Horsham District Council

Horsham District Local Plan 2023-2040

Regulation 19



January 2024



Horsham
District
Council

Contents

Chapter 1: Introduction **4**
Chapter 2: Planning Context **7**
Chapter 3: Spatial Vision and Objectives **13**
Chapter 4 - Policies for Growth and Change **21**
Strategic Policy 1: Sustainable Development 29
Strategic Policy 2: Development Hierarchy 29
Strategic Policy 3: Settlement Expansion 33
Strategic Policy 4: Horsham Town 34
Strategic Policy 5: Broadbridge Heath Quadrant 35
Chapter 5: Climate Change and Water **37**
Strategic Policy 6: Climate Change 41
Strategic Policy 7: Appropriate Energy Use 43
Strategic Policy 8: Sustainable Design and Construction 45
Strategic Policy 9: Water Neutrality 48
Strategic Policy 10: Flooding 51
Chapter 6: Conserving and Enhancing the Natural Environment **54**
Strategic Policy 11: Environmental Protection 56
Strategic Policy 12: Air Quality 58
Strategic Policy 13: The Natural Environment and Landscape Character 60
Strategic Policy 14: Countryside Protection 62
Strategic Policy 15: Settlement Coalescence 63
Strategic Policy 16: Protected Landscapes 64
Strategic Policy 17: Green Infrastructure and Biodiversity 66
Policy 18: Local Green Space 75
Chapter 7: Development Quality, Design and Heritage **77**
Strategic Policy 19: Development Quality 78
Strategic Policy 20: Development Principles 79
Policy 21: Heritage Assets and Managing Change within the Historic Environment 81
Policy 22: Shop Fronts and Advertisements 83
Chapter 8: Infrastructure, Transport and Healthy Communities **85**
Strategic Policy 23: Infrastructure Provision 86
Strategic Policy 24: Sustainable Transport 87
Policy 25: Parking 90
Policy 26: Gatwick Airport Safeguarding 92
Strategic Policy 27: Inclusive Communities, Health and Wellbeing 94

Policy 28: Community Facilities, Leisure and Recreation 96
Chapter 9 – Economic Development 103
Strategic Policy 29 - New Employment 106
Strategic Policy 30 – Enhancing Existing Employment 111
Policy 31 - Rural Economic Development 114
Policy 32: Conversion of Agricultural and Rural Buildings to Commercial, Community and Residential Uses 116
Policy 33: Equestrian Development 118
Strategic Policy 34: Tourism Facilities and Visitor Accommodation 118
Strategic Policy 35 – Town Centre Hierarchy and Sequential Approach 122
Strategic Policy 36 - Town Centre Uses 124
Chapter 10: Housing 127
Strategic Policy 37: Housing Provision 132
Strategic Policy 38: Meeting Local Housing Needs 135
Policy 39: Affordable Housing 137
Policy 40: Improving Housing Standards in the District 141
Policy 41: Rural Exception Homes 143
Policy 42: Retirement Housing and Specialist Care 145
Strategic Policy 43: Gypsies and Travellers 146
Policy 44: Rural Workers Accommodation 150
Policy 45: Replacement Dwellings and House Extensions in the Countryside 151
Policy 46: Ancillary Accommodation 152
Housing Allocations 154
Strategic Policy HA1: Strategic Site Development Principles 154
Strategic Site Allocations 156
Strategic Policy HA2: Land West of Ifield 156
Strategic Policy HA3: Land North West of Southwater 163
Strategic Policy HA4: Land East of Billingshurst 167
Settlement Site Allocations 172
Strategic Policy HA5: Ashington 174
Strategic Policy HA6: Barns Green 176
Strategic Policy HA7: Broadbridge Heath 177
Strategic Policy HA8: Cowfold 178
Strategic Policy HA9: Henfield 179
Strategic Policy HA10: Horsham 180
Strategic Policy HA11: Lower Beeding 181
Strategic Policy HA12: Partridge Green 182
Strategic Policy HA13: Pulborough 183

Strategic Policy HA14: Rudgwick and Bucks Green 185
Strategic Policy HA15: Rusper 186
Strategic Policy HA16: Small Dole 186
Strategic Policy HA17: Steyning 187
Strategic Policy HA18: Storrington & Sullington 188
Strategic Policy HA19: Thakeham (The Street and High Bar Lane) 190
Strategic Policy HA20: Warnham 190
Strategic Policy HA21: West Chiltington and West Chiltington Common 191
List of Figures 196
List of Tables 197
Glossary 198

Chapter 1: Introduction

The Horsham District Local Plan 2023-2040

1.1 The Horsham District Local Plan 2023-2040 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 environmental, social and economic 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 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, as 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 2023 to 2040 but considers a longer term context of up to 30 years for strategic scale development. The plan aims to deliver the social, economic and environmental needs of Horsham District, as well considering the extent to which needs beyond our boundaries can be met. 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 vision, objectives and strategy for the District over the coming years and contains a number of Strategic Policies and general planning polices 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), National Planning Practice Guidance (NPPG) and 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 each other, and the document should be read as a whole, including the vision, spatial objectives and spatial strategy. The document has several

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 a number of Government consultations proposing changes to the planning system both in the shorter and longer term, together with the Position Statement received from Natural England which requires this Plan to demonstrate water neutrality. These issues have combined to set the context in which the Council has considered the level of development that can be accommodated in the District. This process has taken account of the standard housing methodology target set by National Policy, environmental constraints and the need to maintain healthy and happy communities.

1.8 To understand the needs and issues facing the District, the Plan has taken account of the outcome of a collection of studies known as our evidence base. It includes topics such as housing and employment needs, water supply, biodiversity, 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.

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, including Parish Workshops, 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 online meetings.

Next Steps

1.11 This document will be published for a formal 'period of representation' from Friday 19th January 2024 to Friday 1st March 2024. The document will be available to view on the Council's website www.horsham.gov.uk/localplan. 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. If you require further advice on how to submit comments please email 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.

Chapter 2: Planning Context

2.1 The Horsham District Local Plan is informed by several other documents and strategies. Each of these documents is discussed in the following section, to provide 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 protection of key habitats, improving biodiversity, using natural resources prudently and minimising and adapting to the 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 Duty to Co-operate is a requirement to ensure that local planning authorities work together with county councils, other Local Planning Authorities 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 meet 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 Habitat Regulation Assessment has also been undertaken as part of the process of plan preparation to take account of the potential for the Plan to impact on key protected habitats and Species. This document also forms a key part of the evidence base.

2.7 In accordance with the requirements outlined in the NPPF, the Council has engaged with a wide range of infrastructure providers during the Local Plan preparation process. The detailed outcomes from this process are set out in the Council's Infrastructure Delivery Plan and underpin several policies in this document.

Water Neutrality

2.8 On 14 September 2021, Natural England published a 'Position Statement' from Natural England. Evidence collected by Natural England shows that the abstraction of water to supply homes and businesses is having a negative impact on protected wildlife in the Arun Valley. They advised that development in the North West Sussex water supply area (figure 1) must not add to this negative effect in order for the affected authorities to comply with relevant environmental legislation. The Position Statement also affects Crawley Borough, part of Chichester District, parts of the South Downs National Park and West Sussex County Council.

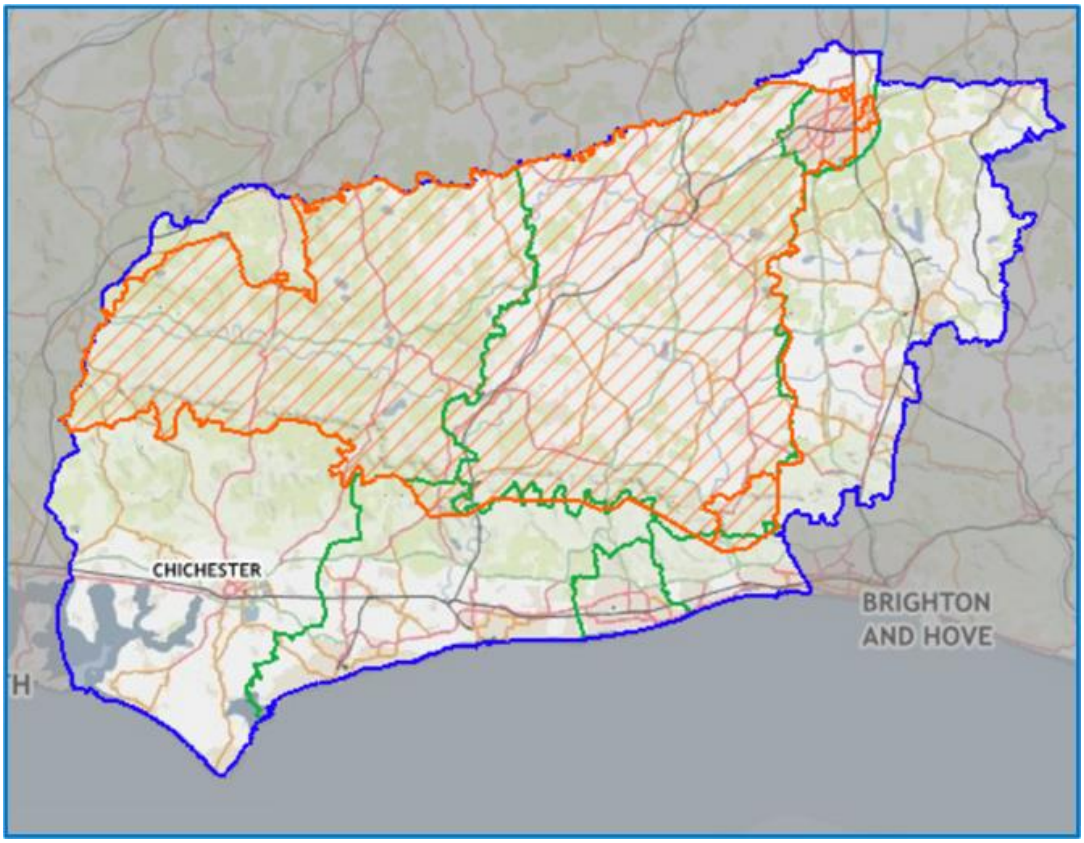

Figure 1: North West Sussex Water Supply zone – shown as orange hatched area

2.9 To ensure that the Local Plan does not deliver development which continues to harm the Arun Valley it has been prepared to be water neutral.

Water neutrality is defined as development that takes place which does not increase the rate of water abstraction for drinking water supplies above existing levels.

Significant joint working has been undertaken with the impacted local planning authorities, Natural England, Southern Water and other key stakeholders to develop a water neutral plan.

The Gatwick Diamond and Coast to Capital Local Enterprise Partnership

2.10 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 2: The Gatwick Diamond area

2.11 The Coast to Capital Local Enterprise Partnership (LEP) is focused in the Gatwick Diamond area. This LEP is currently 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, to developing skills and improvements to digital networks. This Council will work with the LEP and any successor partnerships, WSCC and neighbouring Local Authorities to ensure that the Local Plan can contribute to the delivery of these objectives. This will include supporting the sub-regional economy as it continues to emerge from the Covid-19 pandemic, and the pause to development that has arisen as a consequence of the requirement for water neutrality.

