primary school, public house and convenience store. There are a range of sports pitches including a sports pavilion. The village has a good variety of clubs and societies for all interests and ages. It is assessed as being able to accommodate some growth relative to its status in the hierarchy.</p> <p>The site is not designated as being of landscape importance. The Council's Landscape Capacity Study (2020) found the area to have moderate-high capacity for small scale housing. However suitable consideration in the design of development on trees protected by Tree Preservation Orders would be required. The potential effect of additional traffic on the character of the adjoining narrow rural lane would need further careful consideration.</p> <p>The site and surrounding land is not designated as important for nature conservation, however, it does lie within a Bat Sustenance Zone and habitats to maintain feeding habitats for bats would need to be retained. A Preliminary Ecological Appraisal has been undertaken which has not identified any overriding ecological constraints.</p>			

The site does not contain or lie within the immediate setting of any designated heritage assets. West Chiltington Conservation Area, including a number of Listed Buildings lie a short distance to the south west. The impact of any development on the site would need to take account of the impacts on these buildings.

The impact of any additional traffic on the Air Quality Management Area in Storrington would need to be considered if development were to come forward in this location. Development would need to be in accordance with the Council's Air Quality Management Guidance.

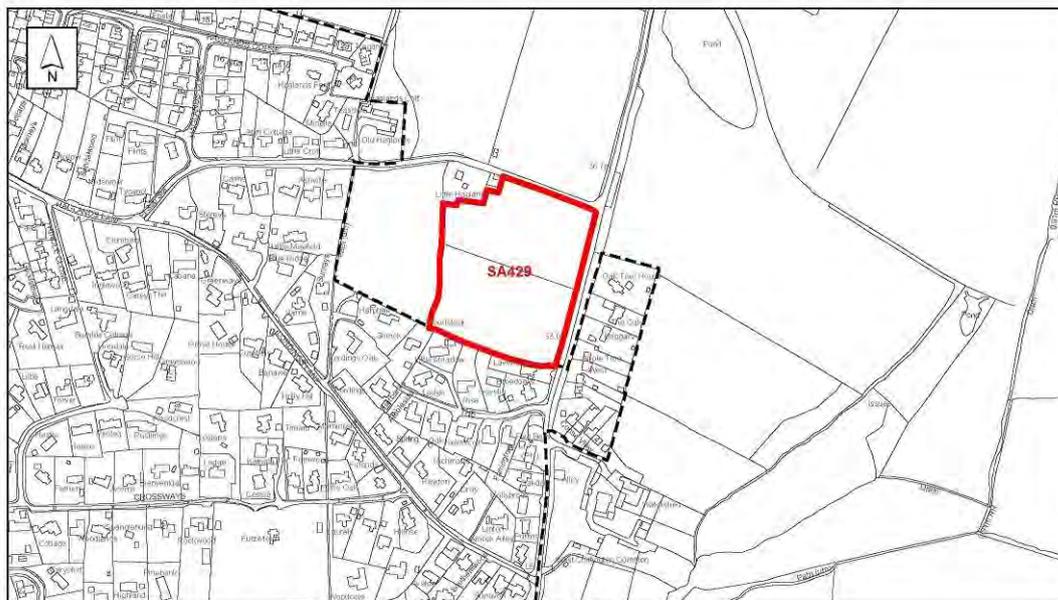
The site has potential for allocation subject to suitable consideration in the design of development on trees protected by Tree Preservation Orders and mitigates impacts on the historic environment and air quality in Storrington.

**Estimated Housing Numbers: 15**

**Site Name:** Land West of Smock Alley, South of Little Haglands

**SA429**

**Site Map:**



<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs - Director of Place		West Chiltington	
Reference No: Drawing No:	Date: 09/01/2020 Drawn:	Scale: 1: 4,000 at A4 Checked:	Revisions:

**Parish:** West Chiltington

**Site Area:** 1.3 hectares

**Site Location:** The site lies within the countryside and adjoins the built up area boundary of West Chiltington Common to the west, south and east.

**Site Description:** The site is relatively rural in character and consists of scrubby grassland and bushes. Low density residential lies to the south and east, woodland to the west and agricultural land to the north. A detached dwelling adjoins the north west corner of the site. An established hedgerow with mature trees surrounds the site and runs along the centre in an east west direction.

**Site Assessment Conclusion:**

West Chiltington & West Chiltington Common is classified as a 'medium village' in the settlement hierarchy, having a moderate level of service and facilities including a primary school, public house and convenience store. There are a range of sports pitches including a sports pavilion. The village has a good variety of clubs and societies for all interests and ages. It is assessed as being able to accommodate some growth relative to its status in the hierarchy.

The site is relatively well contained in the landscape and adjoins existing built development to the south and east. It is therefore relatively well related to the existing settlement form. The Council's Landscape Capacity Study (2020) found the area to have no-low capacity for development and therefore, development would be required to be sensitively designed should development come forward on the site and be limited in the number of homes that is delivered.

The site is not designated as important for nature conservation, however, it does lie within a Bat Sustenance Zone and habitats to maintain feeding habitats for bats would need to be retained. The western boundary of the site adjoins a wooded area known as Haglands Copse, which is protected by a Tree Preservation Order. Ecology Reports have already been undertaken in support of previous planning application (DC/15/1389) and no overriding ecological constraints have been identified.

The site does not contain or lie within the immediate setting of any designated heritage assets.

The impact of any additional traffic on the Air Quality Management Area in Storrington would need to be considered if development were to come forward in this location. Development would need to be in accordance with the Council's Air Quality Management Guidance.

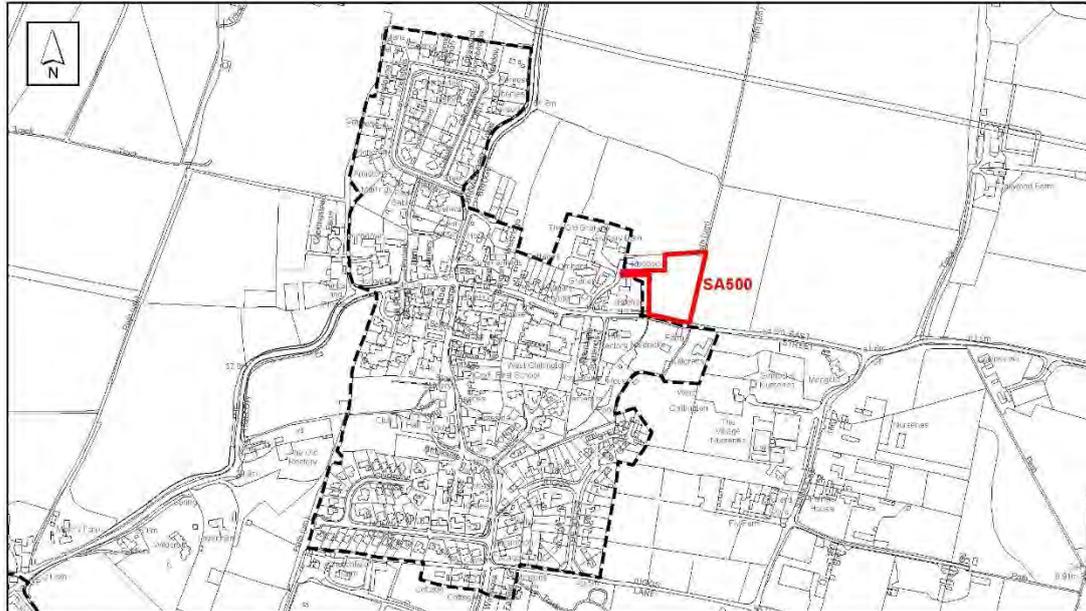
The site has potential for allocation subject to suitable consideration of the design of development on trees protected by Tree Preservation Orders, the local landscape with a limited total number of homes on the site and mitigates impacts and air quality in Storrington.

**Estimated Housing Numbers: 15**

**Site Name:** Land to the East of Hatches House, East Street,  
West Chiltington

**SA500**

**Site Map:**



**Horsham District Council**

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**Local Plan Review 2021  
West Chiltington**

Reference No :

Date : 01/07/2021

Scale : 1:5,000 at A4

Drawing No :

Drawn :

Checked :

Revisions :

**Parish:** West Chiltington

**Site Area:** 0.5 hectares

**Site Location:** The site is located to the east of West Chiltington village, north of East Street.

**Site Description:** The site is an open field bounded by hedgerows to the north, south and east with those to the north and south incorporating a number of trees. To the south and west lies West Chiltington Village. Agricultural land is located to the east north with a dwelling adjoining the north west boundary of the site.

**Site Assessment Conclusion:**

West Chiltington & West Chiltington Common is classified as a 'medium village' in the settlement hierarchy, having a moderate level of service and facilities including a primary school, public house and convenience store. There are a range of sports pitches including a sports pavilion. The village has a good variety of clubs and societies for all interests and ages. It is assessed as being able to accommodate some growth relative to its status in the hierarchy.

The site is not designated as being of landscape importance. The site comprises of one field which is relatively flat. It is well screened by defined hedgerows which incorporate a number of trees. The Council's Landscape Capacity Study (2020) found the area to have moderate-high capacity for small scale housing development.

The site and surrounding land is not designated as important for nature conservation. The site does lie within a Bat Sustenance Zone requiring the retention and maintenance of feeding habitats for bats. However no overriding ecological constraints have been identified. Two Grade II Listed Buildings lie to the south. Any development would need to ensure the

setting of these properties is not adversely affected and suitable mitigation measures provided.

The impact of any additional traffic on the Air Quality Management Area in Storrington would need to be considered if development were to come forward in this location. Development would need to be in accordance with the Council's Air Quality Management Guidance.

The site has potential for allocation subject to suitable consideration in the design of development biodiversity and mitigates impacts on the historic environment and air quality in Storrington.

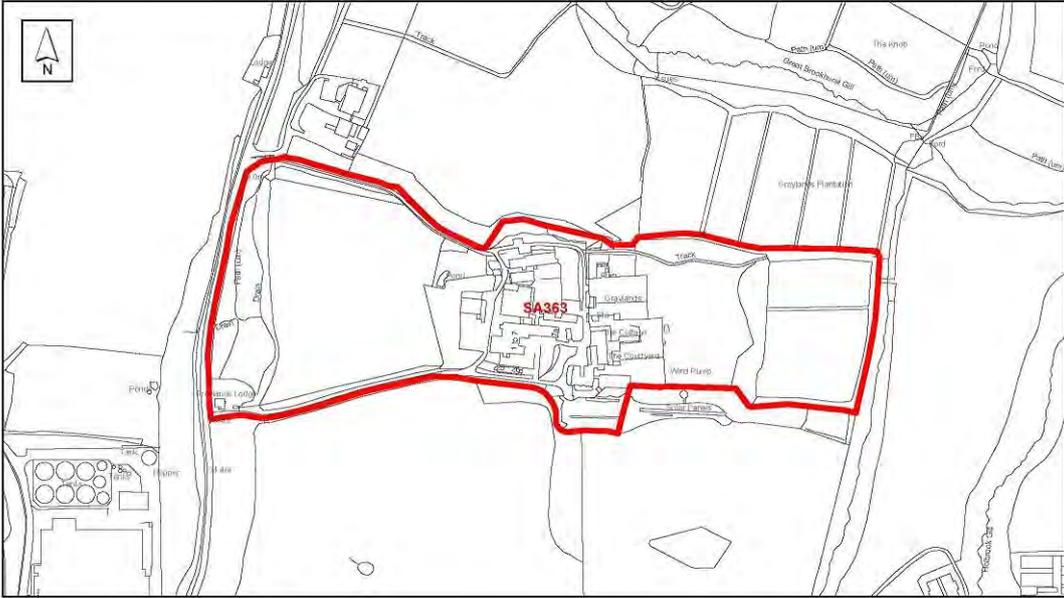
**Estimated Housing Numbers: 6**



## Sites Proposed for Employment Allocation

This section sets out the results of the Site Assessment work for sites which have been proposed Employment or employment led mix use development. The sites are set out in parish order.

### North Horsham

<b>Site Name:</b> Land at Graylands Estate		SA363	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex, RH12 1RL Barbara Childs - Director of Place		<b>North Horsham</b>	
<small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2020). Ordnance Survey Licence 100023865</small>		<small>Reference No :</small>	<small>Date : 28/01/2020</small>
<small>Drawing No :</small>	<small>Drawn :</small>	<small>Checked :</small>	<small>Scale : 1 : 4,000 at A4</small> <small>Revisions</small>
<b>Parish:</b> North Horsham			
<b>Site Area:</b> 5.39 ha			
<p><b>Site Location:</b> The site is located in the countryside outside the current built up area boundary to the north west of Horsham Town. This split site, two fields either side of the existing Graylands Estate / employment area, lies in an elevated countryside location. The western section adjoins the North Horsham strategic development allocation, but at present agricultural fields lie to the south. To the north is a field/woodland then clay quarry, to the west is a landfill site, and to the east of the site is woodland. The site has good access via a private tarmac driveway which is a one way loop via a separate entrance and exit on to Langhurstwood Road, which connects to the A264 to the south.</p>			
<p><b>Site Description:</b> The site comprises two agricultural fields divided by Graylands Estate, a recently refurbished employment focussed and managed mixed use area which has a dedicated car park and on site Café. It particularly appeals to the micro enterprise business sector and Small to Medium sized businesses. The 1.2ha field to the east is well screened by trees to the north, east and south. The 3.2ha field to the west is also screened by trees. Along the southern border there are far reaching views towards Horsham and the South Downs.</p>			
<b>Site Assessment Conclusion:</b>			

The centre of this site is in existing employment use. The site is located close to the North Horsham allocation and has the potential to provide additional local employment options for new residents moving to the new development.

The site does not lie within or near a protected landscape. Although in an elevated position from the south the site is reasonably screened by trees and woodland. The site falls with Landscape Character Area 10 in the Landscape Capacity Study 2020 and is considered to have no / low capacity for medium and large scale housing and also for large scale employment. With the right design and mitigation measures the site is considered to have some capacity for employment use due to the surrounding context and presence of other employment use.

The western and north eastern boundary adjoin Ancient Woodland and any development would need to take account of this and retain, as a minimum, a 15m buffer. The proposed developable area excludes the woodland and enhancements could be sought. A Site of Special Scientific Interest (SSSI) and Local Wildlife Site (LWS) lie near the northern boundary. The promoter has provided an Ecological Report and no overriding ecological constraints have been identified.