The South Downs National Park

2.12 Some of the land in Horsham District falls within the South Downs National Park. Horsham District Council is not the planning authority for this area. It is covered by a separate Local Plan. There is potential for any development and change that takes place outside the National Park to have an impact on this highly sensitive landscape.

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 Council Plan 2023-2027

2.13 The Council Plan provides a focus for the Council's activities and sets out clear priorities for the Council in the period to 2027. There are four key goals:

1. **Supporting people and communities**: Our District is a great place to live and everyone deserves to benefit. We'll provide help in tough times and build communities where people can flourish and have fun
2. **Inspiring greener futures**: We aim to be a net zero Council by 2030 and a net zero district by 2050. Horsham District will be held in high regard for best practice in rewilding, regenerative farming and recycling
3. **Building a thriving local economy**: Our District will be known as an easy place to do business. We'll work to overcome challenges and keep our high streets thriving, both in Horsham town and across the District
4. **Always listening learning and improving**: We're stronger when we work together. That means more sharing and more community involvement. Local democracy has to mean more than just an election every four years.

2.14 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.

2.15 In June 2023, the Council declared a climate and ecological emergency:

2.16 "*This Council declares a Climate and Ecological Emergency, based on the International Panel on Climate Change's AR6 Synthesis Report of March 2023 which states that humanity is in the midst of a crisis entirely of its own making. This crisis has already resulted in a global surface temperature rise of 1.1ºC, affecting many weather and climate extremes in every region across the globe, leading to widespread adverse impacts and related losses, including damage to nature and people.*

We welcome the recent statement on the climate emergency and biodiversity crisis from our new council leader that "taking real action to combat these will not only be an

immediate priority but will also be an ever-present consideration in all that we do throughout this term and beyond".

In response to this rallying call, this Council accepts the inadequacy of the climate related motion it passed in June 2019 and, leading by example, will significantly increase the rate of carbon reduction associated with its own corporate plan to achieve carbon neutrality for its direct emissions by 2030 and indirect emissions by 2050.

Recognising the delay that has already occurred in encouraging meaningful carbon reductions across the District (to achieve District-wide Carbon Net Zero by 2050), this Council wishes to see the draft Climate Action Strategy (approved by Cabinet on 24 March 2023) subjected to meaningful community engagement forthwith, along with the rapid development of an appropriate and proportionate action plan to engage, activate and support residents in this joint quest"

2.17 This declaration provides a clear steer for the Council to ensure that it actively contributes to achieving a net zero carbon target through its direct activities and indirect actions, to enhance the ecology of Horsham District's natural environmental and biodiversity. In particular, there is a clear need for the policies in this plan to help deliver the actions identified in the Climate Action Strategy (where they relate to planning).

Neighbourhood Plans

2.18 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, several 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. The Council will continue to work with Parishes and Horsham Blueprint on supporting the preparation and review of Neighbourhood Plans, including providing advice and support on the interpretation of national guidance (such as the NPPF) where this relates to Neighbourhood planning matters.

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^2 (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^2 (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. There is however 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 more hybrid working and online shopping, 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 Northern 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. Changes to these travel patterns following the Covid-19 pandemic with increased home or hybrid working have been observed. It is however too early to determine any definitive changes to long term working and travel patterns.

3.5 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.

3.6 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 deteriorating as a result of changing land management practices, increased pressure for development and climate change. A particular issue for Horsham District is the increasing demand for water in an area already suffering from 'water stress'. Natural England have now identified that the increased water supply requirements are having significant adverse impacts on protected sites in the Arun Valley, located in the South Downs National Park. There is also potential for development within Horsham District to impact on other protected sites and species beyond its own administrative area, as a result of air pollution from vehicle traffic. Any growth and development which takes place will need to ensure key habitats are protected, and deliver wider biodiversity net gains and contribute towards the provision of a nature recovery network.

3.7 Compared with many other areas within the South East, geographically, 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 specifically 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.

3.8 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 to travel over longer distances in particular. 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 reducing the reliance on the private car, including through the delivery of active travel (walking and cycling) as well as contributing to net zero carbon targets, and being designed to ensure that the development can withstand impacts of changing weather and the climate.

3.9 Also contributing to the character of Horsham District are its towns and villages. These 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. This includes ensuring that the design and layout of new development is inclusive for all sections and needs of society.

3.10 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 late teens and 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 area. There is a significant need to ensure that the homes which are provided allow all incomes to access safe accommodation which they can afford. In addition, Horsham District has seen an increase in the proportion of over 65s well above the national average. There is also a clear need to ensure that smaller homes are built to ensure the needs of first time byers and those downsizing can access accommodation locally. Homes therefore need to ensure that they meet needs over a whole lifetime.

3.11 The District falls within two main housing market areas. The Northern West Sussex Housing Market area covers the District as a whole, 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.

3.12 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.

3.13 The key challenge for the District is how it can continue to protect the environmental quality of the District alongside 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 to meet housing and other development needs for both its own population and those in districts and boroughs who have unmet development needs. The constraints of water neutrality in particular generate 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, in a high-quality natural environment and low carbon economy with access to high-quality jobs, services and facilities and green spaces that are close to home."

By 2040 Horsham District will have become a place where:

Environmental Quality and Climate Change

3.14 The environmental resources and environmental quality, (such as water supply, water quality and 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 than new technologies can be incorporated as they become available. Development will be adaptable to the impact of climate change and will mitigate these effects.

The Natural Environment and District Character

3.15 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.

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.

Community Services and Facilities

3.18 There are inclusive, vibrant communities with a greater quality and range of services and facilities for all ages and needs, 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, while 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

3.19 Development which takes place delivers high quality buildings and places. The form and function of new development will provide attractive, safe, welcoming and vibrant environments with a clear 'sense of place' that are desirable places 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.

Transport Infrastructure

3.20 Non-car-based transport including walking, cycling and community transport services are prioritised to help reduce the reliance on private motorised vehicles and contribute to low carbon based futures and healthy lifestyles. The transport infrastructure, especially the active travel network and public transport, is continually improved to offer high-quality, walking and cycling facilities and reliable and frequent public transport 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.

Economy

3.21 There is a vibrant urban and rural economy that has recovered from the economic challenges following 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.

3.22 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 be carbon neutral in design and will include both high-quality offices and commercial development. A range of employment requirements will be catered for, supporting both the urban and rural economy in the District, including starter units and larger 'moving on' accommodation to nurture and support growth of smaller businesses and retain inward investment.

Housing

3.23 New housing has been provided that helps contribute towards the Government's housing growth aspirations. This will meet the needs of the District's residents, and if it is possible, contribute towards the provision of unmet needs from other authorities.

3.24 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. Enhanced and new community facilities and services will be provided with new development to create vibrant places and communities, with high levels of walking, cycling and public transport that are built to zero carbon standards.

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

Corporate Plan Themes			
Supporting people and communities	**Inspiring greener futures**:	**Building a thriving local economy**	**Always listening learning and improving**
Objectives			
1	Ensure that future development in the District is based on sustainable development principles that strike the correct balance between environmental, social and economic priorities and deliver thriving communities with a strong sense of place.		
2	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	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.
4	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.
5	Brings forward well designed inclusive development that takes account of community feedback and is supported by the timely provision of necessary infrastructure (in advance of or concurrent with new development) that prioritises walking, cycling and public transport, provides accessible community services and open spaces that meet local and wider District requirements and contributes to healthy lifestyles.
6	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.
7	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.
8	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.
9	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.
10	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.

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.

Table 2: List of relevant Spatial Objectives per chapter

Local Plan Chapter	**Most relevant Local Plan Objective**
Chapter 4 – Policies for Growth and Change	Objective 1, 8 and 9
Chapter 5 – Climate Change and Flooding	Objectives 2, and 4
Chapter 6 – Conserving and Enhancing the Natural Environment	Objectives 3 and 4
Chapter 7 – Development Quality, Design and Heritage	Objective 5 and 6
Chapter 8 – Infrastructure, Transport and Healthy Communities	Objective 5
Chapter 9 - Economic Development	Objective 7, 8 and 9
Chapter 10 - Housing (including allocations)	Objective 10

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. This is why many people and businesses want to move here. There is however a need to continue to protect the environment and rural character of the District to ensure that development remains within environmental limits, 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, urban extensions, expanding existing small settlements or delivering new settlements may affect the character and community balance.

4.2 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 2040 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, taking account of the context of the requirement for water neutrality. The strategy seeks to be relevant and reflect the needs of the District, delivering economic growth and housing whilst also ensuring that does not exceed environmental limits, delivers environmental net gains and the rural environment and

historic character is protected and enhanced. A key strand of the strategy is to ensure that the Plan also meets the Government's agenda of delivering housing growth and the District's wider Duty to Co-operate requirements, as far as is realistically possible. In the longer term there may be potential for the District to accommodate wider housing market needs. However, this is subject to considerable uncertainties, particularly in relation to the timing of longer term water neutrality solutions. This will need to be considered as part of any future local plan review. It is however recognised that some strategic allocations in this plan will build out beyond the plan period, and the context of these sites within a 30 year vision has been considered as part of the preparation of this plan.

4.4 The plan 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 or review 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 28.

Meeting Development Needs

4.5 As outlined in Chapter 3 of this document, Horsham District is rural in character, containing several attractive and historic villages and towns. This 'leafy' character is an economic asset in its own right as it 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 Sites of Special Scientific Interest that provide direct constraints to the scale, type or distribution of development. However, the legal requirements placed on the Council through the Habitats Regulations 2017, which require clear demonstration that development which takes place will not have an adverse effect on the Arun Valley, is a very significant consideration. The requirement for water neutrality applies District-wide.

4.6 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 Northern West 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 Green Belt authorities also generate some pressure for housing development.

4.7 During the preparation of the Local Plan, the requirement for water neutrality has meant that Horsham District has moved from being a less constrained to a highly constrained area. This has therefore had an impact on the ability of the development strategy to balance the pressures for growth to meet the District's needs and those of other constrained areas. It is however imperative that housing and economic development needs are provided for, as far as is possible. Any development which does come forward will however, need to continue to protect and enhance the District's own high-quality rural and historic character, and contribute to delivery of a net zero carbon society. Given that the environment is an economic draw in its own right, the focus on

environmental protection will also ensure that high quality lifestyles and economic investment can be maintained over the longer term.

4.8 The starting point for the local plan strategy is to seek to meet the District's own housing and other development needs as far as possible, within the constraints of water neutrality. Consideration was then given as to what extent the unmet needs including housing and other strategic matters including infrastructure provision such as education. These discussions have taken account of the geographical relationship Horsham District has with the wider sub region, to establish how unmet needs from these areas can be most effectively met in the context of Horsham District, now or in the future, once a longer term solution to water resources is found. This will focus on prioritising consideration of meeting unmet needs with the strongest economic and housing links to the District as follows:

a) North West Sussex (Crawley)[1]
b) Coastal West Sussex (Worthing)
c) Surrey Green Belt /other authorities (Mole Valley).

4.9 The constraints of water neutrality do not enable the unmet housing needs of other districts and boroughs to be accommodated at the current time. This position will need to be kept under review as part of future plan reviews and through ongoing active engagement, once an alternative water supply solution for the District is secured.

4.10 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

4.11 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.

4.12 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.

[1] Settlements in brackets indicate authorities where direct requests to accommodate unmet needs have been received at the time of publication.