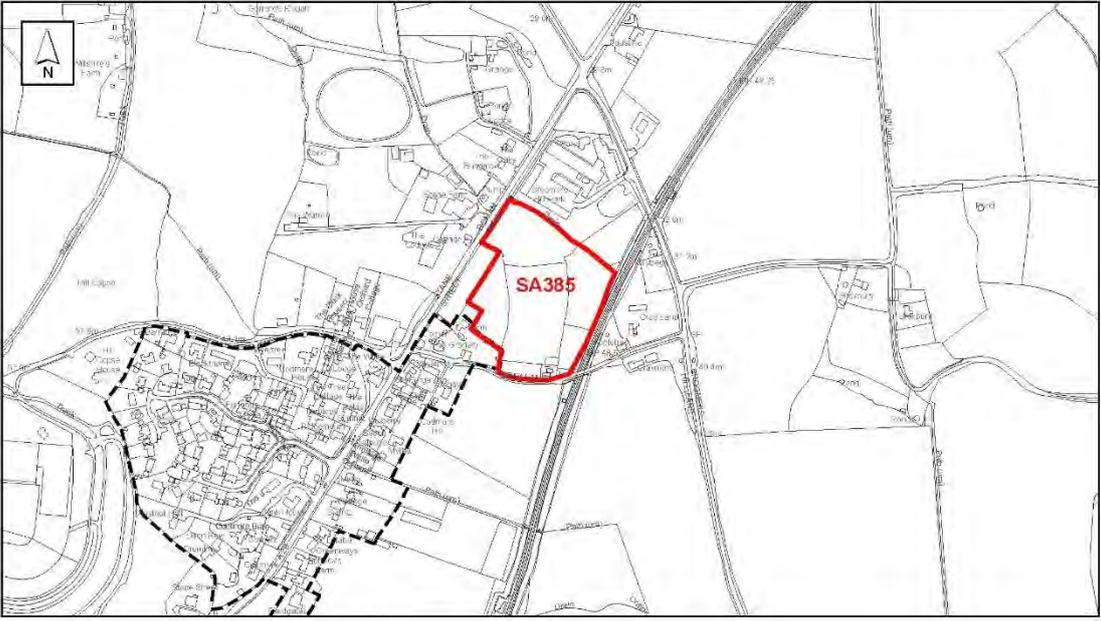
Archaeological Notification Area (Medieval Moated Site & Warnham Brickworks) adjoins the southern boundary and a Scheduled Monument lies across a field to the south west. These would need to be considered if developed. The site is relatively tranquil. There can be odour and / or disturbance from the Landfill site, quarry and Brickworks to the north and southwest of the site which would need to be taken into account.

It is considered the western field has potential for allocation for employment subject to appropriate regard to a number of issues such as the provision of a buffer and enhancement to the Ancient Woodland, landscape mitigation measures, biodiversity and the nearby SSSI and LWS, Archaeology, Warnham Brickworks Major Hazard buffer zone, and provision of sustainable transport links. It would form an extension to the existing Graylands Estate which is a managed employment / mixed use area and a proposed Key Employment Area. This would provide additional employment opportunities for new residents in the North of Horsham area. It is not considered the split site should be allocated for residential (in full or as part of a mixed use allocation) given the surrounding uses and potential 'agent of change' impacts, and taking account of the significant land area already allocated for residential nearby. Nor is it considered the eastern field should be allocated for employment, indeed such an increase in employment in this location could undermine the viability and delivery of the western field.

**Existing Floor Space / Area:** 754.43 sq. m.

**Estimated Additional Floor Space / Area:** up to 3.2 ha / c.9,025sqm

## Pulborough

<b>Site Name:</b> Land South of Broomers Hill Business Park		SA385	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		<b>Pulborough</b>	
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		<small>Drawn :</small>	<small>Checked :</small>
		<small>Revisions :</small>	
<b>Parish:</b> Pulborough			
<b>Site Area:</b> 2.73 ha			
<b>Site Location:</b> The site lies in the countryside adjoining the northern built up area boundary of Codmore Hill and the southern boundary of the existing employment area known as Broomers Hill Industrial Park / Broomers Hill Business Park. The site lies off the A29 but there is no pedestrian access to the adjoining settlement of Codmore Hill. (The site previously formed part of the wider SHLAA site SA172 which included the existing Business Park)			
<b>Site Description:</b> The site comprises agricultural fields and woodland bounded by hedgerows. The Arun Valley railway line adjoins the site to the east. The northern boundary adjoins the Broomers Hill Industrial Park, which was built in the 1990's and comprises two storey brick and metal clad buildings incorporating warehousing and car parking.			
<b>Site Assessment Conclusion:</b> The site adjoins settlement of Codmore Hill to the south and the existing Broomers Hill business park to the north. The site has been identified in the emerging Pulborough Neighbourhood Plan as an employment allocation for business expansion in this location. The Neighbourhood Plan has now commenced Examination. Allocation would enable the expansion of Broomers Hill Industrial Park and increase employment opportunities in Codmore Hill and within the southern part of Horsham District.			
The site does not lie within or near a protected landscape. The site is relatively close to the South Downs National Park and views from this landscape may need to be addressed. The Landscape Capacity Study assesses the area to have a no / low capacity for development. With the right design and mitigation measures the site is considered to have some capacity for employment use due to the surrounding context and presence of other employment use.			

The site and surrounding land is not designated as important for nature conservation. The site is within a bat sustenance zone and habitats to maintain feeding habitats for bats would need to be retained. No overriding ecological constraints have been identified. The site does not contain or lie within the immediate setting of any designated heritage assets.

It is considered the site has potential for allocation for employment subject to appropriate regard to a number of issues such as landscape mitigation, biodiversity and bat sustenance zone, and sustainable transport.

**Existing Floor Space / Area:** 0 ha

**Estimated Additional Floor Space / Area:** 2.7 ha / 7,000sqm

## Southwater

**Site Name:** Land South West of Hop Oast Roundabout

SA703

**Site Map:**



**Horsham District Council**

Parkside, Chart Way, Horsham  
West Sussex RH12 1RL  
Barbara Childs - Director of Place

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Southwater

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Revisions :

**Parish:** Southwater

**Site Area:** 1.05 ha

**Site Location:** The site is in the countryside, just outside the northern built up area boundary of Southwater and south of a main access route into Horsham (The Hop Oast roundabout). It is bound by the A24 to the east and the main northern access route to Southwater. Beyond the road, to the south and north there is woodland and to the east is an agricultural field.

**Site Description:** The site is a large agricultural field enclosed and surrounded by the A24 and the main access road to the north of Southwater. It is separated from the wider countryside and has been urbanised by virtue of the road layout and its location just off the A24 and just to the north of the built up area of Southwater. Its continuation in agricultural use has largely been compromised after its use as a site management storage area for the improvements to the Hop Oast junction. There is an existing field access from Worthing Road to the south. There is no made footpath from the site. A maintained footpath from the

end of Blakes Farm road passes south of the site to an uncontrolled pedestrian crossing of the A24 dual carriageway. From there a made footpath continues towards Horsham.

**Site Assessment Conclusion:**

The site is a large agricultural field enclosed and surrounded by the A24 and the main access road to the north of Southwater. The surrounding roads give the site an urbanised character and there are not considered to be any overriding landscape impacts which would prevent allocation of the site. However suitable screening would need to be provided.

The site is not designated as important for nature conservation, however, to the south lies woodland protected by a Tree Preservation Order (TPO) and Newlane Wood Ancient Woodland to the south east. This would need to be taken into account in considering any development proposals. The site does not contain or lie within the setting of any designated heritage assets.

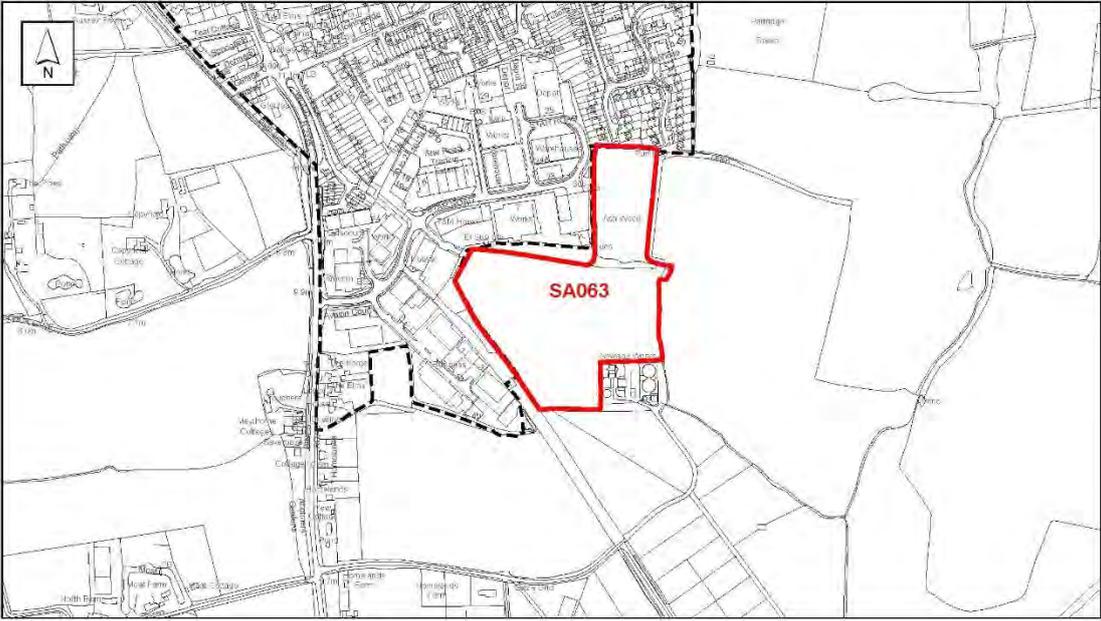
The site is affected by road noise from the adjoining A24 and roundabout. The site location, next to the Major Road Network (A24) and is enclosed by roads, affects its ability to be used effectively for agriculture.

It is considered the site has potential for allocation for employment subject to appropriate regard to a number of issues such as the creation of safe vehicle/pedestrian/cycle access and highway impacts on the nearby junction, landscape screening, minerals safeguarding, biodiversity and impact on nearby Ancient Woodland, and the potential impacts from surface water and wastewater on the Upper Arun SSSI and the scope for mitigation.

**Existing Floor Space / Area: 0**

**Estimated Additional Floor Space / Area: 1ha / 3,000 sqm**

## West Grinstead

<b>Site Name:</b> Land South of Star Road Trading Estate		SA063	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		<b>Partridge Green</b>	
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		Drawing No :	Scale : 1:5,000 at A4
		Drawn :	Checked :
		Revisions :	
<b>Parish:</b> West Grinstead			
<b>Site Area:</b> 5.1 ha			
<b>Site Location:</b> The site lies within the countryside adjoining the southern built up area boundary of Partridge Green, which has been classified as a larger village as part of the Local Plan review process, with a good level of services and facilities with strong community networks and local employment provision, including shops and a primary school. It acts as a hub for smaller villages but also has some reliance on larger settlements to meet some of the residents day to day needs. The site is located to the south east of the Star Road Trading Estate.			
<b>Site Description:</b> The site consists of scrubby grassland and has some evidence of fly tipping. To the north and west of the site is the Star Road Trading Estate which is designated a Key Employment Area. Ash Wood, an Ancient Woodland, lies in the northern part of the eastern section and the eastern and southern boundaries comprise agricultural land, with the exception of the far south-eastern corner of the site which is a sewage treatment works. The site has an existing access point onto the Star Trading Estate suitable for vehicles.			
<b>Site Assessment Conclusion:</b> This site adjoins Star Road Industrial estate which is in active employment use. The site promoter is seeking to expand this site.			
<p>The site is relatively flat with some undulating areas. It comprises scrubby grassland with some trees within the site and along the boundaries which comprise a mixture of hedgerows and industrial fencing. The Landscape Capacity Study assesses the area to have moderate to high capacity for development</p>			
<p>The site is not designated as important for nature conservation, however, the north eastern section contains an area of Ancient Woodland which is also protected by a Tree Preservation Order (TPO). This would require at least a 15m buffer should development</p>			

take place on this land. The proposed developable area excludes the woodland. The site does not contain or lie within the setting of any designated heritage assets.

The site is affected by noise/odour/nuisance from the adjoining Industrial Estate and Sewerage Treatment Works. The layout of any development may have to be informed by an odour assessment and would have to provide access to the existing sewage infrastructure for maintenance and upsizing purposes, as considered appropriate by Southern Water. A high pressure gas pipeline and its 150m buffer affects much of the site, it is noted however that, this has not unduly limited development on land adjacent. The western half of the site lies within a 150m consultation buffer zone around a major hazard site which would need to be taken into account.

It is considered the site has potential for allocation for employment subject to appropriate regard to a number of issues such as minerals safeguarding, odour assessment, provision of an off-road link to the Downs Link, biodiversity, and also access, maintenance and buffer around the Ancient Woodland (which is also protected by a Tree Preservation Order), sewerage treatment works, major hazard sites and underground high pressure gas pipeline. It is not considered suitable for housing due to the constraints and the potential adverse impacts from noise and nuisance from the existing trading/industrial estate and sewerage treatment works.

**Existing Floor Space / Area: 0**

**Estimated Additional Floor Space / Area: 3.9 ha (c.9,000sqm)**

### Housing Sites not recommended for Allocation

This table provides a high level summary of the reasons why the following sites are not recommended for allocation.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Ashington	SA077	Land east of Wolves Farm	The site is not recommended to come forward as an allocation in the local plan review. The location of the site is detached and separated from the main village of Ashington by the A24. This proposal will effectively create a satellite to Ashington village which is unrelated in form and function. The scale of development proposed would have a significant impact on the wider open countryside and would be detrimental to the rural character of the locality but would not be of a sufficient scale to provide a wide range of services and facilities for the new community and would require onward travel to Ashington or beyond.
Ashington	SA085 SA520 SA524 SA539 SA790	Ashington Northern Cluster	Ashington is classified as a medium settlement with some capacity for development. This site is located to the north of the village and is further away from services and facilities than land allocated in the neighbourhood plan and other land at Mousdell Close. The cumulative impact from a further allocations for several hundred homes would adversely impact on local infrastructure capacity, the environment and pressure on social integration is considered to be unsustainable for a settlement regarded as a medium village in the hierarchy.
Ashington	SA708	Land West of the White House	The site does not have potential for allocation because the developable area is constrained by floodplain significantly limiting the potential net developable area of the site. Development would also urbanise an edge of village rural location impacting the rural character of the area.
Barns Green	SA344	Land rear of Two Mile Ash Road, Barns Green	The northern boundary of this site is designated as Ancient Woodland. The buffer required to maintain the integrity of the ancient woodland is considered to join with the curtilages of 'outpost' and Silwood House. This may impact the ability to provide a suitable access to the site, taking account of a number of Tree Preservation Orders exist along the southern boundary of the site. The deliverability of this site is therefore not certain.
Billingshurst	SA043	Land at Kingslea Farm	The site does not have potential for allocation for housing. Development would encroach into the wider landscape in this sensitive location and extend the built form of the village further to the south towards Adversane and lessen the gap between the two settlements. The setting of adjacent heritage assets could also be adversely impacted by development in this location.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Billingshurst	SA409	Land East of Lordings Road	The site does not have potential for allocation for housing/mixed use development because it does not relate well to the existing settlement boundary, creating a new development that is unrelated to Billingshurst and requiring travel to the main village for services and facilities. The site is relatively large scale and has not been presented in a unified scheme together with other proposals for strategic development in this area, further limiting the deliverability of the site.
Billingshurst	SA560	Land off Marringdean Road	The Landscape Capacity Study concludes that the area is considered to have no or very limited capacity for development. Development in this location would therefore lead to urbanisation and extension of the settlement form to the south east. In addition, Significant strategic scale development has been delivered in Billingshurst with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.
Billingshurst	SA607	Land at Kingsfold Cottage, Marringdean Road	Significant strategic scale development has been delivered in Billingshurst with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.
Billingshurst	SA642	Land at Bridgewater Farm	The site does not have potential for allocation for housing/mixed use development because it does not relate well to the existing settlement boundary, creating a new development that is unrelated to Billingshurst and requiring travel to the main village for services and facilities. The site is relatively large scale and has not been presented in a unified scheme together with other proposals for strategic development in this area, further limiting the deliverability of the site.
Billingshurst	SA656	Land at Blackthorn Barn	Significant strategic scale development has been delivered in Billingshurst with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.
Billingshurst	SA678	Kingsmead	The site lies within the countryside detached from and to the south east of the Built up Area Boundary of Billingshurst The Landscape Capacity Study