This hierarchy approach has been revisited as part of the preparation of this Local Plan. This work has concluded that within this plan period it remains the case that larger settlements generally have more ability to accommodate larger scale growth.

4.13 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 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).

4.14 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 hamlets could 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

4.15 The level of growth that is required to help meet housing needs within the District requires the strategic scale expansion of existing settlements. 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.

4.16 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. Crawley offers a high level of services and facilities and is a key focus for employment within the wider north west Sussex area. Land around Crawley has also been considered as a location for potential development, given the role of the town in driving the wider sub regional economy and providing employment opportunities, together with the potential for an allocation to help deliver a school that meets existing and future educational needs including those within Crawley town.

4.17 As shown on the Key diagram and detailed in Policy 37 and the strategic allocation policies (Chapter 10), the key allocations for strategic scale growth are:

- Land West of Ifield (Crawley)
- Land North West of Southwater
- Land East of Billingshurst

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.

4.18 Bringing forward strategic scale growth introduces 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 and Longer Term Vision

4.19 Since September 2021, the requirement for planning applications to conclusively demonstrate they were water neutral has had a significant impact on the ability of the Council to permit development applications. This has limited the amount of committed development that can contribute to housing needs in the early years of the Plan. In addition, the amount of water offsetting which is available in the early years of the Plan is also limited, further constraining the amount of development which can come forward. There is more potential for water offsetting in the medium to longer term, which coincides with a point in the plan period when larger strategic sites may be able to commence. Given the wider uncertainties surrounding the delivery of solutions to water neutrality, the ability for the Council to meet these needs will need to be closely monitored, in part through the monitoring of the Sussex North Offsetting Water Scheme (SNOWs).

4.20 There is a requirement to review Local Plans on a five yearly basis to ensure that the plan remains up to date and continues to reflect the identified development needs for our District. At the time of writing there remains uncertainty over the timescales for the delivery of longer-term water neutrality solutions. It is anticipated that this knowledge will become clearer over time. As part of the monitoring and subsequent reviews of this Local Plan, there will be an opportunity for the Council to revisit the potential for the District to contribute to meeting the significant unmet housing needs for other authorities including Crawley and the South Coast.

4.21 In the longer term, it is recognised that Crawley Borough will continue to be unlikely to meet its own housing needs within its tight administrative boundaries. In addition, there are also significant housing needs that are arising from the South Coast. Any subsequent review of this plan will need to consider whether it remains appropriate for continued strategic scale settlement expansion or whether the development of a new settlement would be sustainable approach.

Economic Development

4.22 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 also located in many of the more rural settlements and within

more rural areas. This strategy seeks to recognise what makes the area successful and build on our location in the Gatwick Diamond, support existing employers and nurture local businesses to maintain and enhance economic prosperity. It also seeks 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.

4.23 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. Despite the impact of Covid-19 on travel, 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_2 emissions. This growth will be delivered in a manner which complements the wider employment offer within North West Sussex as a whole.

4.24 Gatwick Airport is expected to grow significantly over the plan period and beyond under its existing consents. In addition, the Airport operators have proposed a significant uplift in the capacity of the main runway and have also developed plans to bring the emergency runway into every day use, which is currently the subject of a Development Consent Order application. The outcome of this process was not known at the point at which this plan was developed, but this will need to be kept under review with any relevant impacts taken account of as part of a future review of the Local Plan.

4.25 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

4.26 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. Protecting this character will help ensure the health of the environment and the economy of the District into the future and will also ensure that the Council can deliver its wider corporate objectives of addressing the climate emergency. 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 and environment 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.

4.27 Whilst Covid-19 and economic adjustment following the exit from the European Union have generated 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.

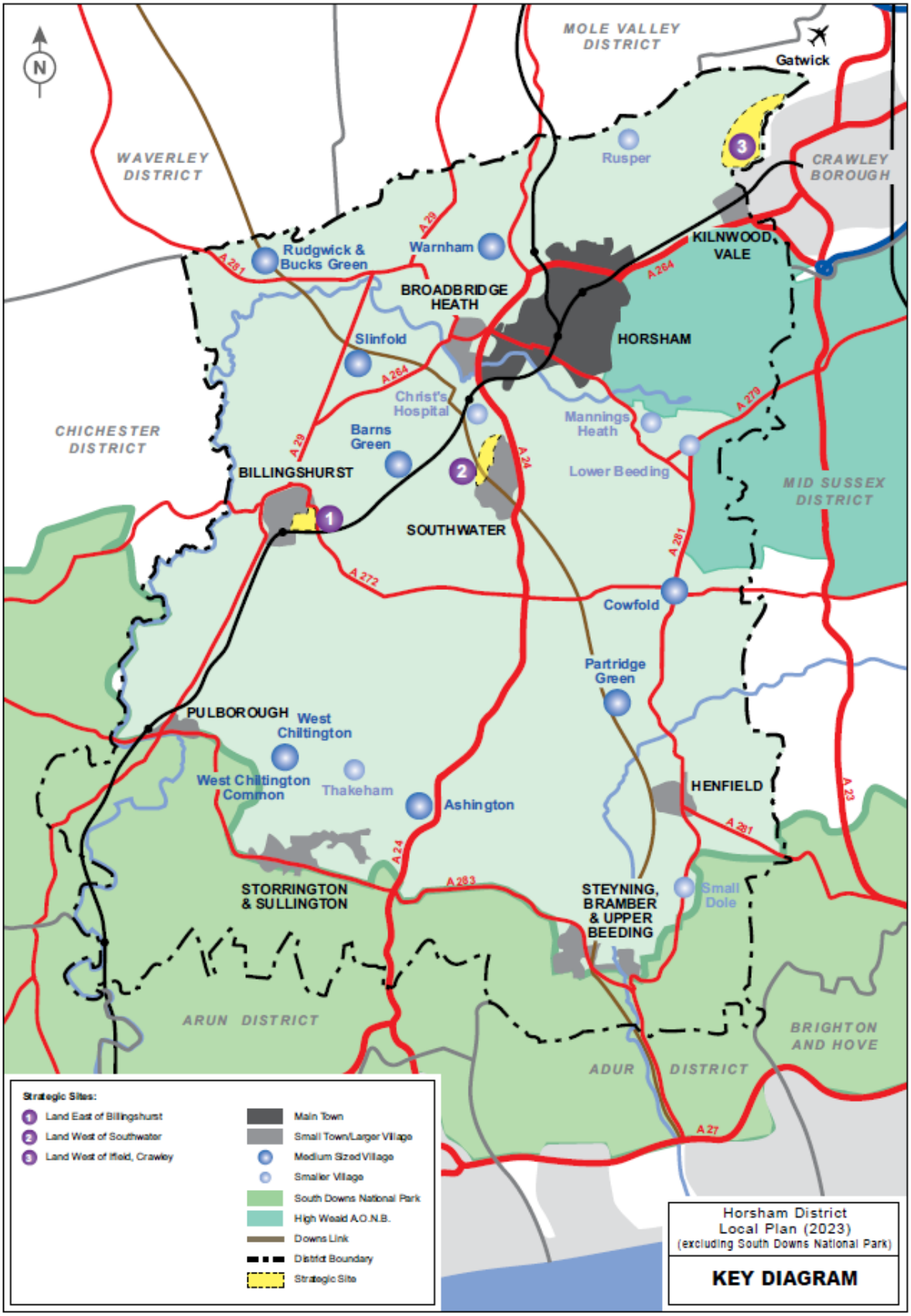

Figure 3: Horsham District Key Diagram

Strategic Policy 1: Sustainable Development

4.28 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 is 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

4.29 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. Whilst outside the District boundary, the town of Crawley directly adjoins the District boundary. Proposals for the expansion of Crawley but on land within the Horsham District administrative boundary were submitted to the Council as part of the preparation of this Plan. Crawley is a higher order settlement and has, therefore, been considered as a location for growth. Further details are set out in Policy 37 and HA2.

4.30 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 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.

4.31 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.

4.32 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.

4.33 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, 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').

4.34 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.

4.35 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 3: 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.	• Horsham

	The settlement meets the majority of its own needs 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.	• Southwater • Billingshurst • Broadbridge Heath • Storrington & Sullington* • Steyning • Henfield • Pulborough and Codmore Hill • Kilnwood Vale • Upper Beeding • Bramber
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.	• Partridge Green • Rudgwick, Cox Green and Bucks Green • Cowfold • Ashington • West Chiltington and West Chiltington Common • Slinfold • Barns Green • Warnham
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 accessibility. Residents are reliant on larger settlements to access most of their requirements.	• Rusper • Small Dole • Thakeham (The Street and High Bar Lane) • Lower Beeding • Mannings Heath • Christ's Hospital
Secondary settlements	Very small villages and hamlets that generally have	• Adversane • Ashurst

	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.	• Blackstone • Colgate • Coolham • Crabtree • Dial Post • Faygate • Five Oaks • Ifield • Jolesfield • Kingsfold • Littleworth • Maplehurst • Monks Gate • Nutbourne • Nuthurst • Shermanbury • Shipley
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

4.36 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.

4.37 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.

4.38 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.

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;
5. The development is contained within an existing defensible boundary and the landscape and townscape character features are maintained and enhanced; and
6. The development can conclusively demonstrate that it is water neutral in accordance with other development plan policies.

Strategic Policy 4: Horsham Town

4.39 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.

4.40 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

4.41 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.

4.42 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.

4.43 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.

4.44 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.

4.45 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: Climate Change and Water

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

- Horsham District Council has declared a Climate and Ecological Emergency. It aims for its own activities 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 require 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. There is a need for Local Plan policies to ensure that development delivers development that is zero carbon, both in terms of its building fabric and energy supply including the use of renewable technologies such as heat pumps, district heating schemes or solar energy.
- An increase in renewable energy provision, such as solar farms or panels may affect landscape and townscape character but this needs to be balanced against the very significant longer term effects of climate change.
- The District is identified as being under 'water stress'. Development will place increased pressure on water resources. Changing weather conditions as a result of climate change (such as hotter summers) also is expected to increase demand for water. It is essential that new development can be water neutral to protect habitats and our water supply.
- 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.
- 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 as a result of heavier rainfall events particularly in winters. 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 run-off.

Climate Change

5.1 Climate change is caused by increasing levels of carbon dioxide (CO_2) in the atmosphere and it is critical that this Local Plan contributes to reducing our reliance on carbon. In Horsham District, these emissions arise from a range of sources, including homes, businesses and transport. The largest sector for carbon emissions is transport, (34%); with 19% for industry and commercial and 30% for homes (Figure 4). The main sources of carbon emissions from both domestic and business activities are the use of gas and electricity supplies.