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			<p>concludes that the area is considered to have no or very limited capacity for development. Development in this location would therefore lead to urbanisation and extension of the settlement form to the south east, particularly in isolation.</p> <p>Significant strategic scale development has been delivered in Billingshurst with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.</p>
Billingshurst	SA698	Old Reservoir Farm	<p>This site is located east of the strategic development East of Billingshurst which is nearing completion. Development would contribute to eastern ward development beyond the landscaping on the easternmost boundary of the site. The site is further from services and facilities in Billingshurst village centre and is less sustainable than other sites proposed for allocation in the village. Significant strategic scale development has been delivered in Billingshurst with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.</p>
Bramber	SA758	Land at Clays Field	<p>The site is not recommended to come forward as an allocation. The site plays an important role in the landscape and heritage setting of both Steyning and Bramber and provides valued local amenity provision for residents of both villages. The landscape capacity study (2020) has identified this location as having limited/no capacity for housing. Long views of the South Downs must also be considered with some parts of the site visible from the National Park.</p>
Billingshurst	SA759	Land at St Andrews Hill Farm	<p>The site does not have potential for allocation for housing / mixed use allocation. This is because it does not relate well to the existing settlement boundary given its configuration and the separation caused by the A29, and would have a significant landscape impact, bringing Billingshurst south towards Adversane. The site is also located adjacent or near to other large sites promoted for development where there is a lack of a cohesive unified plan for such strategic, comprehensive development proposal in this area, this therefore impacts upon the deliverability of the site.</p>
Billingshurst	SA770	Land North of A272 West of Woodale Lane	<p>This site is located east of the strategic development East of Billingshurst which is nearing completion. Development would contribute to eastern ward</p>

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			development beyond the landscaping on the easternmost boundary of the site. The site is further from services and facilities in Billingshurst village centre and is less sustainable than other sites proposed for allocation in the village. Significant strategic scale development has been delivered in Billingshurst with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.
Broadbridge Heath	SA102	North of Lower Broadbridge Farm	The site is located to the west of Lawson Hunt Industrial Estate. The eastern most portion of this site is considered to have potential for an expansion of employment land, albeit it is not being promoted for this use and is therefore not deliverable. Given the proximity of the site to the road and existing commercial uses to the east and south it is considered that the potential impact on the amenity of future users (eg noise, lighting) means this site is not suitable for residential development.
Broadbridge Heath	SA492	Land adjacent Lyons Farm	The site is not considered to have potential for allocation. Development has been assessed to have a significant negative landscape impact and result in the creation of urban sprawl into the countryside beyond Broadbridge Heath. The site in isolation does not relate well to the existing urban form of Broadbridge Heath and would not be considered to be in a sustainable location to deliver housing.
Broadbridge Heath	SA766	Lower Broadbridge Heath Farm	The site does not have potential for allocation. It lies within a Building Stone Minerals Safeguarding Area with the access and processing area forming part of the safeguarding associated with Theale Farm. Further, development of this site would be dependent on the relocation of Horsham Stone & Reclamation which could be problematic. There are also significant concerns regarding the heritage impacts on the adjacent Grade II listed Lower Broadbridge Farm.
Colgate	SA295	Greater Faygate	The site is located centrally between Horsham and Crawley, and development would leave no clear gap between these two towns, and give rise to a continuous urban form. It has also not been satisfactorily demonstrated by the site promoter that the character of Faygate would be preserved, maintaining a sense of its own separate identity. In addition, development would have the potential to harm a number of listed buildings for which limited information regarding mitigation has been provided. No information has been submitted in relation to the potential presence of protected species within the site and the biodiversity impacts.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Cowfold	SA052	Land at Eastlands Farm	The site is not considered to have potential for development due to the negative impacts on environmental considerations. The site is separated from the village form by woodland and would create a small enclave of houses unrelated to the current settlement form. There is also potential loss of Eastlands Wood, impact on heritage and unresolved access arrangements.
Cowfold	SA366	Land East of Cowfold	<p>The site consists of an arable field with crops in the centre and grassland on the boundary. The site is highly visible from the A272 approach to the village, and it is considered that development in this location has the high potential for the perception of sprawl into open countryside.</p> <p>Cowfold Neighbourhood Plan identifies land for housing development in the village – this plan has been examined and can progress to Examination It is considered that the cumulative impact from a further allocations would adversely impact on local infrastructure capacity, the environment and pressure on social integration is considered to be unsustainable for a settlement regarded as a medium village in the hierarchy</p>
Cowfold	SA747	Land South of Eastlands Lane	The site contains a number of areas of dense trees and shrubs and there are two TPOs on the northern boundary. It is considered development could have an adverse impact on landscape and biodiversity. The site is accessed from Eastlands Lane, a narrow private lane and Public Right of Way joining the A281 to the west. Any development of this site would require the widening of this track which is single lane in places and it is not clear whether this is achievable and the site therefore deliverable.
Cowfold	SA782	Land at Brookhill	Development would extend the settlement form northwards and could give the appearance of ribbon development and adversely impact the rural character of this area. The site would also adversely impact the complex of listed buildings at Brookhill.
Cowfold	SA791	Land East of Eastlands Lane	The site is not considered to have potential for allocation due to its separation from the built up area boundary and urban form of Cowfold which would lead to an isolated development unrelated to the settlement form. Substantial improvements to road access would also be necessary and it is unclear the extent to which this is achievable.
Henfield	SA005	Land North of Furners Lane	The site is promoted for a development of 400-450 homes, including the provision of a retirement village. However, the development is in a visually prominent location which would extend the settlement form of the village to the east in a form unrelated to the existing settlement form impact on the wider countryside would create an urbanising effect on a sensitive rural location.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			<p>Furners Lane is narrow and rural in character and further assessment is required to ensure the local road network could accommodate additional growth.</p> <p>The site has not been allocated by the community in the Made Neighbourhood Plan. The cumulative impact from a further allocations for several hundred homes would adversely impact on local infrastructure capacity, the environment and pressure on social integration is considered to be unsustainable for a settlement regarded as a medium village in the hierarchy.</p>
Henfield	SA017	Land north east of Backsettown Farm	The site lies outside the existing settlement boundary, albeit adjacent to land allocated in Henfield Neighbourhood Plan. The site is very rural in character and due to the potential impact on Backsettown Farm listed building would not be well related to the built form of Henfield. It is unclear to what extent access can be achieved from Furners Lane which is narrow and very rural in character.
Henfield	SA035	Rear of Hollands Lane	The site does not have potential for allocation due to landscape impacts on the wider open countryside to the south and long views of the South Downs. Access is also dependent on SA487 which is occupied by employment uses and would impact the amenity of potential residents with vehicular traffic required to traverse and share the access with commercial vehicles.
Henfield	SA665	Chanctonbury View	Development at this edge of village location would further urbanise the rural character in this setting with medium views into the open countryside and the South Downs. There are significant issues with adverse impacts to both the landscape and heritage issues including three listed buildings and Henfield Conservation Area.
Henfield	SA692	The Paddocks	The site is densely vegetated and does not relate to the urban form. The area is predominantly rural in character and further development would see an urbanisation and intensification that would negatively change the character of the area. The area is predominantly rural in character and further development would see an urbanisation and intensification that would negatively change the character of the area. While recent development to the east has occurred along West End Lane adjacent to the Paddocks, Stonepit Lane would be a defensible boundary precluding further ribbon development along West End Lane.
Henfield	SA693	Land east of Wantley Hill	The site does not have potential for allocation. It is considered the landscape impacts would have a very significant negative impact on the character and settlement form of Henfield. The cumulative impact of development alongside the Neighbourhood Plan and Local Plan allocation would have a negative impact on the local infrastructure capacity, environmental and social fabric of the village

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Horsham	SA060	Land south of Athelstan Way	The site abuts the built up area boundary of Horsham to the north and east but lies outside the settlement boundary. The site lies within Chesworth Farm, which is an open area popular with local residents and of high amenity value and is also designated as a Local Wildlife Site. The landscape is highly sensitive to development, particularly in the north of the site, with sloping topography increasing the visual impact of any development on views from Public Rights of Way. Tree Protection Orders covering trees along the northern and eastern boundaries.
Horsham	SA298	Land at Chesworth Farm	The site is not suitable for allocation. The site adjoins the southern settlement boundary of Horsham and is close to the existing town centre services and facilities. Development on this site would however have very significant adverse impacts on landscape, together with the loss of a recreational amenity. The site has also been identified as supporting a wide range of biodiversity and would also potentially impact on a significant heritage asset. Development would need to address Flood zones 2 and 3 along the edge of the River Arun and possible impacts on the heritage assets.
Horsham	SA570	Land south of Hilliers Garden Centre	The site is not considered to have potential for housing development – residential development would be separated from the built form of the town and would require access through Hilliers Garden Centre / other commercial uses. The site would be more appropriate for commercial use if required.
Horsham	SA728	Land at Ben Acre	The site is not appropriate for allocation. There is a restrictive covenant in place that the site be used as open space which would disqualify the site coming forward as a potential housing site subject to legal change. Constraints such as close proximity of the High Weald AONB to the east, TPOs on the northern boundary would impact on potential delivery and layout. Furthermore, vehicular access into the site has not been demonstrated to ensure adequate delivery.
Horsham	SA785	Land to the Rear of Hawthorns	The site is not considered to have potential for housing development. The landscape is highly sensitive to development, with sloping topography increasing the visual impact of any development on views from existing Public Rights of Way. The amount of development on the site may fall below the SHLAA threshold and vehicular access into the site requires further clarification before it can be considered capable of accommodating development.
Lower Beeding	SA657	Land at Cedar Cottage	Lower Beeding is classified as a small settlement with some limited capacity for development. A number of sites have been identified by the parish in their neighbourhood plan, which has passed Examination and can proceed to examination. It is considered that the cumulative impact from a further allocations would adversely impact on local infrastructure capacity, the environment and

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			pressure on social integration is considered to be unsustainable for a small settlement with limited services and facilities.
Lower Beeding	SA700	Land north of Brighton Road (Monks Gate)	The site is large in scale to the existing linear settlement pattern and development in this location would therefore have a significant negative impact on the landscape and settlement and wider rural character. There are limited services and facilities local. Development in this location would be too small to deliver the necessary upgrades, which would perpetuate unsustainable travel patterns.
Lower Beeding	SA729	Land at Sandygate,	Developed in isolation, this site would give rise to a development on the edge of the settlement that would not be well related to the existing settlement form and density. In addition, Lower Beeding is classified as a small settlement with some limited capacity for development. A number of sites have been identified by the parish in their neighbourhood plan, which has passed Examination and can proceed to examination. It is considered that the cumulative impact from a further allocations would adversely impact on local infrastructure capacity, the environment and pressure on social integration is considered to be unsustainable for a small settlement with limited services and facilities.
Mannings Heath	SA420	Swallowfield Paddock	The site does not have potential for allocation for housing. Development of the site would have a harmful impact upon the open rural 'Parkland' landscape to the south and the wider open countryside.
Mannings Heath	SA684	Land at Woolmers	The north eastern boundary of the site is heavily wooded, and this limits the relationship of the site with the existing built form and could give the appearance of a large urban development in an otherwise rural and semi-rural setting. As such, the site does not relate well to the predominant built form of the existing settlement and this is exacerbated by the A281 Brighton Road, and its projection to the south. Development would therefore either appear isolated in a more rural landscape or lead to the significant removal of woodland which would adversely impact upon the character and appearance of this rural village, the surrounding landscape and also biodiversity.
North Horsham	SA363	Graylands Estate	The site is not considered to have potential for housing allocation, given the existing employment use on the site which would impact on the amenity on existing and potential residents. Given its current employment use and relative isolation, SA363 would not be suitable as a housing allocation.
North Horsham	SA750	Land at Graylands and Morris Farm	This land adjoins Land to the North of Horsham which is a strategic allocation with outline planning permission to bring forward around 2,750 homes. The allocation at North Horsham was landscape-led and it is considered that development on this land which rises to the north would be visually intrusive and have significant adverse landscape impacts.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
North Horsham	SA751	Land at Huntley Farm, Old Holbrook	This land adjoins Land to the North of Horsham which is a strategic allocation with outline planning permission to bring forward around 2,750 homes. The allocation at North Horsham was landscape-led and it is considered that development on this land which rises to the north would be visually intrusive and have significant adverse landscape impacts
Partridge Green	SA274	Land North of the Rise	Whilst the site does not lie within or near a protected landscape. Development would however extend the built form of the settlement to the north effectively linking Partridge Green with the more sporadic form of Littleworth, and resulting in the perception of settlement coalescence.
Partridge Green	SA320	Land West of Church Road Partridge Green	<p>Considered in isolation, the site has potential for housing development, delivery of a suitable site access, the restrictions applicable to the high pressure gas pipeline to the west of the site and the need to avoid harm to environmental assets and suitable landscaping being provided.</p> <p>This site lies in Partridge Green, a village that lies within the parish of West Grinstead, where a new settlement of around 2,100 homes is proposed to be allocated in the Local Plan at Buck Barn. At this stage it is envisaged that during the early stages of development at Buck Barn, there may be some reliance on services and facilities in Partridge Green which could cumulatively have an adverse impact on existing services and facilities in this location. Therefore, in order to prevent cumulative negative impacts, it is not considered preferable to allocate small sites in Partridge Green at this time.</p>
Partridge Green	SA433	Land at Dunstans Farm	<p>Considered in isolation, the site has potential for housing development, delivery of a suitable site access, and the need to avoid harm to environmental assets including the setting of the listed building and suitable landscaping being provided.</p> <p>This site lies in Partridge Green, a village that lies within the parish of West Grinstead, where a new settlement of around 2,100 homes is proposed to be allocated in the Local Plan at Buck Barn. At this stage it is envisaged that during the early stages of development at Buck Barn, there may be some reliance on services and facilities in Partridge Green which could cumulatively have an adverse impact on existing services and facilities in this location. Therefore, in order to prevent cumulative negative impacts, it is not considered preferable to allocate small sites in Partridge Green at this time.</p>