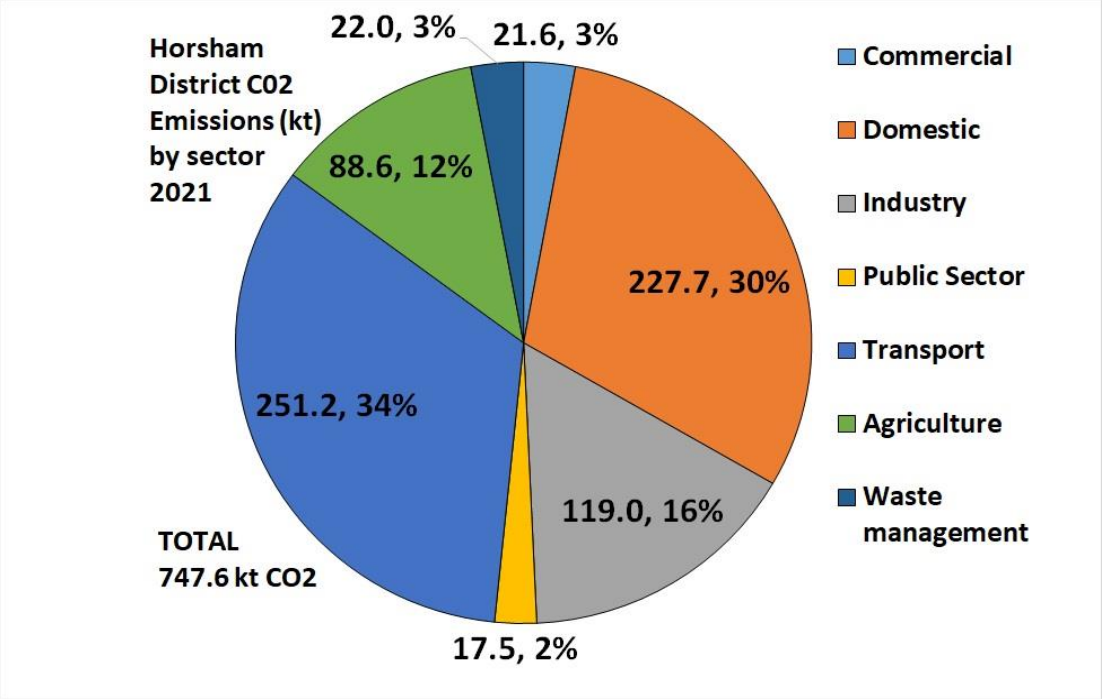

Figure 4: Carbon Emission sources in Horsham District (Source: BEIS)

5.2 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.

5.3 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.

5.4 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 35% between 2005 and 2021 (see Figure 5). Given the

severity of climate impacts predicted by the Intergovernmental Panel on Climate Change[2] these steps need to not only continue but to be accelerated.

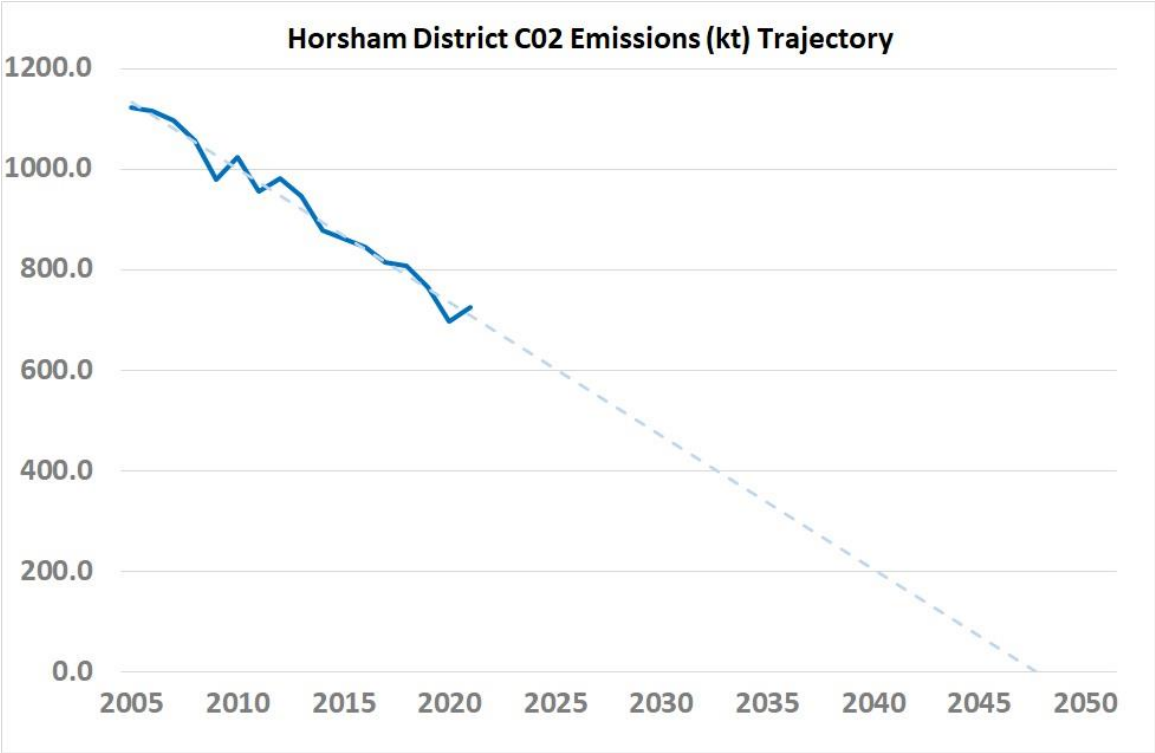

Figure 5: Carbon emission reductions in Horsham and trends against Climate Change Act commitments[3]

5.5 In line with the Council Plan and the declaration of a climate emergency, the need to mitigate and adapt to climate change is 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.

5.6 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 6), how the development has considered the energy hierarchy (Policy 7), and how sustainable design and construction measures have been incorporated into development design (Policy 8).

[2] Intergovernmental Panel on Climate Change (2023). Climate Change 2023 Synthesis Report: Summary for Policy Makers, https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_SPM.pdf

[3] UK local authority and regional carbon dioxide emissions national statistics, BEIS

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.

5.7 Further guidance on climate change will be published to assist applicants in the application of policies 6, 7 and 8. The format of this documentation (e.g. SPD) will depend upon the precise requirements of the emerging Levelling Up and Regeneration Bill. In the longer term, future Local Plan policies and evidence will be updated to further embed the Council's climate emergency priorities whilst ensuring that the policies remain sufficiently flexible in light of technological changes.

Strategic Policy 6: Climate Change

5.8 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 24).

5.9 In line with the Horsham District Council Climate Action Strategy, the Council's expectation is that new development that takes place is as a minimum designed to be net zero carbon in construction and operation. To deliver 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.

5.10 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.

5.11 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 is expected in order reduced the requirement for retrofitting in the future as regulations tighten. Buildings with better environmental performance also have lower energy costs thereby reducing fuel poverty.

5.12 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 on-site embedded carbon has been retained.

Strategic Policy 6: 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, 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 on-site 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 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.

Strategic Policy 7: Appropriate Energy Use

5.13 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.

5.14 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 at the very latest. 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).

5.15 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.

5.16 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.

5.17 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.

5.18 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.

5.19 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.

5.20 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 16 sets out the Council's further requirements.

Strategic Policy 7: 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.
   d) **Be Seen –** monitor, verify and report on energy performance.

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 8: Sustainable Design and Construction

Sustainable Design

5.21 Sustainable design has a key role to play in mitigating the environmental impact of growth, during 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.

5.22 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.

5.23 The updated 2010 Building Regulations for England include amendments to Approved Documents Part F (ventilation) and Part L (Conservation of fuel and power), as well as the release of a new Approved Document Part O (overheating), and Approved Document Part S (Infrastructure for the charging of electric vehicles) - collectively known as FLOS – came into force on 15 June 2022. FLOS provides an intermediate uplift to the existing energy efficiency standards and is a steppingstone towards the Government's new Future Homes Standard which is due to be introduced in 2025.

5.24 In light of the Government's agenda on climate change, and the key objectives of this Plan, a minimum reduction in regulated CO_2 emissions in line with the 2021 Edition (or any future update) of the 2010 Building Regulations (Part L), is now sought. However, it is the Council's expectation that these be exceeded where practicable to maximise the delivery of net zero development over the lifetime of the plan. The overall reduction, as outlined in this policy, shall be delivered through a combination of energy efficiency measures and on-site renewable energy generation.

5.25 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.

5.26 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

5.27 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.

5.28 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 21 of this document and Historic England's suite of 'Energy Efficiency and Historic Buildings' guidance or any relevant update.

5.29 Other policies in this Local Plan further support sustainable design. Development will be required to include electric vehicle charging points in accordance with Policy 25.

Policy 17 seeks enhancement of green infrastructure which will further benefit carbon reduction and ecological recovery and assist with ensuring the development is adapted to a changing climate.

Strategic Policy 8: 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 to deliver, as a minimum, carbon emissions reduction as set out in the 2021 Edition (or any future update) of the 2010 Building Regulations (Part L);
   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) Incorporate a Fabric First Approach, maximising the performance of the components and materials that form the building fabric itself, before consideration of the use of mechanical or electrical building service systems;
   d) Minimise construction and demolition waste, utilise recycled and low-impact materials and incorporate measures that reduce the amount of biodegradable waste sent to landfill;
   e) Be designed flexibly to enable future modification of use or layout, facilitating future adaption, refurbishment and retrofitting;
   f) 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 9: Water Neutrality

5.30 Water is an essential resource and has a critical part to play in providing ecosystem services, contributing to the overall health of the population and enabling development needs to be met.

5.31 Horsham District lies within the Sussex North Water Resource Zone (WRZ) (See Figure 1, Page 9). This WRZ is supplied from groundwater abstraction, from the Folkestone bed of the Lower Greensand/Wealden Greensand semi-confined aquifer, on the River Arun, close to Pulborough. As well as covering Horsham District, the WRZ covers part of Arun District, Crawley Borough, Chichester District and Mid Sussex District, including areas located in the South Downs National Park. Within the WRZ, water is mains-distributed by Southern Water.

5.32 The abstraction site is located on the River Arun close to a group of nature conservation sites, known as the Arun Valley Sites, that are nationally or internationally designated as a Special Areas of Conservation, Special Protection Area, and Ramsar Site for their rare and protected habitats. On 14 September 2021, local planning authorities covered by the WRZ received a Position Statement from Natural England. This explained that it could not be concluded that extraction was not having an impact on the Arun Valley Sites and that development must not add to this impact. Given the high level of regulatory protection afforded to the Arun Valley Sites as a result of their designation, this requires local planning authorities to demonstrate that development plan documents or planning decisions will not have an adverse effect on the sites. To provide the necessary certainty, the most feasible approach is for development to be water neutral (i.e. not increase the demand for water above current rates of abstraction).

5.33 In order to ensure that water supplies can be maintained and the environment protected, the affected local authorities have worked with consultants, Natural England, Southern Water, the Environment Agency and others to produce a Water Neutrality Strategy. In order to deliver new development, the Strategy outlines why and how all new development must be highly water efficient to contribute to achieving water neutrality. This means that all development will need to be designed to achieve water efficiency standards above the requirements set by the optional requirements in Building Regulations – new residential development will be required to use no more than 85 litres per person per day and non-residential buildings required to achieve 3 credits within the BREEAM water issue category. This may include incorporating a range of measures, such as greywater recycling and rainwater harvesting into the design of new development, and fitting water saving fixtures such as flow regulators, low flush toilets, low volume baths, aerated taps and water efficient appliances (in particular, washing machines and dishwashers).