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Partridge Green	SA634	Land north of Shermanbury Road	Considered in isolation, the site is unrelated to the existing built form of Partridge Green and would lead to a small development close to but not directly relating to the settlement. This is considered to have adverse landscape impacts.
Pulborough	SA087	Pulborough West Glebe	The site does not have potential for allocation because development on the site would have an adverse impact on the setting of the Grade 1 Listed St Mary's Church and the Pulborough (Church Place) Conservation Area, and on an Archaeological site.
Pulborough	SA340	Land East of A29, Codmore Hill	The site does not have potential for allocation because it would significantly alter the established settlement pattern extending village form northwards, encroach upon countryside with a strong rural character, and have an unacceptable impact on landscape character.
Pulborough	SA677	Land at Toat Café and Whitelands	The site does not have potential for allocation for housing because it is detached from Pulborough village and other nearby settlements, with access to local services reliant on the private car. It is therefore unsustainable with regards proposals for new homes, although it may be suitable for a use such as a hotel.
Pulborough	SA711	East Glebe	The site does not have potential for allocation because it would significantly and adversely impact on the setting of the conservation area, and adversely affect the historic and landscape character of this part of the village.
Pulborough	SA767	Land south of Highfield	The site does not have potential for allocation because development would represent an incursion into the countryside beyond established physical boundaries, would significantly alter the settlement pattern, would lack integration with the existing settlement, and would have a negative impact on the landscape.
Pulborough	SA881	Codmore Lane	The site does not have potential for allocation because development in this location would have an unacceptable adverse impact on the landscape and rural setting of the area.
Rudgwick	SA327	Land East of Woodfalls Manor, Bucks Green	It is not considered that the site is suitable for allocation as it would result in a linear ribbon development that would negatively impact on the visual and physical break between Bucks Green and Tisman's Commons. The location is also relatively distant from services and facilities and may increase journeys by car.
Rudgwick	SA336	Land west of Watts Corner	The site consists of one heavily vegetated agricultural field and is bounded by hedgerows incorporating a number of trees giving the characteristic of countryside rather than having a connection with the built environment located either side. It provides both a visual and physical break between the settlements of Rudgwick and Bucks Green and therefore development would have a significant negative impact.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Rudgwick	SA434	Land at Junction of Church Street/Watts Corner	The site is not considered suitable for allocation. Development would have a significant negative impact on the rural character of the area.
Rudgwick	SA442	Land to the west of Church Street	The site adjoins an area of ancient woodland to the west. These link to the mature trees which bound the site and may act as wildlife corridors. In addition The site adjoins eight residential properties of which five (Two Wells, Horseshoe Cottage, Ebenezer Cottage, Autumn Cottage and Willow Cottage) are Grade II listed. The setting of these dwellings would need to be considered should development come forward in this location, and together with the proximity of the site to the ancient woodland the developable area is limited and deliverability of this site uncertain at this stage.
Rudgwick	SA578	Land at Fairlee, Rudgwick	the nature of the site gives the characteristic of countryside rather than relating to the built form of Rudgwick and development would have a significant negative impact on this, impacting on the rural character. A Grade II Listed Building (Green Lanes) is located in the adjoining field to the east, with a further two Grade II Listed Building to the south of the site on the opposite side of the A281. Any development would have a harmful impact on the setting of these heritage assets.
Rudgwick	SA669	Swallow Ridge, Rudgwick	The site is not considered suitable for allocation. Development at the site would be unrelated to the existing settlement form and have an adverse impact on the rural character and setting of the settlement.
Rudgwick	SA683	Land East of Highcroft Drive	The site may have has some potential for allocation, but would be very limited in number. Further work is required to consider the impact of development on the nearby conservation area and archaeological notification area, which may impact on the level of development which could come forward in this location. Due to this uncertainty the site is not allocated at the current time.
Rudgwick	SA702	Land adj to the Old Parsonage, North of Kelsey	It is well screened by established hedgerows which also incorporate a number of mature trees, giving the characteristic of being rural countryside rather than relating to the built form of Rudgwick. A Grade I Listed Building (Holy Trinity Church) is located to the west of the site, with a further three Grade II Listed Buildings beyond. The site also adjoins Rudgwick Conservation Area and an Archaeological Notification Area. Any development would have a harmful impact on the setting of these heritage assets. Development would have a negative impact on this characteristic.
Rudgwick	SA731	Land south Of Bucks Green Place	The site is not considered suitable for allocation. Development at the site would lead to a development that is unrelated to the distinctive linear form of development at Buck's Green and would have an adverse impact on the rural character of the settlement.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Rudgwick	SA880	Land west of King's Head	The site is not considered suitable for allocation. Development on the site would negatively impact on the rural character of the settlement and the setting of the conservation area.
Rusper	SA598	Millfield Farm Buildings	Rusper has a linear settlement form. Although a small portion of the site adjoins the settlement boundary, the site is not well related to the built form and would lead to development that is not well related to the existing settlement. There is little in the way of a defensible landscape boundary, which would be visually intrusive with long views into the open, wider countryside.
Rusper	SA621	Hawkebourne Farm	This land adjoins Land to the North of Horsham which is a strategic allocation with outline planning permission to bring forward around 2,750 homes. The allocation at North Horsham was landscape-led and it is considered that development on this land which rises to the north would be visually intrusive and have significant adverse landscape impacts.
Rusper	SA630	Land west of Baldhorns Copse	Although it is located next to the built-up area boundary of Rusper, development of the site would involve the significant clearing of trees which would affect the rural setting and character of the village. Redevelopment would likely result in a negative impact on biodiversity and the developable area would be significantly reduced by the need for buffers from ancient woodland and the watercourses.
Rusper	SA737	Pucks Croft Cottage and Land South	Rusper is classified as a small settlement with some limited capacity for development. It is considered that the cumulative impact from further allocations would adversely impact on local infrastructure capacity, the environment and pressure on social integration is considered to be unsustainable for a small settlement with limited services and facilities
Rusper	SA738	Land east of Baldhorns Copse	The site does not have potential for allocation as the site lies within the countryside and is detached from the edge of the settlement and in isolation would not come forward as a potential development site. The site also includes an Area of Ancient Woodland and the necessity for a buffer would reduce the developable area of the site and affect the ability to provide vehicular access. Given that the site is heavily wooded, development would likely result in the loss of biodiversity as well as adversely impacting the character and setting of the local landscape.
Rusper	SA745	Land East of Ghyll Manor	The site does not have potential for allocation because it does not relate well to the existing built form of Rusper and would create a large scale urbanised intrusion into the wider open landscape, which is not well connected with the existing settlement form.
Rusper	SA752	Land at Bensons Farm	This land adjoins Land to the North of Horsham which is a strategic allocation with outline planning permission to bring forward around 2,750 homes. The

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			allocation at North Horsham was landscape-led and it is considered that development on this land which rises to the north would be visually intrusive and have significant adverse landscape impacts.
Rusper	SA753	Land at Kings Farm	This land adjoins Land to the North of Horsham which is a strategic allocation with outline planning permission to bring forward around 2,750 homes. The allocation at North Horsham was landscape-led and it is considered that development on this land which rises to the north would be visually intrusive and have significant adverse landscape impacts.
Slinfold	SA061	Land north west of West Way	The site is relatively flat with small pasture/grazing fields, hedgerows providing an important rural setting for the historic core of the village to the north. Views into the open countryside to the south can be achieved from this location. The rural character of this location contributes significantly to the rural setting of Slinfold and is important to the setting of the Conservation Area and it is considered development would have significant adverse impacts on the setting of the conservation area and harm the wider rural character and appearance of the village.
Slinfold	SA576	Land at Stane Street	This site has been assessed as very visually sensitive to development. It is highly visible from A29 and forms part of the setting of Slinfold Conservation Area. Development would have significant adverse impacts on the setting of the conservation area and harm the wider rural character and appearance of the village
Slinfold	SA714	Land West of the Farthings	The site is relatively flat with small pasture/grazing fields, hedgerows providing an important rural setting for the historic core of the village to the north. Views into the open countryside to the south can be achieved from this location. The rural character of this location contributes significantly to the rural setting of Slinfold and is important to the setting of the Conservation Area and it is considered development would have significant adverse impacts on the setting of the conservation area and harm the wider rural character and appearance of the village.
Slinfold	SA722	Land West of Clapgate Lane	This site has been assessed as very visually sensitive to development. It is highly visible from A29 and forms part of the setting of Slinfold Conservation Area. Development would have significant adverse impacts on the setting of the conservation area and harm the wider rural character and appearance of the village
Slinfold	SA734	Land East of Crosby Farm	The site is not recommended to come forward as an allocation in the Local Plan Review. The site extends out into the open countryside and would be detached from the main body of the village. Development would not be well related to the

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			urban form and would adversely impact on the rural character and setting of the village.
Small Dole	SA505	Highdown Nurseries, off Shoreham Road	<p>The ability to deliver this site is not fully certain due to the need to agree 3<sup>rd</sup> party agreement to access the site. Further assessment also is required regarding the potential for contamination on the former agricultural holdings.</p> <p>In addition, Small Dole is classified as a small settlement with some limited capacity for development. A number of sites have been identified in the village by Henfield and Upper Beeding Parish Council's in their respective neighbourhood plans which are now made. It is considered that the cumulative impact from a further allocation would adversely impact on local infrastructure capacity, the environment and pressure on social integration is considered to be unsustainable for a small settlement with limited services and facilities.</p>
Small Dole	SA571	Land at Streatham Farm	This site is open in character with a closer relationship to the countryside rather than the built form of Small Dole. Development in this location would result in further urbanisation an edge of the settlement extending into the open countryside and impacting on rural character. New Hall Lane is currently a private road would have to be upgraded to adoptable standards to increase potential capacity to service the site.
Small Dole	SA572	Land South of West Mill Lane, Small Dole	This site is a triangular parcel of land does not relate well to the existing settlement form and is more closely linked with the surrounding countryside. Development in this location would impact negatively on the rural character and contribute towards urbanisation on the edge of the settlement location. The close proximity of the sewerage works would also negatively impact on any potential proposal through odour emissions.
Southwater	SA324	The Copse	<p>This site is located on the rural / urban fringe and development at this location. The site is enclosed on its northern side by a row of trees. These trees are the subject of a Tree Preservation Order (TPO 1477), due to their collective contribution to the character and appearance of the locality, at the transition between Southwater and the open countryside to the north. It is considered development would unavoidably change the character of the settlement's edge.</p> <p>Significant strategic scale development has been delivered in Southwater with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further</p>

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.
Southwater	SA408	Land west of the Copse	The site is not considered suitable for allocation. Access to the site needs to be demonstrated (it is not currently accessible to the wider road network, and the only access would be through Site SA324). It is also not clear how development on site could be delivered in light of how widely the revised Tree Preservation Order (TPO/1543).
Southwater	SA435	Land north of Parthings Lane, Tower Hill	Although this site adjoins the built up area of Horsham, it is south of the railway line which provides a clear boundary to the town and limiting the relationship of the land with the wider town. The landscape south forms an important part of the visual separation between Horsham and both Tower Hill and Southwater and is rural in character. New development would therefore lead to the coalescence of Horsham with Tower Hill and significant adverse landscape impacts. In addition, access to the town
Southwater	SA599	Land at Worthing Road and Tower Hill	The site does not have potential for allocation because the site is located outside of the built-up area boundary of Horsham, in the countryside and would extend built form beyond the railway line, a defensible boundary and lessen the gap between Horsham and Tower Hill causing settlement coalescence between Horsham and Southwater.
Southwater	SA416	The Hermitage, Tower Hill	The site does not have potential for allocation because the site is located outside of the built-up area boundary of Horsham, in the countryside and would extend built form beyond the railway line, a defensible boundary and lessen the gap between Horsham and Tower Hill causing settlement coalescence between Horsham and Southwater.
Southwater	SA701	Land at Rascals Farm	<p>The proposed site is situated on the southern edge of Southwater village. The site is slightly separated from the built form by (Rascals Wood) which is designated as ancient woodland. It is therefore less well related to the settlement than other sites proposed for development in around the village.</p> <p>The site is further from services and facilities in Southwater village centre and is less sustainable than other sites proposed for allocation in the village. Significant strategic scale development has been delivered in Southwater with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.</p>

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Southwater	SA725	Land South of Hogs Wood, Shipley	The site mainly comprises woodland. The southernmost woodland strip forms the landscape buffer between Millfield and the countryside beyond. Development would result in the loss of this landscaping and is not considered suitable for development. Only the westernmost portion of the site is open fields and is bounded to the north by designated ancient woodland. Access to the site would either need to be obtained through the ancient woodland, which would lead to the loss of an irreversible habitat, or be obtained through from Shipley road and would require the loss of a mature treeline to gain access. The site is further from services and facilities in Southwater village centre and is less sustainable than other sites proposed for allocation in the village. Significant strategic scale development has been delivered in Southwater with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.
Southwater	SA743	Land at Woodfords	The site is further from services and facilities in Southwater village centre and is less sustainable than other sites proposed for allocation in the village. Significant strategic scale development has been delivered in Southwater with a further allocation proposed in this plan. It is considered that alongside the additional proposed strategic allocation, which will deliver greater infrastructure benefits to the settlement, the quantum of development would put further cumulative stress on local infrastructure capacity, the local environment and social integration and is considered to be unsustainable.
Southwater	SA328	Lanaways Farm	The site does not have potential for allocation as it is located outside the built-up area boundary in the countryside and would result in an isolated rural development, which may have significant negative impacts on the setting of nearby listed buildings. In the event that the wider strategic site to the south is allocated for development, the site would potentially have a closer relationship to the settlement boundary.
Southwater	SA754	Horsham Golf and Fitness	The site does have some positive aspects with respect of leisure provision, there are uncertainties that all that is proposed on the site can be delivered (e.g. the athletics track). The proposal will also lead to a reduction of the existing golf course. Whilst there are other sites in the District, further detail would be needed to demonstrate how these needs are no longer required / could be provided.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			<p>The site, whilst close to Southwater is located on the eastern side of the A24, and is therefore physically separated from the existing services and facilities in the village. Whilst linkages could be enhanced as part of the proposals, the scale of the development is not at a level where new infrastructure could be provided on-site to provide a range of services and facilities and therefore deliver a new community with a sense of place. There would inevitably be a need to travel to either Southwater/ Horsham or beyond some of which will be by car.</p> <p>The site is also located in the countryside between Horsham and Southwater. Although there are urban influences, the landscape in this area is predominantly very rural in character and development of the site would cause landscape harm by reducing the visual separation between Horsham and Southwater and negatively impact upon the character of each settlement. It is also noted that a number of other land parcels have been promoted for development between Horsham and Southwater, and the allocation of this site could place pressure for further development in the future and further contribute to settlement coalescence.</p>
Southwater	SA784	Land south of Tower Hill	The site lies in the countryside, located away from the Horsham built-up area boundary and in-between Horsham and Southwater. Some sections of the site adjoining the Worthing Road are bounded by low hedgerows. The site is therefore highly visible in these sections. New development would be visually intrusive in an area which relates to the wider countryside and would lead to the coalescence of the two separate and distinct settlements and significant adverse landscape impacts. The site is not of such a scale that it could deliver sufficient infrastructure that would not lead to additional journeys to Southwater or Horsham.
Southwater	SA852	The Fords, Bonfire Hill	The site is not considered suitable for allocation. While the site adjoins the southern boundary of a potential strategic allocation, this part of the strategic site is proposed as a green buffer to development north of the Downs Link and development at SA852 would be left in isolation, giving rise to an otherwise isolated area of development within wider countryside.
Steypning	SA608	Land at Kings Barn Farm	This site is very open and sits within an area which forms part of the landscape setting of the existing built form of Steypning, with wide open views across the Adur valley north and to the South Downs National Park. Development would be visually intrusive and adversely impact the setting of this protected landscape. Part of the site falls within the River Adur Water Meadows and Wyckham Wood Local Wildlife Site with notable ornithological and botanical interest. In addition