5.34 The Water Neutrality Strategy shows that water efficient design will not be sufficient alone to achieve water neutrality, as new development would still increase the demand for water above existing levels. As a consequence, this additional demand will need to be offset against existing supplies. It is envisaged that this will be achieved through demand management savings identified in Southern Water's Water Resource

Management Plan, together with measures to be identified in a joint local authority-led Sussex North Offsetting Water Scheme (SNOWS) being prepared. Achieving high level of water efficiency will enable the SNOWS to provide necessary offsetting more effectively, thereby reducing offsetting costs and ensuring viability for all development within the WRZ. Those using the SNOWS to offset water, will 'buy in' to the scheme at a level to ensure that their development achieves water neutrality.

5.35 The Water Neutrality Strategy evidences that the amount of development proposed in this Local Plan and in Local Plans of the other affected authorities would not increase abstraction at Pulborough and thus, would not negatively impact on the Arun Valley Sites. Recognising that offsetting capacity in SNOWS will be limited, access will be managed by the authorities to ensure that there is sufficient capacity in SNOWS to demonstrate water neutrality in schemes that are approved. The authorities (Chichester District Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, South Downs National Park Authority and West Sussex County Council) will publish and keep regularly updated a Scheme Access Prioritisation Protocol (SAPP) to show how access to SNOWS will be managed. Infrastructure necessary to support planned growth, such as schools, will be prioritised in the SAPP.

5.36 Applicants will have to demonstrate that their scheme is water neutral within a water neutrality statement submitted as part of any application within the WRZ. The Council, together with its local authority partners, will seek to provide additional guidance to further assist applicants with water neutrality statements. Should applicants not seek to utilise SNOWS, the key principles of water efficient design and offsetting the additional demand created remain. Applications should also supply full details of the offsetting that their development would rely upon and demonstrate certainty of delivery of alternative offsets. For connection to an alternative water company, this could be achieved by confirming that the alternative water company has sufficient capacity and will take on supply to the development. For a private supply borehole or other source of supply, this will require evidence that sufficient water supply is available to meet demand arising from the proposed development, and demonstrating with certainty that the alternative supply source does not impact upon the Arun Valley sites.

5.37 It is expected that offsetting will be provided prior to occupation of new development and this will be enforced by conditions. Offsetting schemes can occur in any part of the WRZ, with the exception of the Bramber/Upper Beeding area identified in the Policies Map – unless the development is also proposed in this area. This is as water in this part of the WRZ is usually provided by a water source other than the Pulborough abstraction site.

Water Stress

5.38 Much of the South East, including Horsham District, is designated as an 'area of serious water stress' by the Environment Agency, with demand for water exceeding supply. In the event that the requirement for development to be water neutral is no longer required,

residential development should continue to be water efficient and will instead be required to meet the optional requirement as identified in Part G of the Building Regulations and be designed to utilise no more than 110 litres per person per day. This has been a requirement in Horsham District since the adoption of the Horsham District Planning Framework in 2015.

Strategic Policy 9: Water Neutrality

1. All development within the Sussex North Water Resource Zone (WRZ) will need to demonstrate water neutrality through water efficient design and offsetting of any net additional water use of the development. This is to be achieved by ensuring that:

Water Efficient Design

a) New residential development is designed to utilise no more than 85 litres of mains supplied water per person per day;
b) New non-domestic buildings to achieve a score of 3 credits within the water (WAT01 Water Consumption) issue category for the BREEAM Standard or an equivalent standard set out in any future update; and

Offsetting Water Use

c) Development proposals must demonstrate that having achieved water efficient design, any mains-supplied water use from the development is offset such that there is no net increase in mains-supplied water use within the WRZ compared with pre-development levels.

Water Neutrality Statement

2. A water neutrality statement will be required to demonstrate how policy requirements have been met in relation to water efficient design and offsetting. The statement shall provide, as a minimum, the following:
    a) baseline information relating to existing water use within a development site;
    b) full calculations relating to expected water use within a proposed development; and
    c) full details of how any remaining water use will be offset.

Offsetting Schemes

3. A local authority-led water offsetting scheme will be introduced to bring forward development and infrastructure supported by Local and Neighbourhood Plans. The authorities will manage access to the offsetting scheme to ensure that sufficient water capacity exists to accommodate planned growth within the plan period.

4. Development proposals are not required to utilise the local authority-led offsetting scheme and may bring forward their own offsetting schemes. Any such development

proposals will need to have regard to the local authority-led offsetting scheme and associated documents.

5. Offsetting schemes can be located within any part of the Sussex North Water Resource Zone, with the exception that offsetting will not be accepted within the Bramber/Upper Beeding area identified in the Policies Map, unless the application site is located within the Bramber/Upper Beeding area.

Alternative Water Supply

6. Where an alternative water supply is to be provided, the water neutrality statement will need to demonstrate that no water is utilised from sources that supply the Sussex North WRZ. The wider acceptability and certainty of delivery for alternative water supplies will be considered on a case-by-case basis.

Area of Water Stress

7. Should the need to demonstrate water neutrality no longer be required, new residential development must be designed to utilise no more than 110 litres of mains supplied water per person per day, as per the Building Regulations optional requirement for tighter water efficiency. Should tighter national standards be introduced during the Local Plan period applicable for areas of serious water stress, they will be applied.

Strategic Policy 10: Flooding

5.39 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.

5.40 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.

5.41 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.

5.42 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.

5.43 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 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 Green Infrastructure network as much as possible.

5.44 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.

5.45 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 10: 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 and areas 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 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 6: 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.
- The Council has declared an ecological emergency and the Council plan seeks to 'inspire greener futures'. The local plan policies are a key mechanism to deliver these aspirations.
- 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 has been deteriorating. The water quality of the river Adur has been recorded as poor in terms of both biological and water quality[4] New development will need to ensure that increased levels of wastewater are treated to ensure that there is no further 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 delivering biodiversity net gains at as high a level as possible 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.

[4] https://environment.data.gov.uk/catchment-planning/WaterBody GB107041012200

Environmental Quality

6.1 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.

6.2 The water quality in Horsham District has been identified as being poor in places, particularly 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 and in particular sufficient sewage treatment capacity must be provided to support 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.

6.3 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

6.4 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.

6.5 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 area 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.

6.6 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 11: Environmental Protection

6.7 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.

6.8 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.

6.9 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.

6.10 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.

6.11 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 annual mean objective for nitrogen dioxide being exceeded. Development proposals are required to give particular consideration to their impact on air quality both individually and cumulatively. In addition to the general provisions set out in Policy 11, further detail on the requirements for air quality is provided in Policy 12.

6.12 It is recognised that poor environmental quality can have disproportionate impacts on disadvantaged or vulnerable groups. For example residents of park homes or caravans, which can include elderly or Gypsy and Traveller populations are more sensitive to noise or flooding. Development proposals should therefore consider whether there are any vulnerable groups who may be impacted by development and consider if specific mitigations are required.

Strategic Policy 11: 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 12: Air Quality

6.13 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.

6.14 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 (2021) 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.

6.15 Several 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 8 and taking account of the District and County Electric Vehicle Strategies and Policy 24.

6.16 Poor air quality can also harm the natural environment through the deposition of nitrogen. Ancient woodland, including The Mens Special Area of Conservation (SAC) (a woodland area just beyond the western boundary of the District 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 17.

Strategic Policy 12: 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 (2021), 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, during both construction and operation 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 (2021), 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 13: The Natural Environment and Landscape Character

6.17 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.

6.18 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 2021, 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 (see Policy 18).

6.19 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 existing and 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 Strategic Policy 15). Planting schemes and open space within new developments will contribute to this character. The landscape boundary of any development will also be a key consideration in ensuring that the character of the District and the separate character of different settlements is maintained and enhanced. This may require the use of semi-mature plants to ensure this character can be provided.

6.20 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 (see Strategic Policy 17). It is expected that development proposals will be landscape-led informing the design and layout of the scheme. This means existing landscape characteristics and features, such as topography, streams, biodiversity, trees,

hedgerows, views etc, are sympathetically retained and protected alongside the provision of new, co-ordinated with ground services, within development. Applicants will need to take account of the Council's Green Infrastructure Strategy and contribute to the strategic scale Local Nature Recovery Strategy and the national Nature Recovery Network, and deliver biodiversity net gain.

6.21 The provision of Sustainable 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. Measurable net gains in biodiversity must also be delivered. In respect of householder proposals the use of a metric will not be expected but there should still be an overall positive impact on biodiversity.

6.22 In addition to this policy, applicants should also take account of all relevant policies, particularly Strategic Policy 10 Flooding, and Strategic Policy 6 Climate Change, Policy 11 Environmental Protection, Strategic Policy 14 Countryside Protection, Strategic Policy 16 Protected Landscapes, Strategic Policy 17 Green Infrastructure and Biodiversity, when considering environmental and landscape impacts of their development.

Strategic Policy 13: 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 features / areas identified as being of landscape importance and the individual settlement characteristics, and maintain settlement separation;
2. Maintain and enhance the Green Infrastructure Network, the Local Nature Recovery Strategy and national Nature Recovery Network and, where practicable, help to address any identified needs and 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 14: Countryside Protection

6.23 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 ensure that the most valued parts of the District are protected, and the unique characteristics of the District's landscapes, including the natural beauty and amenity of the countryside, 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 as identified in documents such as the Horsham District Landscape Character Assessment 2003. The South Downs National Park has been designated an International Dark Skies Reserve which is a material landscape consideration. Non-designated dark night sky characteristics may also be considered to form part of the landscape character and a material consideration, especially within the High Weald Area of Outstanding Natural Beauty (AONB) in accordance with its Management Plan and guidance.

6.24 As part of the requirement to deliver housing growth, the Council is allocating several urban extensions 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.

6.25 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.

Strategic Policy 14: 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), Neighbourhood Plan designations and High Weald AONB Management Plan objectives.

Strategic Policy 15: Settlement Coalescence

6.26 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.

6.27 Whilst it is recognised that the need to plan for housing growth will impact on the settlements of 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, and that clear landscape buffers as part of new areas of development are provided. 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.

Strategic Policy 15: 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 16: Protected Landscapes

6.28 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.

6.29 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.

6.30 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.

6.31 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.

6.32 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 16: 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 17: Green Infrastructure and Biodiversity

Green Infrastructure

6.33 Green Infrastructure is a term used to describe a multi-functional and connected network of green spaces, water and other natural features in urban and rural areas. It includes trees, parks, road verges, allotments, cemeteries, residential gardens, 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.

6.34 The Council has updated its Green Infrastructure Strategy taking into account the updated Green Infrastructure Framework guidance by Natural England and relevant guidance from other national bodies. The Strategy identifies the key strategic Green Infrastructure assets and opportunities in the District. These assets include SSSIs, Local Wildlife Sites[5], Ancient Woodland, river valleys and canals, long distance trails, the South Downs National Park and the High Weald Area of Outstanding Natural

[5] Local Wildlife Sites were formerly titled Sites of Nature Conservation Interest (SNCIs)

Beauty. The opportunities include the identified biodiversity opportunities areas and those presented by the district nature recovery network, the Weald to Waves initiative and the West Sussex Local Nature Recovery Strategy. 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 such as allotments, parks, residential gardens, verges, green roofs and walls.

6.35 The network of Green Infrastructure within the District must be maintained and enhanced. Further detail on the key strategic Green Infrastructure assets is available in the Council's latest Green Infrastructure Strategy documentation and key strategic areas are identified on the Local Plan Policies Map. In addition to maintaining and enhancing existing features such as woodland and rivers, including the retention of existing trees and hedgerows where possible, there are also opportunity areas where new elements of green infrastructure could be provided in the future including the provision of additional planting. This should link to existing green infrastructure and could include open space planted with native species or as appropriate in respect of climate change adaption, allowing natural regeneration, multifunctional sustainable drainage systems (SuDS), new recreation routes, and in small developments, biodiverse green roofs or walls, buffers or amenity strips. Green Infrastructure should seek to optimise nature recovery, and safe active travel and recreational participation for all.

6.36 Regard should be given to Natural England's green infrastructure standards, including the urban greening factor standard and the urban tree canopy cover standard. In respect of the former, development proposals are encouraged to apply the urban greening factor standards or aim for a target of at least 60% of the site area to be permeable (including green / biosolar roofs).

6.37 All new development from individual houses to larger developments should seek to incorporate some green infrastructure. As a minimum this could take the form of a green wall or roof, native / pollinator boundary hedge within the property's curtilage, street trees or even troughs and window boxes. All new dwellings and commercial premises should seek to provide some form of outdoor 'green' amenity space.

Nature Recovery Network

6.38 The Green Infrastructure Strategy outlines the nature recovery aspirations of landowners, such as Weald to Waves, and other stakeholders, such as the Horsham District Nature Recovery Network which was drafted by the Wilder Horsham District partnership (a District Council and Sussex Wildlife Trust partnership). The district nature recovery network depicts areas that have existing biodiversity value and additional land with *potential* for biodiversity enhancement, considering where there may be opportunities for these to be linked together in both rural and urban environments. It is aspirational in nature, and its delivery will be reliant on the good will and expertise of landowners to enable it to be delivered. It informed the development of the statutory Local Nature Recovery Strategy (LNRS) produced by

West Sussex County Council and, in turn, the national Nature Recovery Network (NRN), which were both introduced by the Environment Act 2021. These wider strategic level documents provide higher level statements of biodiversity priorities to help deliver nature recovery on a national scale.

6.39 There is therefore a role for small and strategic scale development proposals to consider the extent they can help contribute to nature recovery, taking account of the district nature recovery network, as well as the LNRS and the national NRN. Features and areas which have potential to contribute to the district nature recovery network are available on the Council's website. The district nature recovery network has been informed not only by Green Infrastructure assets and opportunity areas but also other relevant data. Factors taken into account include 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.
- 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 Horsham District Nature Recovery Network.

Biodiversity

6.40 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. 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.

6.41 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, the Sussex Biodiversity Action Plan, the district nature recovery network documentation and the West Sussex Local Nature Recovery Strategy (LNRS). These

will be used by Horsham District Council to identify nature-based solutions on development sites and the best locations for 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. Applicants are encouraged to submit updated survey data to the Record Centre to facilitate the provision of a central resource.

6.42 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 which applicants are expected to incorporate. This can include habitat creation and enhancement within open spaces which form part of development sites, planting native species as part of site landscaping, improving connectivity to the wider environment, incorporating features such as bat and bird boxes / swift bricks, 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.

6.43 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.

6.44 In addition to any mitigation / compensation measures required to address any harm caused by development to existing biodiversity, the NPPF expects development to deliver measurable biodiversity net gains (BNGs). The Environment Act 2021 requires development, as laid out in Regulations, to deliver at least 10% biodiversity net gains which must be secured for at least 30 years. The Act introduced a mandatory pre-commencement condition requiring the submission of a biodiversity gain plan for approval by the local planning authority before development can lawfully commence. Sufficient biodiversity gain information will be required at application stage to appropriately inform what constitutes the developable area and to ensure the required biodiversity net gains can reasonably be delivered. For the purposes of this policy the types of development subject to mandatory biodiversity net gain laid out in Regulations constitutes 'relevant development'.

6.45 In order to contribute to the delivery of the nature recovery opportunities, development proposals will be expected to consider how they can overcome habitat fragmentation and build 'bigger, better and more joined up'. They should have regard to the district nature recovery network, the Local Nature Recovery Strategy (LNRS) and the national Nature Recovery Network (NRN). Applicants within the District of Horsham will be expected to take particular account of:

1. A need to avoid the fragmentation of existing and proposed habitats, and the provision of measures to **defragment habitats** and to minimise disturbance and harm from people and pets.

2. **Hedgerows** in the Low Weald (providing important connectivity between fragmented habitats)
3. **Woodland** – new planting and allowing natural regeneration, important tools in capturing more carbon and helping wildlife, subject to 'right tree right place' principles
4. The Adur catchment; improve **freshwater and floodplain habitats**, water quality and flood resilience through working with natural processes
5. 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**.
6. Take action to support **pollinating insects** throughout the District, in both towns and rural areas.
7. **Provision of wildlife gaps / tunnels / bridges / boxes / bricks, green roofs, and the impact of any lighting proposed.**

6.46 The district nature recovery network documentation seeks to identify at an early stage the potential for land in the District to contribute to nature recovery. Whilst all land has potential, a significant proportion of the District has been identified as having high potential to contribute to nature recovery. 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 district 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. Proposals must take account of the Local Nature Recovery Strategy (LNRS).

6.47 There is an expectation that the Core sites within the district nature recovery network 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 district nature recovery network and biodiversity net gains, with particular focus on land identified as having high and very high habitat potential, as well as the delivery of the Local Nature Recovery Strategy (LNRS). The potential to deliver buffer zones or corridors that link habitats as part of new development should also be considered.

6.48 Evidence prepared to support the preparation of the Local Plan demonstrates that most sites can deliver a minimum 12% net gain in biodiversity on-site, and where this is not possible there is sufficient land with opportunity in the District to deliver any shortfalls off-site. The policy therefore requires the provision of 12% biodiversity net gain as part of any 'relevant development' as laid out in Regulations. Applications exempt from the mandatory requirements, including householders, will still be expected to have an overall positive impact on biodiversity. The mandated Biodiversity Metric (Natural England Joint Publication), or the Small Sites Metric as appropriate, or any subsequent updates, must be used for measuring and accounting for biodiversity losses and gains.

6.49 In order to ensure the gains are delivered and retained (for at least 30 years) a funded maintenance and management plan, which should include details on implementation, monitoring and reporting, will be required and must be appropriately enforceable (either via the council or, where Conservation Covenants are used, by a responsible body that is a recognised nature conservation body subject to submission of monitoring reports to the Council).

6.50 There will be an expectation that biodiversity net gain of an appropriate nature will be delivered on-site unless it can be demonstrated and agreed that off-site provision is justified and accords with Regulations (e.g. the site is on the biodiversity gain site register or subject to statutory Credits). Where evidence demonstrates that full on-site provision is not practicable within a site, appropriate off-site provision must be agreed and will be expected to accord with the Green Infrastructure biodiversity aspirations, which includes nature recovery.

6.51 Proposals submitting biodiversity net gain information in accordance with the Environment Act Regulations, 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'.

6.52 Reports should include and make clear what forms any proposed prevention, mitigation or compensation measures to deliver no net loss, 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 should remove these in accordance with any relevant legislation and relevant biosecurity control measures. Applicants should be mindful of the latest requirements and guidance required for their submissions, including the baseline assessments, metric trading rules and land which is classified as being of high strategic significance amongst other factors. This guidance will be provided in separate documentation and updated as the implementation of BNG requirements evolves.

6.53 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.

6.54 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, and qualifying bird assemblage features (shoveler, teal and wigeon) of the Arun Valley Ramsar and SPA.

6.55 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. In accordance with Natural England's advice regard is to be given to both a 6.5km and a 12km zone around both SACs. These zones are shown on the Policies Map.

6.56 The 6.5km depicts the Sussex Bat SACs 'key conservation area' in which all impacts must be considered because habitats within this zone are considered critical for sustaining the populations of bats within the SACS. The 12km encompasses the Sussex Bat SACs 'wider conservation area' which is the full extent of the range of foraging areas required by the bats.

6.57 Specifically, proposals for the development of greenfield sites within 12km of either the Mens SAC and / or Ebernoe Common 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 and they are not of biodiversity importance. 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

6.58 Development proposals will be expected to retain existing hedgerows and trees, and provide additional planting where practicable and appropriate. Where new tree planting takes place, consideration should be given to the local conditions, taking account of soil type and proximity to any proposed or existing buildings to reduce the risk of any future subsidence claims.

6.59 A minimum 15m buffer around Ancient Woodland will be required which should not contain any SuDS or services and should comprise semi-natural habitat. Similar buffers should also be designed around all woodland. A greater buffer may be necessary depending on canopy and root spread and potential risks posed by a specific proposal including the impacts upon wildlife networks and hydrology (especially in respect of wet / ghyll woodland where buffers could may be required to extend up to 100m+ in accordance with emerging evidence regarding the importance of this particular habitat) . In addition to the wider importance of woodland and Ancient Woodland, individual trees, including 'veteran' and 'ancient' trees are also important contributors to the character and biodiversity of the District, and many are protected by Tree Preservation Orders. As a minimum, a buffer of at least 15 times larger than the diameter of an ancient or veteran tree or 5 metres from the edge of the tree's canopy if larger than 15 times the diameter will be required. 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.

6.60 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. Applicants should have regard to Natural England's urban tree canopy cover standard and the council's encouragement to the provision of at least one new tree for every five dwellings / 1,000sqm commercial floorspace either as a street site or elsewhere within the site or as agreed by the Council.

Strategic Policy 17: 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 public open space, the Local Nature Recovery Strategy, Nature Recovery Network, natural capital, ecosystem services and / or biodiversity. Green Infrastructure should be integral to the design and layout of development, and new provision, including green linkages, should be provided taking into account Natural England's green infrastructure guidance and the council's green infrastructure strategy. Provision should seek to optimise public access to open space and nature via foot, bicycle, wheeling, and also horse as appropriate.

2. Proposals that would result in any loss, degradation or harmful impacts to green infrastructure, or core areas of the Local Nature Recovery Strategy and 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 and trees, and accord with the aims and objectives of the Green Infrastructure and Local Nature Recovery Strategies. 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. The Council will support appropriate new development which delivers at least 12% biodiversity net gain and:
   a) Retains and enhances significant features of nature conservation value on development sites;
   b) Makes a positive contribution to biodiversity and accords with the aims and objectives of the Green Infrastructure and Local Nature Recovery Strategies, 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.

6. Relevant development proposals will be expected to deliver 12% biodiversity net gain and must submit Biodiversity Net Gain information to show how this will be achieved using the mandated Biodiversity Metric or the Small Sites Metric as appropriate and must abide by the metric trading rules. Submissions must make clear what will be provided to meet no net loss and what will deliver net gains. 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 District especially areas, as suitable to the habitats subject to gain, identified in the District's Green Infrastructure Strategy or the Local Nature Recovery Strategy, or as agreed by the Council. All such schemes, excluding any respective element using statutory biodiversity credits, must submit for approval by the Council a funded maintenance and management plan, including monitoring / reporting and appropriate enforcement processes, that secures the biodiversity net gains for at least 30 years.

7. All other development proposals must seek to demonstrate how measurable biodiversity net gains will be delivered.

Protected Sites and Species

8. 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.