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
			the Grade II listed Kings Barn Old Cottages lies within the farm complex and outside the BUAB but is listed as a heritage asset. The site is therefore not assessed as being suitable for development.
Storrington	SA021	Land South of Kithurst Lane	The northern section of the site is enclosed by mature tree belts, but the southern section of the site is more open with no firm site boundary. The land contributes to the rural setting of the village and provides a buffer with the South Downs National Park, the boundary of which is to the south of this site. The site is sited adjacent to the Conservation Area (Storrington Conservation Area lies to the east of the site). The impact on the setting of the Conservation Area would be an important consideration should this site come forward for development. The Storrington Conservation Area Appraisal and Management Plan 2018 identifies the landscape fringe of this part of the Conservation Area with a high sensitivity to change associated with development. The site is not assessed as being suitable for allocation.
Storrington	SA316	Hurston Grove	The proposed development would extend into the backland of a number of existing residential properties located on the edge of the village which would alter the character of the area and urbanising the transition to the countryside beyond. It is unclear whether access arrangements to adoptable standards can be achieved. The site is not recommended for development.
Storrington (Thakeham Parish)	SA469	Land West of Storrington Road, Thakeham	This site is not recommended to progress as an allocation in the local plan review. The site is considered to be detached from the existing settlement pattern of the village and would be unrelated to the current settlement form. Development at this location would impact negatively on the rural character and landscape.
Storrington	SA485	Land South of Bax Close	SA485 and SA486 are presented as one proposal by the site promoter. Both sites are in a visually sensitive location close to the boundary of the South Downs National Park. The adverse impact on this landscape mean the site is not assessed as suitable for development.
Storrington	SA486	Land adjacent to Clay Lane	SA485 and SA486 are presented as one proposal by the site promoter. Both sites are in a visually sensitive location close to the boundary of the South Downs National Park. The adverse impact on this landscape mean the site is not assessed as suitable for development.
Storrington	SA497	Land at Longbury Hill	Although adjoining the built up area boundary of Storrington, the site is not in easy walking distance of the main services and facilities. This is considered likely to encourage vehicle use through narrow private lanes of Heath Common, harming the distinctive character of this area.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Storrington (Thakeham Parish)	SA499	Land to the Rear of Fairlands	This site is not recommended to progress as an allocation in the local plan review. The site is considered to be detached from the existing settlement pattern of the village and would be unrelated to the current settlement form. Development at this location would impact negatively on the rural character and landscape.
Storrington	SA639	Land off Fryern Road	<p>This location has a predominantly strong rural character and is sensitive to development. The site is separated from the current built form by floodplain to the south and by the road to the east. It is considered development in this location would have detrimental impact on local landscape character.</p> <p>The site has not been allocated by the community in the Made Neighbourhood Plan and is less suitable than other sites promoted to the Council given the landscape impacts. The cumulative impact from further allocations would adversely impact on local infrastructure capacity, the environment and pressure on social integration is considered to be unsustainable for the settlement.</p>
Storrington	SA763	Land West of Greenacres	The proposed development would extend into the backland of a number of existing residential properties located on the edge of the village which would alter the character of the area and urbanising the transition to the countryside beyond. It is unclear whether access arrangements to adoptable standards can be achieved.
Storrington	SA865	Tennis Club	The site does not have potential for allocation because it would negatively impact on the setting of the Conservation Area and the listed buildings nearby. Furthermore, the loss of community facilities will reduce the recreational offer in the village. Issues remain regarding providing suitable vehicular access to potentially service 25 dwellings on a single lane including safe access for waste management vehicles and construction vehicles.
Thakeham	SA513	Land to the south of Furze Common Road	A significant improvement to existing access would be needed to accommodate development on the site and it has not yet been fully demonstrated this can be achieved raising concerns over the deliverability of this site.
Thakeham	SA712	Land at South Hill Farm	The site does not have potential for allocation as it would result in development extending into a rural area and would not be in keeping with the existing settlement pattern.
Thakeham	SA869	The Orchard, Storrington Road	The site is constrained with a number of mature trees some of which have Tree Preservation Order status. This will require the implementation of appropriate root protection zones affecting the net developable area of the site. Furthermore, development at this location would cause harm to the rural character of the settlement.

Settlement	Ref	Site Name	Summary of reason/s not recommended for allocation
Upper Beeding	SA629	Land north of Church Farm Walk	The site does is highly sensitive to development in terms of heritage and biodiversity. The setting of the Grade II* church and direct impact of the Local Wildlife site would be negatively affected by housing development. The edge of village location would be further urbanised with housing development and would impact on the rural character in this location.
Warnham	SA070	Land north of Bell Road	The site is not considered suitable for allocation given the potential for significant harm to the setting of the numerous listed buildings and the Warnham Conservation Area to the west of the site. Further constraints in both landscape and heritage would prohibit this site coming forward.
Warnham	SA564	Land to the east of Tuggles Plat	The site contributes to the open rural character of the setting of Warnham Conservation Area. There are also a number of Grade II Listed Buildings on Friday Street abutting the site and the impact of development would need to be considered. The potential harm from development to the local heritage assets is considered to be significant.
West Chiltington	SA014	Land north of Finches Lane	The land is raised adjoining the properties on Mill Road with a gentle slope downwards in a northerly direction. It is heavily vegetated throughout. Woodland covers the western and northern sections of the site with a number of trees located in the south eastern section of the site giving the characteristic of being countryside rather than relating to the built form of West Chiltington Common. A Tree Preservation Order covers half of the site, with only the central eastern section of the site not being included within the designated area. A Root Protection Zone would be required for these areas, limiting the developable area. The landscape impacts and limited developable area limit the suitability of this site for allocation.
West Chiltington	SA059	Land at Southlands	The proposed site is a large area of agricultural land. Development of the site would likely result in its negative landscape impacts including on the South Downs National Park which is visible from this location. In addition the site is unrelated to the current settlement form and would give the appearance of sporadic development in the countryside.
West Chiltington	SA319	Land at Smock Alley	The site does not have potential for allocation. The site is not considered to have potential for allocation due to its negative landscape impacts. In addition, the scale of development, such as historic application DC/17/1692, would be limited in capacity of 5 dwellings, which falls below the site threshold.

### Employment Sites not recommended for Allocation

This table provides a high level summary of the reasons why the following sites are not recommended for allocation.

Parish:	SHLAA Ref:	Site Address:	Reason:
Ashington	SA817	Land West of Malthouse Lane	The site is not considered suitable for employment allocation. It is recognised that this site is located adjacent to an existing employment area, however, the land is not well related to the existing development in landscape terms or configuration. It would extend the built form of development north, leading to urbanisation in an area which lies in the countryside and has a rural character despite the A24 to the east of the site. The site is also distant from the settlement boundaries of Ashington and Washington.
Billingshurst	SA623	Land at Andrews Hill, Billingshurst	The site is not considered suitable for employment allocation for a number of reasons including its location and configuration in relation to the settlement of Billingshurst. Development would create linear urbanising / ribbon development in the countryside.
Billingshurst	SA573	Land at Hilland Farm North (Employment)	The site is not considered suitable for employment allocation. It lies within the countryside buffer surrounding the recent urban extension to Billingshurst, with the new A272 link road and pylons / power lines reinforcing the sites separation from the urban area. The topography largely disconnects the site from the employment site under construction to the north.
Billingshurst	SA819	Rosier Business Park	It is considered that the core 'employment' section of this site be designated as a new Key Employment Area. It is not considered the site need to be specifically allocated for additional employment given the general support for expansion via the employment policies and the recommended allocation of a mixed use scheme East of Billingshurst which will enable the scheme to expand if required.
Horsham – Forest Ward	SA570	Land South of Hilliers Garden Centre	The site is not considered suitable for employment allocation. The key reason is the uncertainty over its availability and deliverability for employment given it has primarily been promoted for housing for which the site is not considered suitable. The location and configuration of the site sits uncomfortably with the built up area boundary of Horsham, there are access issues and pylons / power lines cross the site.
North Horsham	SA191	Broadlands Business Campus	The site forms a commitment and is no longer considered to form a potential employment allocation. Nor is it considered it should be designated a new Key

Parish:	SHLAA Ref:	Site Address:	Reason:
			Employment Area (KEA) along with the Fisher Clinical Services site to the west due to the changes in the Uses Classes Order which mean this office site no longer forms a 'B' type use, which are the uses protected and promoted in KEAs.
North Horsham	SA568a	Land North of Mercer Road	The site is not considered suitable for employment allocation. The site is considered more appropriate for housing and has been recommended for allocation for this purpose, subject to the provision of a small on-site employment hub. If the full extent of the site were developed for employment, this may impact upon the viability of existing and proposed employment site to the North of Horsham.
Pulborough	SA677	Land at Toat Café and Whitelands	This site is not considered suitable for employment allocation. Whilst previously developed land, the site lies within the countryside in a relatively isolated rural location, unrelated to any settlement edge. It is therefore not considered appropriate for residential or employment development. It is however considered that the brownfield site may support other leisure based activities such as a hotel or rural tourism activity. This site may have potential as a wedding venue, weekend lodges or local gastronomy centre, which have been identified as strands in the Horsham District Visitor Economy Strategy. The land owner has indicated that they do not consider the latter uses as viable and the site is therefore not considered to be deliverable at the current time.
Pulborough	SA830	Land North of Broomers Hill Park	The site is not considered suitable for employment allocation. Its development would create linear urbanising /ribbon development in the countryside. In addition to this, when regard is given to the site promoted and considered suitable for employment allocation to the south of Broomers Hill Industrial Park, there is a lack of evidence to demonstrate there is a need for further employment in this location and / or impact upon the viability of expansion to the south of the Industrial Park.
Shipley	SA644 and SA645	Land North and South of Buck Barn Services	This site is not considered suitable for employment allocation. The site is located within the wider Knepp Estate and has been identified as part of a rewilding project. Additionally, it is considered the development would conflict with the provision of employment land which would be delivered at Buck Barn should this site be allocated.
Slinfold	SA102	North of Lower Broadbridge Farm	The site is located to the west of Lawson Hunt Industrial Estate. The eastern most portion of this site is considered to have potential for an expansion of employment land, albeit it is not being promoted for this use and is therefore not deliverable.

Parish:	SHLAA Ref:	Site Address:	Reason:
Slinfold	SA833	Land North and South of Maydwell Avenue	This site is not considered suitable for employment allocation for a number of reasons including the significant impact of urbanisation of the landscape beyond the confines of Slinfold and traffic. It is considered the employment and environmental policies appropriately enable growth of employment beyond the boundaries of the existing KEAs that is in keeping with the area.
Southwater	SA626	Land West of Hop Oast	This site is not considered suitable for employment allocation. Although close to the major road network, there is currently no direct access to the site and further work would be required to understand if this could be achieved. The site is also bisected by a high pressure gas main which can limit the amount of development which can take place in the easements along these pipelines. The site also forms part of a wider mixed use promoted scheme considered within SA784. There is some uncertainty as to whether the site remains available.
Warnham	SA325	Land at Westons Farm	This site is not considered suitable for employment allocation. Overall the site is large in scale, but the form of the site would lead to urbanisation of the landscape beyond the immediate confines of Horsham and the new development under construction at North Horsham, and lead to coalescence with Warnham. Environmental impacts, including flood risk, would also require mitigation. Although new access to the site could potentially be delivered from the A24/A264 roundabout, via a proposed additional lane, further work to understand highways safety and the cumulative impact with new development and programmed road upgrades in the area are necessary. Without improvements in local bus services the site is likely to be accessed predominantly by private motor vehicles as it is some distance from Horsham town and the services are hourly from Warnham Station. The impacts of this large site upon the viability of the employment within the 'North of Horsham' strategic site under construction, along with other impacts such as traffic, are likely to be unfavourable if not negative in the present employment market climate.
Warnham	SA842	Land North of Station Road	The site is not considered suitable for employment allocation due to a number of reasons including potential harmful impact upon the viability of existing / proposed employment in the area, access and transport impacts, urbanisation and coalescence.

## Housing Sites Excluded from the full site assessment process

This section sets out the sites which were not subjected to the full site assessment process. Sites have been excluded from the site assessment process for a number of reasons, as set out below:

### Housing Sites below the SHLAA threshold (under 5 dwellings)

Parish	Ref	Site Name
Ashington	SA242	26 Warminghurst Close
Billingshurst	SA222	Dewhurst, 82 High Street
Billingshurst	SA255	38A Station Road
Billingshurst	SA261	The Manor House
Billingshurst	SA440	Land at the end of Roman Way
Colgate	SA670	Land at Home Farm, St Leonards Forest
Horsham Denne	SA050	Land at 18 Oliver Road
Horsham Denne	SA215	Saxon Weald House
Horsham Denne	SA230	Seldwyla
Horsham Denne	SA268	Orchard Gate, Appletree Cottage
Horsham Denne	SA269	The Chantry
Horsham Forest	SA208	Next to Piano Centre
Horsham Forest	SA265	19 Brighton Road
Horsham Forest	SA348	Old Doomsday
Horsham Trafalgar	SA249	34 Rushams Road
Itchingfield	SA266	Water Farm
Itchingfield	SA632	Land N of Sunnycroft, Apple Trees & Henleys
Lower Beeding	SA180	Leonardslee House
Lower Beeding	SA227	South Lodge Hotel
Lower Beeding	SA663	Plot Between Foresters and Rowans
North Horsham	SA138	137 Crawley Road
North Horsham	SA241	Land east of 4 Ramsey Close
North Horsham	SA604	Land at Holbrook School Lane, Horsham
Nuthurst	SA093	Saddlers Farm Mannings Heath
Nuthurst	SA355	Swallowfield Nursery
Nuthurst	SA370	Copsale Village Hall
Nuthurst	SA628	Land at Micklepage Leigh
Pulborough	SA257	15 The Spinney
Rudgwick	SA224	Bookers and Stresa
Rudgwick	SA271	Station Garage
Rudgwick	SA529	The Fox Inn
Shermanbury	SA595	Wyndham Pool
Southwater	SA238	Ye Old Barn
Southwater	SA279	Rosbank
Southwater	SA280	Pond Farmhouse
Southwater	SA343	Blinks Wood, Southwater/Shipleigh
Southwater	SA350	Land north of High Winds
West Grinstead	SA721	Land South Of Mill Lane, Littleworth

Steyning	SA264	Clovelly
Steyning	SA276	119 High Street
Steyning	SA288	99 High Street
Storrington & Sullington	SA226	St Mary's Villa, 1 Fern Road
Storrington & Sullington	SA236	Silver Birches
Storrington & Sullington	SA245	Land east of Sawyards
Storrington & Sullington	SA251	2 Brook Close
Thakeham	SA231	40 Crescent Rise
Thakeham	SA869	The Orchard, Storrington Road
Billingshurst	SA675	Land off Little East Street
Upper Beeding	SA253	38 Church Lane
Horsham Denne	SA545	The Crescent
Warnham	SA650	Garden land at Stone Farm Granary
Horsham Trafalgar	SA676	Wedgwood
Warnham	SA662	Baynards Motor Company
West Chiltington	SA240	Unit 4 Haglands Lane
West Grinstead	SA221	Halfacre and The Chalet
West Grinstead	SA260	Land between 16 and 20 Meyers Wood
West Grinstead	SA353	South of South Lodge
West Grinstead	SA679	Land at Lock Farm
Woodmancote	SA541	Blackstone Rise Garages

#### Housing/Employment Sites allocated/commitments within a development plan

Parish	Ref	Site Name
Ashington	SA122/131 /548/735	Land South of Rectory Lane
Billingshurst	SA108	South of Billingshurst Allocation
Broadbridge Heath	SA680	Land at Hares Hill
Broadbridge Heath	SA580	Land North of Heath Barn Farm
Broadbridge Heath	SA632	Wellcross Farm
Henfield	SA011	Land West of Backsettown Farm
Henfield	SA065	Land East Wantley Hill
Henfield	SA504	Land South of the Bowls Club
Henfield	SA586	South and East of Parsonage Farm
Henfield	SA681	Land North of Old Brickworks (Employment)
Henfield	SA848	Southgrounds (Employment)
Nuthurst	SA258	Land opposite The Dun Horse
Nuthurst	SA303	Land at Great Ventors Farm
Nuthurst	SA328	Land at Saxtons Farm
Nuthurst	SA371	Holly Farm
Nuthurst	SA405	Land adjacent to Heathtolt Cottages
Storrington/Sullington	SA748	Land at Ravenscroft
Storrington/Sullington	SA549	Land at Old Mill Drive
Storrington/Sullington	SA519	Land at Old London Road
Storrington/Sullington	SA550	Land at Post Office
Storrington/Sullington	SA561	Angel Sandpit