9. Particular consideration will be given to the hierarchy of sites and habitats, including buffer areas, within the District, or functionally linked to, 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), Veteran Trees, Ancient Woodland and other irreplaceable habitats;

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 and other irreplaceable habitats not already identified in a & b above.

10. An appropriate buffer around woodland will be required, this will be at least 15m around Ancient Woodland or greater in accordance with good practice, and consideration should be given to the potential for protected species, such as bats, and impacts on hydrology. Around ancient and veteran trees a minimum buffer zone of at least 15 times larger than the diameter of the tree, or 5 metres from the edge of the tree's canopy whichever is the larger, will be required.

11. 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 and enhance the link with the wider network of habitats and Green Infrastructure, will be required.

12. 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 alongside the delivery of measurable biodiversity net gain as relevant.

13. 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 Habitat Regulation Assessment of this Plan.

Policy 18: Local Green Space

6.61 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.

6.62 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.

6.63 The provision of new or enhanced open space will be delivered through Policy 28. Open space within Strategic allocations should be considered integral to the masterplanning of development proposals.

Policy 18: 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 7: 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. This includes considering how design of development meets the needs of all age groups (young and old), those with disabilities, and makes sure spaces are safe and attractive for all.
- 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.

7.1 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.

7.2 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.

7.3 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. This includes ensuring that the design of development takes account of the needs of residents. In Horsham District this is likely to see increased elderly populations who may experience more mobility difficulties – development (including street design) should be designed to be accessible to all including those requiring wheelchairs. Evidence also shows that males and females do not always use space in

the same way, and development should be designed to ensure the needs of girls / teenagers can also be provided. [6] 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 19: Development Quality

7.4 Good design is a fundamental 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 deliver sustainable and beautiful buildings and places that 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. Where appropriate, the authority in consultation with the local community will support the preparation of design guides and codes to provide a framework for delivering locally distinctive development. Development proposals will be expected to take account of these documents.

Strategic Policy 19: 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 Council endorsed Design Codes and Guides, Building for a Healthy Life design toolkit, the National Design Guide and the National Model Design Code, or any future updates;
2. It encourages and enables low traffic neighbourhoods with good street design that prioritises pedestrians and cyclists, promoting active travel modes which in turn improves people's health and wellbeing;

[6] Making Space for Girls: https://assets.website-files.com/6398afa2ae5518732f04f791/649a965c4611586b90cc4760_Homes%20England%20Inclusive%20Spaces%20MSFG.pdf

3. It complements and responds to locally distinctive characters and heritage of the surrounding area (including building types, architectural styles, materials, detailing and colour. In appropriate locations where context permits, contemporary architecture can be considered;
4. 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;
5. 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;
6. 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;
7. 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
8. 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 20: Development Principles

7.5 To ensure that all proposals for development are of high quality, well designed and take account of 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. Development should also take account of any emerging best practice or technological updates, for example in the design and delivery of waste collection services including recycling and food waste collection.

Strategic Policy 20: Development Principles

In order to conserve and enhance the natural and built environment, and deliver beautiful and sustainable buildings and places, proposals for development will be 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 adaption;
7. Includes the provision of tree lined streets and trees in open spaces or elsewhere in developments (such as parks and community orchards), 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 motor vehicles, incorporating the provision of safe recreational/utility routes, public rights of way and connectivity within the development and to the surrounding area;
11. Ensures that the development design is attractive and inclusive, meeting the needs of all users, with particular consideration given to disability, age and gender, as well as addressing the needs of those with caring responsibilities;
12. Incorporates convenient, safe and visually attractive areas for the parking of vehicles, including cycles and mobility aids;
13. Ensures that the internal and external design of properties allows sufficient space for both general waste and recycling provision, and that the scheme provides adequate and safe access for waste collection vehicles. Storage of bins, recycling and food waste collection facilities must be convenient, safe and visually attractive;
14. 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

15. Make a clear distinction between the public and private spaces.

Policy 21: Heritage Assets and Managing Change within the Historic Environment

7.6 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.

7.7 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.

7.8 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.

7.9 The historic environment is recognised and conserved through local and statutory designations. The District is currently home to around 1,500 Listed Buildings, 27 Conservation Areas, 178 Archaeological Notification Areas, 29 Scheduled Monuments and a number of Registered Parks and Gardens. In order to safeguard and enhance our District's heritage the Council will undertake regular reviews of Conservation Area's (and any relevant Appraisal and Management Plan's) to ensure they remain up to date and relevant. An annual update of Historic England's Heritage at Risk Register will also be undertaken, and locally important heritage assets will be defined where required.

7.10 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

7.11 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.

7.12 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 21: Heritage Assets and Managing Change within 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, especially any assets on Historic England's At Risk Register. 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 22: Shop Fronts and Advertisements

7.13 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.

7.14 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 22: 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 8: Infrastructure, Transport and Healthy Communities

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

- Community consultation and feedback shows that the shortfall in existing infrastructure is already a significant issue. New development must be supported by necessary infrastructure (e.g., schools, roads, health care, sewage) to prevent any worsening of these issues. 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 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, cycling and wheeling 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 to meet 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 23: Infrastructure Provision

8.1 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 17). 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.

8.2 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 in Horsham, The Bridge leisure centre in Broadbridge Heath, and an upgraded Health Care centre in Steyning.

8.3 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, to ensure thriving healthy communities and 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.

8.4 The required upgrades to infrastructure necessary to support development are set out in the Council's Infrastructure Delivery Plan (IDP). These will usually be funded through Community Infrastructure Levy (CIL) payments. Some larger scale development will secure the required infrastructure upgrades and will be delivered through S106 agreements as 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 appropriate.

8.5 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.

8.6 In order to address wastewater treatment capacity, 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 23: 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 conditions 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 24: Sustainable Transport

8.7 Access and ease of movement, especially by active travel, are important considerations in good place-making and, therefore, in creating strong, safe and healthy communities. Streets must be designed around people, not vehicles. In particular, perceived road danger is a deterrent to active travel and must be improved upon. Active travel (primarily walking, cycling and wheeling) reduces carbon emissions, improves local environments, and helps communities become healthier and more inclusive: this should be the natural first choice for short trips. 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 as a priority.

8.8 Policy 24 and the wider spatial strategy seek to establish patterns of development that improve opportunities for home working, local journeys within neighbourhoods, walking, cycling, wheeling and the use of public transport. This includes electrically assisted pedal cycles (e-cycles) and scooters. The Council supports the 20 minute neighbourhood concept, and also supports low-traffic neighbourhoods and, where suitable, 'homezones'. All new development should also seek to achieve safe, attractive and direct links to existing and planned cycle and pedestrian routes and networks.

8.9 Whilst a particular challenge for Horsham District is the high level of car ownership, there is opportunity to reduce car use through making other, lower-carbon forms of travel more attractive. Cars will continue to play an important role. Electric vehicles are becoming mainstream and their rollout contributes to net zero carbon. The Council will support electric car use wherever possible.

8.10 Bus services in most parts of the District are limited, and given possible future cuts in funding, new development should work hard to improve this, particularly given the role of buses in supporting independence for older people. This includes, where appropriate, supporting Demand Responsive Transport Services to connect our rural communities. The Arun Valley railway line runs through the District and there are eight stations most of which have relatively frequent services. However, much of the east of the District does not have direct access to a railway station and opportunities to improve access should be sought. For larger development proposals there is an expectation that mechanisms to achieve high uptake of bus and train travel will be provided at an early stage of operation.

8.11 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. These must prioritise active travel, and ensure that all new development is well-connected to wider cycling and walking networks, including appropriate contributions to support off-site improvements. Impacts on the wider strategic road network may also need to be considered.

8.12 The West Sussex Transport Plan 2022-2036 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. Investment in improvements to active travel and public transport should be prioritised.

8.13 The strategic improvements listed below have been identified as necessary in the medium to long term to ensure that roads and junctions in the District operate safely. Improvements to active travel networks are equally important and will be identified in the Infrastructure Delivery Plan. All improvements (strategic or otherwise) should be

designed to provide safe and attractive passage for pedestrians and cyclists following the guidance contained in Local Transport Note 1/20 – Cycle Infrastructure Design (LTN 1/20), or any future updates. These will be facilitated primarily by the development of strategic sites, and supported as necessary through further developer funding:

- A 'middle section' Crawley Western Multi-Modal Corridor, as part of the West of Ifield development
- A full Crawley Western Multi-Modal Corridor (sections of which may be delivered beyond the Plan period)
- Junction upgrade at Buck Barn (A24/A272) introducing additional lanes for some junction movements
- Junction improvements at Washington Roundabout (A24/A283) to introduce additional lanes for some traffic movements
- Upgrade to Hop Oast Roundabout (A24/B2237) to introduce traffic signals and change the layout

8.14 The Council has worked with partners to produce a Horsham Local Cycling and Walking Infrastructure Plan (LCWIP). This sets out cycling and walking network plans within a 5km radius of Horsham town centre, and a prioritised programme of improvements for future investment. Strategic Policy 24 expects development to have regard to this programme, as well as to any future LCWIPs across the District, together with any relevant government guidance including LTN1/20 – Cycle Infrastructure design, or any future updates.

8.15 Further guidance may be produced to support this policy in light of the principles set out above, to reflect evolving best practice.

Strategic Policy 24: 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 prioritise the ability of 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 safe, 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, e-cycle and scooter hire, and electric bus.

2. Development will be supported where it demonstrates how the priorities and principles set out in the National Model Design Code, West Sussex Transport Plan 2022-36, LTN120, Cycle Infrastructure design, and Local Cycling & Walking Infrastructure Plans (LCWIPs), or any subsequent updates have been adhered to. The design of these facilities must be in accordance with the National Design Guide and the National Model Design code or any subsequent updates.

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 prioritise active travel, followed by public transport, and should be prepared in line with advice from the Local Highway Authority.

Policy 25: Parking

8.16 It is important to reduce the reliance on the car as far as possible. Key to encouraging active travel choices is the provision of good amounts of high-quality cycle parking which is both secure and at least as convenient as car parking. It will remain 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.

8.17 Provision of cycle parking spaces must be made for both new dwellings (for occupants and visitors) and for non-residential development. This should be in line with adopted standards (currently West Sussex County Council's 'Guidance on Parking at New Developments) and have regard to Local Transport Note 1/20: Cycle Infrastructure Design (or any future update). The type of cycle parking used will be critical to bicycle security, with 'Sheffield stands' generally being most suitable, plus some provision for non-standard cycles (such as three-wheeled cycles and cycles adapted for disabled users). Provision of covered cycle parking should be considered.

8.18 The number of car parking spaces provided should similarly be in line with adopted standards, currently the West Sussex County Council Guidance on Parking at New Developments, and taking into account guidance on parking standards and design that may be produced by the Council. All parking should be well-designed, to respond to relevant design guides and codes and ensure that pedestrians/wheeling, cyclists and

communities are put before cars. It is critical that the needs of disabled drivers, and users of mobility scooters, are accommodated.

8.19 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.

8.20 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 25: 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 in accordance with adopted parking standards guidance must be carefully designed into developments to meet the needs of users whilst achieving people-focused streets. Consideration should be given to the needs of motorcycle parking, and vehicles for the mobility impaired including mobility scooters.
3. Adequate, safe and secure parking and overnight storage facilities for bicycles must be provided within developments. These must be conveniently located 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 including electric cycles and mobility scooters
5. Plug-in charging facilities for all new residential parking spaces must be provided or at a 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 26: Gatwick Airport Safeguarding

Safeguarding Land for Gatwick Airport

8.21 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 is located in the far north-east of the District.