Storrington/Sullington	SA618	Land North of Downsview Avenue
Slinfold	SA654	Land at Crosby Farm
Slinfold	SA655	The Cobblers
Slinfold	SA012	Land West of Spring Lane
Slinfold	SA337	Land East of Hayes Lane
Thakeham	SA012	Thakeham Tiles
Thakeham	SA512	Threals Farm
Upper Beeding	SA689	Land at Oxcroft Farm

**Sites located away from the settlement edge and in an isolated rural location.**

Parish	Ref	Site Name
Ashington	SA498	Lodge Farm, Ashington
Billingshurst	SA043	Land at Kingslea Farm
Billingshurst	SA056	Land at Borough Farm, Stane St, Five Oaks
Billingshurst	SA078	Denhams
Billingshurst	SA094	Land at Chantry Farm
Billingshurst	SA109	Land North of Tisserand Farm
Billingshurst	SA606	Land at Wooddale Lane
Billingshurst	SA612	Land S of New Road & E of Wooddale Lane
Billingshurst	SA623	Land at Andrews Hill Farm
Billingshurst	SA718	Land at Wellers Farm
Billingshurst	SA741	Land East of Marringdean Manor
Billingshurst	SA760	St Andrews Farm
Billingshurst	SA761	Land at Rainbow End Farm
Billingshurst	SA776	Bromeliad Nursey, Steepwood View & Curytail
Colgate	SA057	Land at Little Clovers Farm, Faygate
Colgate	SA514	Cow Barn & Mid Benson's Fields
Colgate	SA527	The Cherry Tree
Cowfold	SA778	Land at Capons Hill Farm
Cowfold	SA859	Capons Hill Farm
Henfield	SA496	Land around West End Lane
Henfield	SA542	The Paddock, Dears Farm
Henfield	SA690	Land North West of Rushmears Nursery
Henfield	SA017	Land at Backsettown Farm, Furners Lane,
Henfield	SA692	The Paddocks, Stonepit Lane
Henfield	SA358	Land at Westlands Nurseries
Horsham Forest	SA073	Land to the north of Hampers Lane
Horsham Forest	SA098	Forest Farm
Itchingfield	SA522	Itchingfield School
Itchingfield	SA649	Land at Plumtree Cross Lane, Bucks Green
Lower Beeding	SA369	Land Adjoining Cisswood House Hotel
Lower Beeding	SA779	Land at Prongers Orchard
North Horsham	SA444	Land South East of Langhurstwood Road
Nuthurst	SA374	Copsale Farm

Nuthurst	SA375	Barnfields Farm
Nuthurst	SA464	Land east of the A281
Nuthurst	SA646	Land at Shuckers Farm Copsale Road
Nuthurst	SA777	Land at Millers Mead
Pulborough	SA042	3 Sites at Manor Farm, Nutbourne
Pulborough	SA235	Land at Longlands, Marehill
Pulborough	SA404	Mare Hill House
Pulborough	SA566	Land at Batts Lane
Pulborough	SA635	Land at Toat Café and Lorry Park
Pulborough	SA677	Land at Toat Café and Whitelands
Pulborough	SA830	Land Opposite Broomers Hill Park
Rudgwick	SA027	Land north of Bowcroft Lane
Rudgwick	SA082	Rudgwick Glebe, Lynwick Street
Rudgwick	SA526	Land Adjoining The Blue Ship PH
Rudgwick	SA781	Land at Smithers Farm
Rusper	SA666	Croudace Ltd Builders Yard
Rusper	SA694	Sports Horses International Ltd Stud Farm
Rusper	SA738	Land east of Baldhorns Copse
Rusper	SA870	Land North of Kilnwood Vale
Rusper	SA598	Millfield Farm Horsham Road
Shermanbury	SA100	Land at Brighton Road, Shermanbury
Shermanbury	SA351	Wychwood Paddocks
Shermanbury	SA415	Springlands
Shermanbury	SA585	Part Home Farm, Shermanbury
Shipley	SA010	Land at Home Farm Coolham
Shipley	SA103	Land at St Cuthman's
Shipley	SA234	Land at Sincox Lane, Shipley
Shipley	SA507	Kings Platt
Shipley	SA508	Kings Field
Shipley	SA509	Sailors Copse Field
Shipley	SA516	Land at Vine Cottage, Coolham
Shipley	SA517	William Penn School Site
Shipley	SA543	Land North of Little Woodfords
Shipley	SA769	Land between Brook Cottage and Foxcroft, Coolham
Shipley	SA771	Land East of Hooklands Lane, Shipley
Slinfold	SA013	Blacklands
Slinfold	SA290	Brackensfield Farm
Slinfold	SA547	Land East of Waterside
Slinfold	SA624	Land at Woodside, Clemsfold
Slinfold	SA627	Land at Clemsfold Farm
Southwater	SA038	Land at Griggs
Southwater	SA330	Stoneleigh
Southwater	SA298	Chesworth Farm Local Wildlife Site
Southwater	SA772	Butlers Ghyll

Southwater	SA852	The Fords Bonfire Hill
Southwater	SA416	The Hermitage, Tower Hill
Southwater	SA329	Lanaways Farm
Southwater	SA393	Woodlands Farm
Southwater	SA875	Coltstaple Farm, Coltstaple Lane
Southwater	SA765	Land West of Worthing Road and East of Tower Hill
Southwater	SA754	Horsham Golf and Fitness Club
Southwater	SA040	Land off Worthing Road Tower Hill
Southwater	SA784	Land South of Tower Hill
Southwater	SA626	Land West of Hop Oast
Southwater	SA298	Chesworth Farm Local Wildlife Site
Storrington	SA544	Land at Chantry Industrial Estate
Storrington	SA617	Land at Hartwood House
Thakeham	SA022	Land at Picketty Cottages.
Thakeham	SA023	Lower Voakes
Thakeham	SA335	Town House Farm, Thakeham
Thakeham	SA643	Land at Coolham Manor, West of Coolham Rd
Thakeham	SA720	Land North of Merrywood Lane
Warnham	SA029	Land at Rowhook Hill
Warnham	SA460	Kingsfold Nursery, Warnham
Warnham	SA528	The Dog and Duck
Warnham	SA563	Land East of Dorking Road, Kingsfold
Warnham	SA651	Land at Brookhouse Farm, Kingsfold
Washington	SA318	Land Adjacent to Spring Gardens
Washington	SA417	Old Clayton Boarding Kennels
Washington	SA457	Land at Kingsfold, Warnham (North West Horsham)
Washington	SA551	Land off Old London Road (Lucking's Yard)
Washington	SA614	Rock Common, North of the Hollow
Washington	SA615	Rock Common, South of the Hollow
Washington	SA619	Cadrona, Hampers Lane
West Grinstead	SA321	Land South of Village Hall Dial Post
West Grinstead	SA322	Land East of Lakers Cottage Dial Post
West Grinstead	SA380	Dial Post 2 Field
West Grinstead	SA381	Part Hill Field, Dial Post
West Grinstead	SA382	Lindfield Barn Field
West Grinstead	SA555	Bridge House Riding Stables, Slinfold
West Grinstead	SA559	Land adjoining the Orchard Restaurant
West Grinstead	SA723	Land West of Old Worthing Road, Dial Post
West Grinstead	SA787	Land west of Littleworth
Wiston	SA616	Hole Street Yard

#### Sites within the Built Up Area Boundary

Parish	Ref	Site Address
Ashington	SA364	One Acre, North of Foster Lane, Ashington Parish

Billingshurst	SA030	Eagle Industrial Estate, Brooks Road, Billingshurst Parish
Billingshurst	SA032	Nyewood Court
Billingshurst	SA292	Land adjacent to Cedars Farm Parbrook
Billingshurst	SA437	Land south of A29 at Jubilee Fields, Billingshurst Parish
Billingshurst	SA438	Land at Weald School, Billingshurst Parish
Billingshurst	SA441	Billingshurst Community & Conference Centre
Billingshurst	SA441	Billingshurst Community & Conference Centre,
Billingshurst	SA531	The Six Bells
Billingshurst	SA531	The Six Bells, Billingshurst Parish
Broadbridge Heath	SA137	Station Garage (Skoda)
Henfield	SA358	Land at Westlands Nurseries, Henfield Parish
Henfield	SA418	SE Tyres, Henfield Parish
Henfield	SA423	The Bus Station
Henfield	SA423	The Bus Station, Henfield Parish
Henfield	SA446	Vinalls Business centre and NR Motorworks
Henfield	SA446	Vinalls Business Centre and NR Motorworks
Henfield	SA487	Land south of Hollands Lane, Henfield Parish
Henfield	SA511	Village Stores
Henfield	SA511	Village Stores, Henfield Parish
Henfield	SA515	Old Steam Mill, Henfield Parish
Henfield	SA554	Post Office & Library Car Park, off High Street
Horsham Denne	SA165	The Tanfield Centre
Horsham Denne	SA168	Buildings at Nightingale Road
Horsham Denne	SA169	Building plot No.59
Horsham Denne	SA170	Spire Court
Horsham Denne	SA175	Barclays House
Horsham Denne	SA181	Ridgeland House
Horsham Denne	SA182	42b Carfax
Horsham Denne	SA185	Dynamics House
Horsham Denne	SA186	Above Brock Taylor
Horsham Denne	SA193	Sanford House
Horsham Denne	SA195	Comewell House, Horsham – Denne Ward
Horsham Denne	SA198	West Point
Horsham Denne	SA201	26-27 West Street
Horsham Denne	SA202	26 Worthing Road
Horsham Denne	SA203	76 Park Street
Horsham Denne	SA206	7 - 9 Park Place
Horsham Denne	SA210	Springfield House
Horsham Denne	SA212	Afon House
Horsham Denne	SA213	Exchange House
Horsham Denne	SA214	Provender Mill
Horsham Denne	SA270	51 Hurst Avenue
Horsham Denne	SA273	9, 11 and 13 Worthing Road
Horsham Denne	SA275	2 to 8 Springfield Park Road, Horsham – Trafalgar Ward

Horsham Denne	SA278	5a - 13 Guildford Road
Horsham Denne	SA450	Hurst Road Opportunity Area
Horsham Denne	SA479	Bailey House
Horsham Denne	SA577	Peel House, Horsham – Denne Ward
Horsham Denne	SA586	25 Piries Place, Horsham – Denne Ward
Horsham Denne	SA672	St Marks Court
Horsham Forest	SA156	Unit D Foundry Lane, Horsham – Forest Ward
Horsham Forest	SA178	1 Blatchford Road
Horsham Forest	SA179	City Business Centre
Horsham Forest	SA188	Unit B2 Foundry Lane, Horsham – Forest Ward
Horsham Forest	SA189	Units 3,5,9 and 10, Foundry Court
Horsham Forest	SA190	3 Kings Court
Horsham Forest	SA546	Units 4-6 Redkiln Close
Horsham Trafalgar	SA176	Albany House, Horsham – Trafalgar Ward
Horsham Trafalgar	SA177	Land adjacent to Albany House
Horsham Trafalgar	SA197	23-25 Springfield Road
North Horsham	SA034	Gas Works, Natts Lane, Billingshurst Parish
North Horsham	SA144	Parsonage Farm, North Horsham Parish
North Horsham	SA285	Old Pumping Station
North Horsham	SA387	Scrapyard, North Horsham Parish
North Horsham	SA388	The Star Public House
North Horsham	SA388	The Star Public House, North Horsham Parish
North Horsham	SA530	The Rising Sun, North Horsham Parish
North Horsham	SA705	Land at 78 Crawley Road Roffey, North Horsham Parish
North Horsham	SA773	Abbey House, North Horsham Parish
Pulborough	SA223	Haybourne Old Farm (Barns 3-5), Pulborough Parish
Pulborough	SA248	Land north of Church House, Pulborough Parish
Pulborough	SA590	Royal Mail Sorting Depot, Pulborough
Pulborough	SA590	Royal Mail Sorting Depot, Pulborough Parish
Pulborough	SA699	Land at Waterside House (northern section of site only),
Steyning	SA762	Former Lloyds Bank, Steyning Parish
Storrington	SA139	9-13 Crawley Road, North Horsham Parish
Storrington	SA153	RAFA site
Storrington	SA311	Strome and Sussexdown
Storrington	SA379	Land off Ryecroft Lane (Old Ryecroft Allotments),
West Grinstead	SA124	Huffwood Trading Estate

#### Housing Sites located within a protected area (SSSI/AONB)

Parish	Ref	Site Address
Colgate	SA033	Woodland adjacent Beedingwood Farm
Colgate	SA106	Land at Pine Cottage, Colgate
Colgate	SA107	Land North of Forest Road, Colgate
Colgate	SA334	Land South of Buchan Hill Reservoir, Colgate
Colgate	SA552	Woodlands Farm

Colgate	SA600	Wellsprings Blackhouse Road Colgate
Colgate	SA667	Rookfield, Faygate
Colgate	SA670	Land at Home Farm, St Leonards Forest
Horsham Forest	SA298	Land at Chesworth Farm
Lower Beeding	SA789	Land at Shelley Plain
Lower Beeding	SA090	Limekiln Copse
Lower Beeding	SA532	The Wheatsheaf
Lower Beeding	SA663	Plot Between Foresters and Rowans
Lower Beeding	SA780	Land south of The Crabtree Inn
North Horsham	SA048	Land south of Forest Road
North Horsham	SA088	Land north of Forest Road
North Horsham	SA127	Land at Newhouse Farm, North Horsham
Nuthurst	SA091	Land adjacent to 15th Green
Nuthurst	SA092	Land at Winterpit Lane
Nuthurst	SA093	Saddlers Farm Mannings Heath
Nuthurst	SA788	Land North of Mannings Heath
Rusper	SA620	Land at Chantry Quarry, Storrington
Shipley	SA343	Blinks Wood, Shipley

**Insufficient Information Provided to enable Site Assessment.**

Parish	Ref	Site Address
Billingshurst	SA232	Recreation Ground
Broadbridge Heath	SA220	Cases Yard,
Broadbridge Heath	SA130	West of Arun Valley Railway
Henfield	SA017	Land at Backsettown Farm
Henfield	SA126	Paddock Wood
Henfield	SA691	Knights Field
North Horsham	SA145	Roffey Sports and Social Club
North Horsham	SA146	Star Reservoir
North Horsham	SA246	Medleys
Nuthurst	SA117	The Stables
Nuthurst	SA484	Land at Junction of Broadwater Lane & Polecat Lane
Rusper	SA095	Land at Bonnetts Lane
Slinfold	SA097	SI Group UK Land 2, Slinfold
Slinfold	SA121	Land at Rapkyns Nursing Home
Slinfold	SA064	Land at Hayes Lane, Nibbletts Farm
Southwater	SA120	Stakers Farm
Washington	SA540	The Hut, Hampers Lane
Washington	SA333	Land at Heath Barn, Washington
Storrington	SA501	Highcroft, Hampers Lane
Thakeham	SA239	Abingworth Hall Hotel
Warnham	SA015	Land at Upper Westbrook Farm
West Chiltington	SA329	Land at Lanaways Farm

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# Horsham Transport Study

## Preferred Local Plan Scenario Transport Assessment

### Executive Summary

On behalf of **Horsham District Council**

Project Ref: 330610047 | Rev: A | Date: June 2021

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## Document Control Sheet

**Project Name:** Horsham Transport Study

**Project Ref:** 330610047

**Report Title:** Local Plan Preferred Scenario Transport Assessment – Executive Summary

**Doc Ref:** 330610047/LPPSTA-ES

**Date:** 30<sup>th</sup> June 2021

	Name	Position	Signature	Date
<b>Prepared by:</b>	Robert Dziurla	Principal Transport Planner		29/06/2021
<b>Reviewed by:</b>	Paul Gebbett	Senior Associate		30/06/2021
<b>Approved by:</b>	Paul Gebbett	Senior Associate		30/06/2021
<b>For and on behalf of Stantec UK Limited</b>				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.





## Executive Summary

### Introduction

Stantec have been commissioned by Horsham District Council to produce a high-level transport assessment to support the emerging Local Plan. The assessment has been undertaken using a SATURN highway model. SATURN is an industry standard modelling package, which has been used to assess the impact of a number of development scenarios on the local highway network managed by West Sussex County Council, along with assessing impacts on the Strategic Road Network, managed by Highways England.

The modelling work is also used to inform the mitigation strategy required to support the Local Plan and inform more detailed junction modelling, using industry standard modelling packages, where required. Models have been developed to represent potential impacts at the end of the Local Plan period (2038), for the AM (0800-0900) and PM (1700-1800) peak hours.

The assessment is undertaken as per MHCLG Planning Practice Guidance, Transport Evidence Bases in Plan Making and Decision Taking (March 2015)<sup>1</sup>. The mitigation strategy will be required to mitigate the impact of the Local Plan development and as per the guidance the emphasis on mitigation should be delivery of a sustainable transport strategy, which will enable growth, whilst also considering environmental impacts and climate change targets.

The modelling undertaken is based on the most unbiased and realistic set of assumptions. Background forecasts only include schemes where the likelihood of them going ahead is near certain, or more than likely.

The following are not included directly within the modelling, but may have an influence on future traffic conditions:

- Peak spreading and change of travel time – The model is a peak hour only and does not reflect behaviour seen where people will change the time of their journey to avoid the worst congested parts of the peak.
- Increases in home working – the COVID-19 pandemic has seen an increase in home working and there are some indications, that for some this may become a more common occurrence in the future and as the technology improves, this may become more of the norm in some areas of work.
- Autonomous Vehicles and other future innovations - the impact of ‘disruptive’ technologies such as autonomous (i.e. ‘driverless’) vehicles is unknown at this time.

### Local Plan Development

A number of scenarios have been taken through the modelling process and outputs of these used to inform the development of a preferred development scenario. More detailed modelling has then been undertaken on the preferred scenario to inform the mitigation strategy required to demonstrate that the Local Plan can be delivered, in the context of transport.

The developments included within the preferred scenario are shown in the table below, split into the strategic sites and non-strategic sites. These figures are subject to some minor degree of amendment as the Local Plan preferred strategy is refined (for example to reflect updated employment allocations). The impacts and modelling outputs of such amendments would show negligible differences within the models.

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<sup>1</sup> <https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking>

*Preferred Scenario - Strategic Sites*

Development Location	Plan Period (Dwellings)	Overall (Dwellings)	Employment - B1 (Plan Period) (M <sup>2</sup> )	Employment - B2 & B8 (Plan Period) (M <sup>2</sup> )
Buck Barn (SA716)	2,100	3,500	8,800	21,200
West of Ifield (SA101)	3,250	10,000	2,700	6,300
West of Southwater (SA119)	1,200	1,200	8,000	16,000
East of Billingshurst (SA118)	650	650	660	1,540
North Horsham densification (SA296)	500	500	11,000	8,500
<b>TOTAL</b>	<b>7,700</b>	<b>15,850</b>	<b>31,160</b>	<b>53,540</b>

\*Employment at North Horsham (SA296) reflects recent planning permissions not originally included in the baseline 'Reference Case' modelling

*Preferred Scenario - Settlement Sites (non-strategic)*

Development Location	Plan Period (Dwellings)	Overall (Dwellings)	Employment - B1 (Plan Period) (M <sup>2</sup> )	Employment - B2 & B8 (Plan Period) (M <sup>2</sup> )
Ashington	300	300		
Barns Green	105	105		
Broadbridge Heath	290	290		
Christs Hospital	20	20		
Cowfold	105	105		
Henfield	325	325		
Horsham - Forest ward	100	100		
Horsham - Novartis	300*	300		
West of Kilnwood Vale Extension (SA341)	350	350		
Lower Beeding	57	57		
North Horsham parish	300	300		
Partridge Green	0	0	1,000	8,000
Pulborough	255	255	1,000	6,000
Rudgwick	66	66		
Rusper	38	38		
Slinfold	0	0		
Small Dole	60	60		
Southwater (land to north)	0	0	0	3,000
Steyning	240	240		
Storrington & Sullington	155	155		





- Moorhead Roundabout (signal optimisation)
- Albion Way/B2237 (signal optimisation)
- East Street / Park Way Junction (signal optimisation)
- A281/New Street Junction (signal optimisation)
- A264/Langhurst Wood Road (signal optimisation)

### Highway Mitigation

Where it has been demonstrated that sustainable travel measures would not be enough to fully mitigate the impacts of the Local Plan, further mitigation measures have been assessed.

The following junctions are shown to require physical mitigation within Horsham District (note junctions on the Strategic Road Network (SRN) are looked at separately):

- A24 / A272 Buck Barn
- A24 Hop Oast Roundabout
- A24 Washington Roundabout
- A24 / Steyning Road

Detailed junction modelling for each of these junctions has been undertaken and shown that a mitigation scheme can be provided, which mitigates the impact of the Local Plan.

The A24/A272 Buck Barn junction has been tested within a more detailed modelling package (LinSig) using traffic flows from the SATURN model. A through-about arrangement is proposed, whereby the A24 carriageways pass through the centre of the roundabout island thereby increasing the capacity of the junction.

The A24 Hop Oast roundabout, signalising the roundabout is proposed. This has also been modelled in a similar fashion in a more detailed modelling package (LinSig). This is shown to work within capacity with the Local Plan traffic and therefore is deemed to be mitigated. The modelling has also been undertaken to include bus priority at the junction, which emphasises the importance of sustainable transport within the overall strategy.

At the A24/A283 Washington Roundabout, it is proposed to signalise the roundabout. There is also a requirement to provide some localised widening to demonstrate that the Local Plan traffic can be mitigated. Any scheme to improve this junction is likely to need sensitive design to ensure landscape impacts on the South Downs National Park are mitigated.

At the A24/B2135 Steyning Road junction, it is proposed to replace the current priority arrangement with traffic signals. This is as much a safety scheme, as it is to provide additional capacity, although there is a capacity issue on Steyning Road due to increased flows on the A24 in the future. With higher flows on the A24, any traffic from Steyning Road will have fewer opportunities to turn onto the A24 and this is seen as a safety issue for right turning traffic, wishing to travel north in particular. The increase in flows on the A24 will make it even more difficult for traffic from Steyning Road to turn to/from the A24, particularly from/to the northbound carriageway.



## Summary and Conclusions

Modelling has been undertaken to inform this Transport Assessment for the local plan preferred strategy (i.e. the preferred scenario). The work has considered, at a high level, the sustainable travel mitigation and impact on traffic levels across Horsham District and any impacts within neighbouring authorities and on the Strategic Road Network, which in this case is the A23 and M23.

Limited physical highway mitigation is proposed, with four junctions on the A24 corridor being shown to require mitigation, which is deemed to be deliverable through the Local Plan process.

Traffic through Cowfold is a key issue for delivery of the Local Plan, however it is felt that a combination of signing and physical measures, such as reduced speed limits on the B2110 between Lower Beeding and Handcross, should reduce the traffic using the A272/A281/B2110 route to reach the A23 and thus alleviate the impacts of the Local Plan and go some way to addressing air quality issues. Physical highway mitigation measures in Cowfold have been explored, but do not mitigate the impacts.

Proposed sustainable and physical mitigations are shown to alleviate significant increases of congestion which result from the Local Plan preferred scenario. Furthermore, the sustainable mitigation measures which have been included within the modelling assessment are deemed to be conservative in terms of the mode shift away from cars, and therefore the physical mitigation requirements shown may be reduced if more ambitious sustainable transport measures and targets proposed by individual site promoters are realised.

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## Executive Summary

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Local Plan Viability Study



**Horsham**  
**District**  
**Council**

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Horsham District Council

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June 2021

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Private and Confidential

## Introduction

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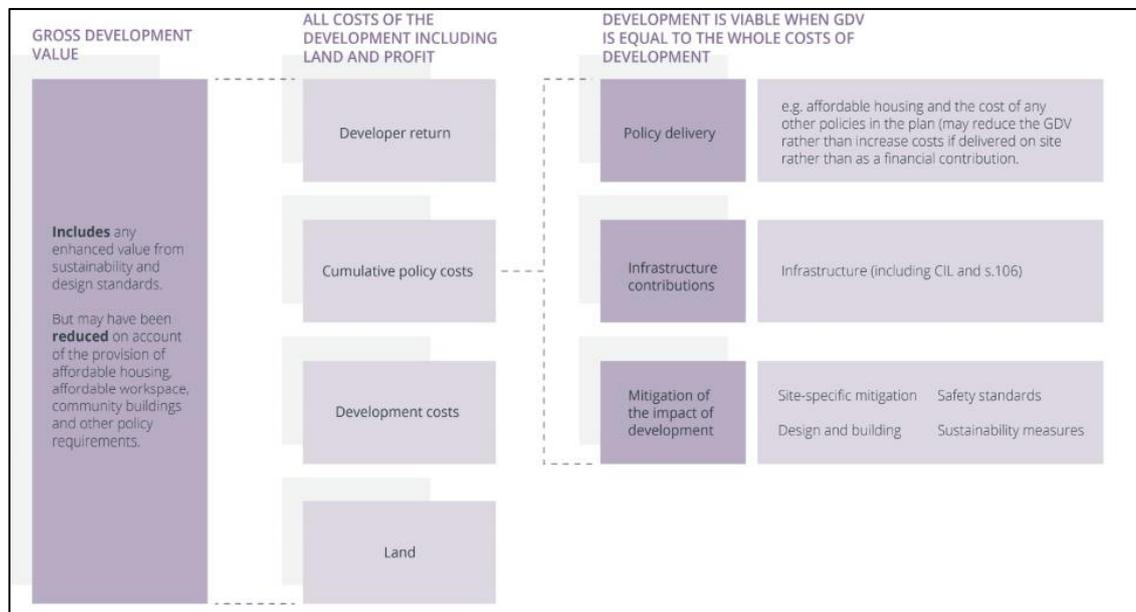
- ES 1 AspinallVerdi have been instructed by Horsham District Council (the 'Council') to provide an evidence base to assist in identifying the viability impacts of emerging planning policies in its draft Local Plan.
- ES 2 As is demonstrated in this report, the draft policies are viable and hence deliverable. We have demonstrated this through viability testing the draft policies against development typologies, which are reflective of the type of development anticipated to come forward in the plan, and specific testing of strategic sites.
- ES 3 In making our assessment we have had regard to:
- Revised National Planning Policy Framework (NPPF)
  - Planning Practice Guidance (PPG)
  - Local Housing Delivery Group publication 'Viability Testing Local Plans', 2012
  - Royal Institution of Chartered Surveyors (RICS) 'Financial Viability in Planning 1st Edition', 2012
  - RICS Financial viability in planning: conduct and reporting 1st Edition, May 2019.
  - RICS, March 2021 (effective from 01 July 2021), Assessing viability in planning under the National Planning Policy Framework 2019 for England

## Approach

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- ES 4 In testing viability, we have run a series of development appraisals using a bespoke MS Excel model. The model calculates the viability surplus/deficient for each scenario with results displayed in a series of tables. Figure ES 1 summarises the formula used in the MS Excel Model to assess development viability.

Figure ES 1 Elements required for a viability assessment



Source: Source: RICS, March 2021

ES 5 The inputs used in the appraisals have been based on robust evidence as follows:

- **Values** - are based on detailed analysis of the local market which is evidenced in a separate property market report appended to this study. The property market report draws on published data from Land Registry, CoStar (commercial property database of transactions) and commercial property reports. In addition, telephone consultations have been undertaken to verify the published data.
- **Development costs** - devised from recognised published data such as BCIS<sup>1</sup> and comparable schemes. On strategic site costs and been informed through consultations.
- **Policy costs** – we have undertaken a review of the Council's draft policies. Those policies that will have a direct cost to development have been included in the appraisals. Pertinent potential policy costs have been included are: affordable housing, biodiversity net gain, improving housing standards (M4(2) and M4(3)), sustainable urban drainage, water efficiency, sustainability, 75% carbon reduction, Community Infrastructure Levy (CIL), and electric charging points. Education has been included in the strategic site testing.

<sup>1</sup> Build Cost Information Service published by RICS and is recommended by the PPG

Affordable housing has been tested with the Council's preferred tenure of 70% affordable rent and 30% shared ownership. A sensitivity assessment has been undertaken that includes the government's new First Homes tenure. We make recommendations on the level affordable housing which is viable across the District.

In the current Local Plan strategic sites had been zero rated for CIL. For future strategic sites to be zero rated a CIL review would be required. This testing has included CIL, as the sites are not currently zero rated, with the findings to inform (amongst other things) whether a CIL review is required for strategic sites. Though including CIL on strategic sites may mean an element of double counting with the assumptions used for S106. As these sites progress the Council will need to ensure no double counting does occur.

- **Developer return** – the testing reflects the range set out in the PPG of between 15% and 20% of gross development value (GDV). It is widely accepted in the market that the risk profile on affordable units is lower as developers have an end user and benefit from a golden brick payment structure i.e. receive payments for the units during the construction period. Therefore, affordable housing has been tested with 6% of GDV.
- **Land value** - has been determined through using the Existing Use Value (EUV) plus Premium method – this method is set out in the PPG and RICS guidance. For the land value calculation for greenfield sites, we have based the EUV on agricultural land values and applied a suitable multiplier. For brownfield sites, we have based the EUV on low grade employment sites and applied a reasonable percentage uplift to reflect the premium. However, our analysis has shown that some of the brownfield sites may have lower EUVs, as a number of these sites comprise curtilage of developed land such as equestrian facilities or contain structures that have blended into the surrounding landscape.<sup>2</sup> As such, some sites which are categorised as brownfield may, in reality, derive lower land values akin to the greenfield sites.

It is important to stress, that should any site specific schemes incur any additional costs than that identified in this study, then these costs will need to be reflected in a reduced land value – this is in accordance with the PPG and RICS guidance.

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<sup>2</sup> Planning Portal, 2021. Glossary: Previously Developed Land or 'Brownfield' land.

## What we have tested?

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ES 6 The viability testing has considered both residential and non-residential growth identified in the draft Local Plan, with the test set out as follows:

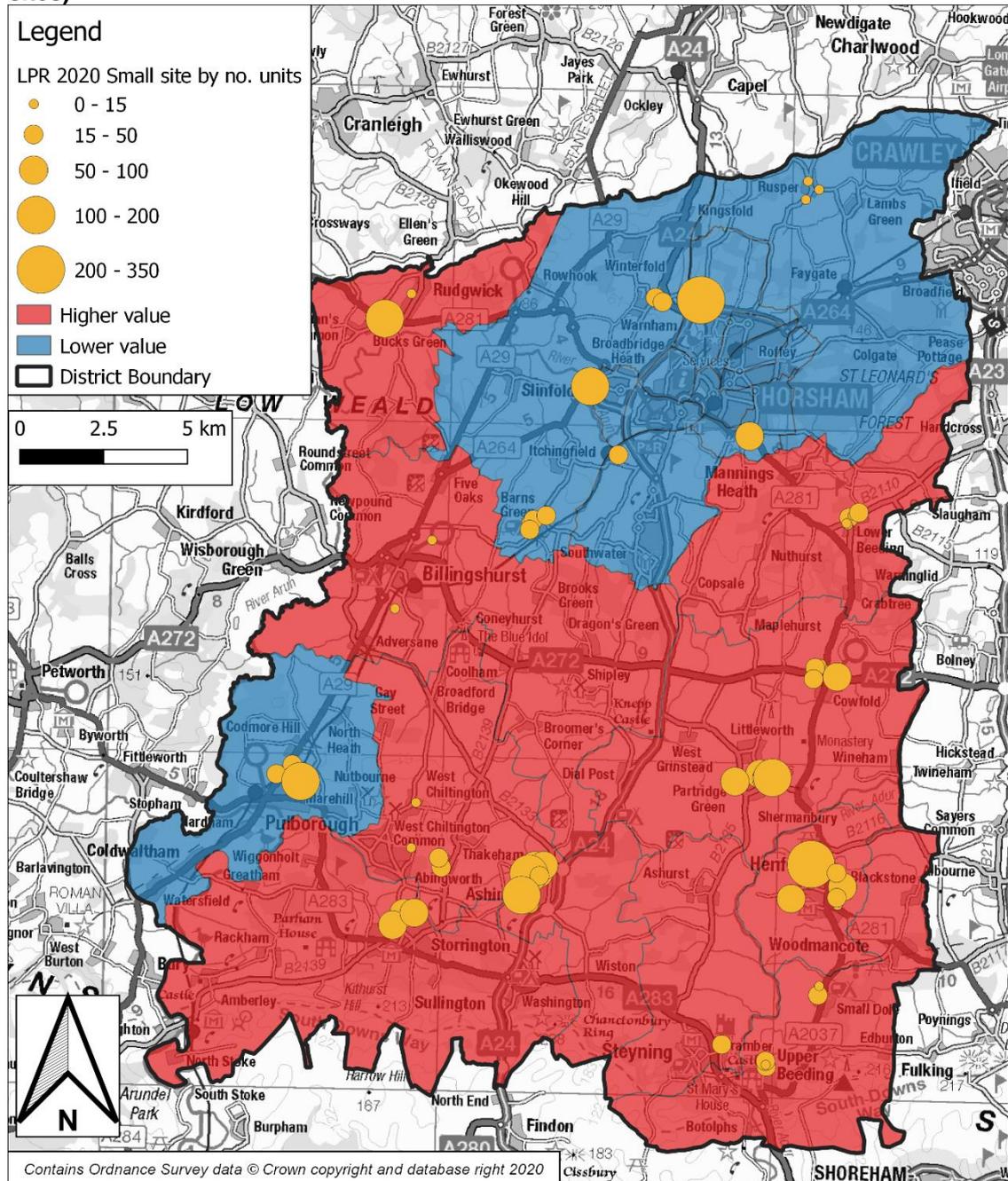
### Residential

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ES 7 The residential testing has been based on a typology approach (reflecting the type of development proposed in Council's Regulation 18 Site Assessment Report (SAR)) and testing of the strategic sites.

ES 8 In determining the typologies, guidance allows us to vary the viability testing by values. In our assessment we have considered new build sold prices of schemes in the District, in doing so we have considered unit prices, unit sizes and price £psm. Based on our analysis, we devised two value zones to test, we then overlaid the pattern of proposed development – see analysis in Figure ES 2 overleaf.

Figure ES 2 Viability zones and pattern of potential residential allocations (excl. strategic sites)



ES 9 Guidance allows us to also vary the testing by greenfield and brownfield development, we therefore analysed the pattern of proposed development in each of the two value zones by greenfield and brownfield sites. It was clear through this analysis that the majority of planned growth is on greenfield sites. Our analysis showed that brownfield sites will yield around 13% of all planned residential growth, excluding strategic sites. Once strategic sites are included this percentage will significantly fall. In addition, as part of this analysis, we considered development

densities and gross and net developable area. Finally, we analysed the Council's Strategic Housing Market Assessment (SHMA) to ensure the dwelling mixes used in the testing met the housing need.

- ES 10 For the strategic site testing, we undertook consultations with the landowners, promoters and developers associated with the those shortlisted for allocations in the emerging plan. We requested the relevant parties complete a proforma detailing the nature of development, site-specific circumstances (i.e. opportunities / constraints), ownership details and their approach to viability testing. We also undertook a series of virtual meetings which lasted around 1 hour.
- ES 11 These consultations aimed to understand the nature of development that is being promoted on the sites and how the site-specific circumstances may influence viability in the context of the emerging policy requirements.
- ES 12 Where viability inputs were provided, we asked for supporting evidence. We then benchmarked their inputs against published data. Where we have agreed with the inputs, we have adopted the same costs and values in our appraisals. Where we have disagreed, we have made appropriate adjustments based on our review of evidence for the generic site testing.

### Older persons accommodation & Build To Rent (BTR)

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- ES 13 In formulating our typologies for older persons accommodation, we considered age restricted accommodation, as this is what is typically provided by private developers. This typology along with BTR typologies were informed by comparable schemes.

### Non-residential

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- ES 14 Grouped into the non-residential testing is comparison and convenience retail, office and industrial uses. These typologies have been based on the type of sites proposed to come forward and the type of schemes developed locally and regionally.

## Viability testing results

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ES 15 The following results and recommendations are based on the evidence set out in this viability report and the objectives set out in the Council's draft Local Plan.

## Generic Typologies

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ES 16 The results of the generic typology viability testing are summarised as follows:

### Residential

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ES 17 Our testing of the non-strategic sites has shown that all potential greenfield allocations are viable with 45% affordable housing. Also, viability is maintained with the introduction of the First Homes tenure.

ES 18 For brownfield sites viability is more challenging. To maintain a single affordable housing percentage across the District for this type of development 10% affordable housing is deemed to be viable. To enable viable development for brownfield sites at 10% affordable housing, land values may need to fall slightly and/or developer profit reduced on some of the scenarios tested. We consider such an approach to be reasonable given that some of the brownfield lands in reality could be lower (as highlighted above) and we need to strike an appropriate balance between the developer, landowner and aims of the planning system.<sup>3</sup>

### Older persons accommodation

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ES 19 Our testing has shown that elderly accommodation development is viable with all policies tested and affordable housing at 40%.

### Build To Rent (BTR)

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ES 20 Our testing has shown that BTR development is viable with all policies tested but affordable housing needs to be varied as follows:

- Greenfield – 40% affordable housing
- Brownfield – 20% affordable housing

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<sup>3</sup> Paragraph 010 of the Viability PPG which states: 'In plan making and decision making viability helps to strike a balance between the aspirations of developers and landowners, in terms of returns against risk, and the aims of the planning system to secure maximum benefits in the public interest through the granting of planning permission.'

## Retail

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- ES 21 Convenience retail development is viable and the Council can continue to deliver the CIL charge (indexed linked), as well as biodiversity net gain and electric charging points.
- ES 22 Comparison retail viability is more challenging and is very sensitive to changes in rents and yields. Given the challenges with viability we recommend that the Council should not seek anything too onerous in terms of policy.
- ES 23 There is retail development identified as part of the uses on some of the strategic sites. The retail element of the strategic sites forms only a small element of the overall mix and our testing has shown it does not render these sites to be unviable.

## Employment

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- ES 24 Office development viability is also challenging in the current market. Office development is generally not viable on a speculative basis away from core cities and the Thames Valley but can become viable on a pre-let basis or owner occupier. The Council should not seek anything too onerous in terms of policy ask to maintain viable development.
- ES 25 Industrial/warehouse development is viable, but smaller units are more marginal, hence, the Council should not be too onerous in their policy ask.

## Strategic Sites

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ES 26 Based on initial high-level viability testing we agreed with the Council that the strategic sites should be tested with 35% affordable housing and all draft policy costs. Unlike the generic typologies, this also includes education contributions (primary & secondary).

ES 27 We have reviewed the expected delivery numbers contained within the IcenI Horsham Housing Delivery Study (September 2020) and compared these to the proposed delivery rates put forward by the site promoters within the plan period. The majority of strategic sites delivery rates fall in the plan period as anticipated by the IcenI report. But there is a discrepancy between the delivery rates stated by the promoters, the IcenI report and our assessment as follows:

- **Buck Barn** - IcenI indicated in their report that Buck Barn will deliver 2,100 dwellings over the plan period based on 200 dwellings per annum. The promoter indicated a quicker delivery rate of 300 dwellings per annum, which will deliver 3,500 dwellings over the plan period. We have tested the full 3,500 dwellings but have found the promoter's delivery rate to be too high. Based on our testing of 250 dwellings per annum around 3,200 dwellings will be delivered in the plan period.
- **NE Henfield** - IcenI indicated in their report that NE Henfield will deliver 1,850 dwellings over the plan period. The promoter has indicated 2,600 dwellings, the key difference in the assumptions is the lead-in time for the development. Through our consultations, the promoter has indicated the land can come forward as the majority of the site is under option or willing landowners, with a small number of parcels to be concluded. We therefore do not see significant challenges in bringing forward the 2,600 dwellings over the plan period, and that is reflected in our testing.
- **Adversane** - IcenI indicated in their report that the Adversane site will deliver 2,100 dwellings over the plan period. The promoter has presented us 2,708 dwellings over a 17-year period, based on a delivery of 160 dwellings per annum. We have tested the 2,708 dwellings and have agreed with the promoter's delivery rate. Once allowing for a reasonable lead-in period the promoter's total units fall outside the plan period, Based on our assessment, we anticipate around 2,040 dwellings will be delivered over the plan period i.e. broadly in line with the IcenI assessment.

- **West of Ifield** - Icen indicated in their report that West of Ifield will deliver 2,800 dwellings over the period. The promoter has presented us 3,250 over the plan period, based on a delivery of 250 dwellings per annum. We have agreed with the 250 dwellings per annum delivery but we have found the promoter's lead-in period to be optimistic. Once adjusted, the anticipated delivery is broadly achieved, with our completions 2-months longer than the 15 year plan period (i.e. 182 months).

ES 28 Our assessment has shown that all the strategic sites are viable i.e. the residual land value generated in the appraisals provides a sufficient premium (multiplier) above the agricultural existing use land value. Further details on the strategic sites are summarised in Table ES 1.

**Table ES 1 Strategic sites testing summary**

	E. of Billingshurst	W. of Billingshurst	N.E. of Henfield	Adversane	Buck Barn	Kingsfold	Southwater	Rookwood	West of Ifield
<b>Total Units (inc. other resi)</b>	650	1,000	2,600	2,708	3,500	1,300	1,200	750	3,250
<b>Baseline Policy Costs</b>	9,514,538	14,668,500	48,661,275	50,423,231	65,173,500	18,878,925	17,565,300	10,698,463	59,721,188
(per unit)	(14,638)	(14,669)	(18,716)	(18,620)	(18,621)	(14,522)	(14,638)	(14,265)	(18,376)
<b>Infrastructure Costs</b>	14,600,300	20,000,000	52,000,000	62,284,000	83,317,500	26,000,000	24,393,600	15,000,000	74,750,000
(per unit)	(22,462)	(20,000)	(20,000)	(23,000)	(23,805)	(20,000)	(20,328)	(20,000)	(23,000)
<b>Promoter's Adjusted S106</b>	2,542,800	10,216,600	24,796,200	13,540,000	44,044,000	12,970,100	11,444,400	-	48,064,250
(per unit)	(3,912)	(10,217)	(9,537)	(5,000)	(12,584)	(9,977)	(9,537)	(-)	(14,789)

	E. of Billingshurst	W. of Billingshurst	N.E. of Henfield	Adversane	Buck Barn	Kingsfold	Southwater	Rookwood	West of Ifield
<b>Total</b>	<b>26,657,638</b>	<b>44,885,100</b>	<b>125,457,475</b>	<b>126,247,231</b>	<b>192,535,000</b>	<b>57,849,025</b>	<b>53,403,300</b>	<b>25,698,463</b>	<b>182,535,438</b>
(per unit)	(41,012)	(44,885)	(48,253)	(46,620)	(55,010)	(44,499)	(44,503)	(34,265)	(56,165)
<b>Delivery</b>	<p>Land in multiple ownership, option agreements in place with no minimum land payment.</p> <p>Access needs to be obtained through the existing development to the north. But may form part of land deal to reaccommodate a school site.</p>	<p>Only one landowner who is self-promoting the land.</p> <p>Not aware of any minimum land payment required to bring site forward.</p> <p>No significant highway work constraints identified.</p>	<p>Land in multiple ownerships but most under option. Smaller parcels of land still need to be acquired through private treaty. No evidence provided of minimum payments.</p> <p>Promoter BLV said to be reflective of premiums agreed with landowners.</p> <p>Residual land in our testing exceeds promoter's BLV.</p>	<p>Three landowners with options in place.</p> <p>Equalisation agreements to be determined.</p> <p>Promoter BLV said to be reflective of premiums agreed with landowners.</p> <p>Residual land in our testing exceeds promoter's BLV.</p> <p>Construction of bridge over railway line required. Some detailed work undertaken to establish</p>	<p>Seven landowners with all land held under option agreements.</p> <p>Majority of the site (circa 70%) under one option agreement which has a minimum payment.</p> <p>Residual land in our testing exceeds promoter's BLV, and the minimum land payment in their main option agreement.</p>	<p>Five landowners with all land held under option. No need for equalisation agreement, but no evidence on minimum land payment.</p> <p>Requires bridging of railway line, which is a delivery risk.</p> <p>Business case has been submitted to network rail.</p> <p>Parcel to the west can be delivered in isolation without the</p>	<p>Two landowners with agreements in place to bring forward the site.</p> <p>Technical works undertaken on infrastructure works, no known constraints identified.</p>	<p>Owned by HDC. Land value significantly lower than other strategic sites. Land not available until 2022/23.</p> <p>No due diligence has been undertaken on key infrastructure constraints.</p>	<p>Most of the land under single ownership to Homes England.</p> <p>Land held through historic interest relating to New Towns initiative. No set minimum land payment.</p> <p>Western Link Road and school required to be delivered upfront.</p>

## APPENDIX 8

LPVA Executive Summary  
Horsham District Council  
June 2021

	<b>E. of Billingshurst</b>	<b>W. of Billingshurst</b>	<b>N.E. of Henfield</b>	<b>Adversane</b>	<b>Buck Barn</b>	<b>Kingsfold</b>	<b>Southwater</b>	<b>Rookwood</b>	<b>West of Ifield</b>
				optimum position of bridge.		need to bridge railway.			

## COVID-19

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- ES 29 Our viability assessment commenced prior to the global pandemic but has been updated throughout, with our assessment of costs and value reflecting latest published evidence. In some sectors it is still too early to tell the full impact COVID-19 but we have already seen positive indicators with house prices and strong capital values on industrial properties therefore we consider the local market to have held up well.
- ES 30 Furthermore, the viability testing has allowed for sufficient “viability buffers” to ensure development does not come forward at the margin of viability.

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