8.22 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.

8.23 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.

8.24 The Government's Flightpath to the future: a strategic framework for the aviation sector looks ahead to the next 10 years for the sector. The document does not provide further comment on the safeguarding of land for future airport development although it does reinforce the strategic importance of aviation to the growth and prosperity of the UK and refers to the existing aviation policy statements. 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 the requirement for this policy is reviewed.

Aerodrome Safeguarding

8.25 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.

8.26 This policy will ensure that the requirements of aerodrome safeguarding are taken into account in the planning and design of development. 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.

8.27 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. 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.

8.28 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 26: 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 consultees are considered to be a hazard to aircraft safety and will be refused.

Strategic Policy 27: Inclusive Communities, Health and Wellbeing

8.29 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.

8.30 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 gaps and 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. Developments should be designed to accommodate all sections of society including, young, old, those with disabilities and recognising the need requirements of all genders. For example evidence has emerged which shows that skate park use is predominantly by boys, whereas an inclusive design which incorporates this facility with more spaces to meet or walk is more likely to be attractive to girls (and many other sections of society).

8.31 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.

8.32 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 NHS Sussex 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.

8.33 The increasingly elderly 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 as dementia, and hearing and sight loss.

8.34 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.

8.35 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 Horsham District. There are some pockets of deprivation. These areas include certain parts of Itchingfield, Slinfold 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.

8.36 The majority of the population in Horsham District (93.6%) described themselves as White, with just 2.7% of residents describing themselves as of Asian / Asian British or Welsh ethnic origin. 2.1% are of Mixed Ethnic Origin and 0.9% of Black, Black British or Welsh, Caribbean or African ethnic origin. 0.6% are of other ethnic origin. (2021 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 43.

8.37 In terms of religious affiliation, Horsham District has (consistent with national trends) seen a significant decline in those who describe themselves as Christian since 2011. This is now just under half the population at 49.3%. (This is a fall from 63.5% of residents at the 2011 census). A very significant proportion of the population (42.1%) considered themselves to have no religion. This compares with 26.9% in 2011. There is however a continued need to recognise the requirements of the range of different faith groups in the District.

8.38 Strategic Policy 27 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 27: 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 minimise

the negative health impacts arising from development. Proposals 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, taking account of any evidenced requirements, such as (but not restricted to) those for girls and boys, mental health and disability access;
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 28: Community Facilities, Leisure and Recreation

8.39 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 23.

8.40 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, two cinemas and a number of museums, libraries, restaurants and pubs.

8.41 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. They therefore assist 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.

8.42 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'.

8.43 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.

8.44 Policy 28 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 Local Nature Recovery Strategy and nature Provision will be expected to have regard not just to traditional types of provision but also to what is welcoming to minority groups, women (including making space for girls), LGBTQIA+ groups, disabled people, children, teenagers and the elderly. It must not act as a barrier but seek to facilitate integration and inclusion in a manner that helps to drive out crime. New proposals will be expected to appropriately engage with the community to ensure that a range of needs are catered for and to facilitate good relations and understanding between different groups.

8.45 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 28 sets out the updated standards for open space and indoor community halls which are informed by these documents.

8.46 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. Strategic allocations will be expected to have regard to these priorities and should seek to accommodate them in a manner that complements the site's newly generated needs and accords, where relevant, with the National Governing Body's requirements, and subject to agreement from the Council.

8.47 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.

8.48 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).

Policy 28: 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 local engagement; and / or contribute to the provision of Green Infrastructure and nature recovery. 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, wheeling, 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 / users 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 4. 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 4: Local minimum standards of size for community spaces & buildings

Type of Provision		**Area per resident (sqm)**	**Distance threshold**	**Min size (excluding buffer)**
TOTAL MINIMUM OPEN SPACE STANDARD	All typologies as shown below	**46.6** **(4.66ha per 1,000 population)**	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)**
	-			

Allotments		**1.8**	**1km**	**0.04ha**
Multi-Functional Greenspace (MFGS)	**Split as shown in italics below:**	**43.9** (in total – see italics below for recommended split)	**300m-1km** (see italics below)	**0.05ha** (see italics below)
	Natural & Semi-natural Greenspace	*24.3*	*300m for local;* *1km for Sub-district / Strategic*	*0.05ha for local; otherwise depends on context* *(min length or breadth 5m)*
	Amenity Green Space	*5.8*	*480m*	*0.05ha* *(min length or breadth 20m)*
	Parks & Gardens *(includes outdoor sports)*	*13.8*	*1km*	*Small: 0.05ha* *Medium: 0.2ha* *Large: 3.0ha*
Children and Young People	**Split as shown in italics below:**	**0.9** (in total - see italics below for recommended split)	**400m (children - local)** **1km (children - neighbourhood / youth)** (see italics below)	**0.01ha** (see italics below)
	Children *(playgrounds / landscaped areas of play)*	*0.5*	*400m for local* *1km for neighbourhood / Sub-district*	*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)
	Youth areas and facilities *(skate parks / bike tracks / open access ball courts – delivering appropriate provision for all genders)*	*0.4* *(0.2 for small settlements)*	*1km*	*25mX14m for ball court* *500sqm for skate park – and 60m from dwelling boundary* *20mx30m or 0.8-1.5mX1-2km for Bike track*
Outdoor sports	Grass Pitches and Artificial Pitches	See the Sport England Sport's Playing Pitch Calculator and also the: • Council's Playing Pitch Strategy, • FA Horsham Local Football Facility Plan, • Council's Open Space, Sports and Recreation Review (NB – the land take is included within Parks and Gardens)	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		1.6km (1 mile) walk time & 20 min drive time	0.16ha
BUILT FACILITIES				
Indoor facilities	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 9 – Economic Development

The District has a resilient and diverse economy, which 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:

- Some of the business accommodation stock is low grade or not of the type and size needed. There is also evidence of a historical shortage in the provision of business floorspace. 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 needs to be opportunities for all types of businesses to grow, expand and change to meet modern business demands. This includes the expansion of existing well performing industrial and warehousing sites as appropriate to the site and location.
- 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 had an impact on the economy, there remains a need to ensure that Horsham District contributes to, and remains economically attractive within, the Northern West Sussex Functional Economic Market Area and the wider 'Coast to Capital' geographical 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 including wine growing (viticulture) 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 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 and, in accordance with the National Planning Policy Framework, appropriate accessible locations are facilitated for requisite storage and distribution operations.

Business in Horsham District

9.1 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.

9.2 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.

9.3 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 dualled 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.

9.4 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. These opportunities need to be retained and enhanced where possible.

9.5 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.

9.6 Many of the businesses in Horsham District are micro / small in size with most businesses employing between 1 and 4 employees, often based in the home and many operating as sole traders. Larger employers are also present but few businesses in the District employ more than 250 people. In recent years, some existing businesses in the District have reported being unable to grow and expand locally due to a lack of suitable accommodation (including existing stock) to move in to.

9.7 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. A lack of business accommodation in the District may contribute to high out commuting rates.

Horsham's Economic Future

9.8 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 north west 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 supply of industrial / warehouse space and town centre office space.
- Identifies and protects existing business areas for employment uses, allowing their regeneration, intensification and smart-growth.
- Allocates land for additional employment space, to allow existing businesses to expand, and facilitate the provision of a range of jobs including 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.

9.9 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 employment

development and expansion (E(g) and B class uses), retail, leisure and increased homeworking facilities.

Strategic Policy 29 - New Employment

9.10 Horsham District falls within the Northern 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 informed 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, particularly in town centres, as well as land for industrial, warehousing and distribution development.

9.11 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 at North 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) and Land at North Horsham will be important to help satisfy the demand for high-quality office space and, subject to demand, other employment uses (B Class Use).

Table 5: Existing Commitments

Site Name	Description
Land at North Horsham Strategic Allocation	46,450 square metres E(g)(i) (Grade A office space), complementary flexible employment space (B2/B8/E(g))
Former Novartis site, Horsham	25,000 square metres E(g)(i) (Grade A office space), complementary flexible employment space (B2/B8/E(g))
Nowhurst Business Park	26,942 square metres) Flexible use (B2/B8/E(g)(iii))
Land at Brinsbury College	16,850 square metres Flexible use (B2/B8/E(g))

Site Name	Description
Land north of Hilland Farm, Billingshurst	19,375 square metres Flexible use (B2/B8/E(g)iii) Petrol Filling Station with ancillary services
Land southwest of Platts roundabout, Billingshurst	4,625 square metres Flexible (/B2/B8/E(g)(ii)/ E(g)(iii)) Petrol Filling Station with ancillary services

9.12 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 in order to support economic growth and productivity, and to positively and proactively encourage sustainable economic growth to meet the District's future employment needs over the plan period.. Based on a 'Labour Supply' commensurate to 800 homes per annum, there would be no unmet requirement if the majority of commitments are delivered. If no regard were given to existing commitments, based on the different scenarios tested, the EGA indicates a potential demand of between 13,300sqm (0ha) to 179,240sqm (45.1ha).

9.13 According to the Economic Growth Assessment (January 2020) the Northern West Sussex authorities, which comprise Crawley, Horsham and Mid Sussex, operate as a broad functional economic market area (FEMA). Crawley represents the dominant commercial centre within the FEMA and, by comparison, Horsham and Mid Sussex operate as secondary property markets. The majority of employment in Horsham District is located within the built up area of settlements (67.3%). The large businesses tend to favour Horsham Town, which accommodates the majority cluster of jobs in the District (37.8%) and just over half of the District's office floorspace.

9.14 The majority of businesses in the District are micro or small in size (98.6%). Although Horsham Town accommodates the majority cluster of industrial and warehousing floorspace (approximately a sixth of the total) around a half is located in rural areas. The larger warehousing space tends to be located outside the main employment centres within easy access to main roads. Between 2011 and 2019 the district only saw a 1.5% office space increase and a 5.1% work place job increase compared with increases in excess of 20% and 13% respectively within the other authorities in the FEMA. Even though there was a net gain in industrial floorspace, the District saw a 2.6% decrease in industrial jobs unlike the other authorities in the FEMA which saw an increase of at least 12%. The reason for this is unclear given the industrial estates in the District have good occupancy rates.

9.15 There is some evidence which indicates that a number of existing business sites are not fit for modern business needs, some former allocations included as commitments are unlikely to come forward, and that there is additional demand for land with better access, or which can accommodate more modern buildings. This is evidenced by enquiries to the Council (from businesses seeking land and premises). The majority of

enquiries have been from existing businesses looking to expand or are start-ups. In addition to this, the pace of job growth in all sectors (not just E(g) and B use classes) within Horsham District has fallen behind regional and national rates, with the District now accommodating the smallest stock of jobs within the Northern West Sussex Functional Economic Market Area (FEMA) despite its population growth exceeding both regional and national equivalents. It is therefore considered appropriate to allocate additional land to meet this existing latent demand, to help maintain the District's economic vibrancy 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.

9.16 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 and other measures such as garden office pods, with gigabit-capable broadband, that fall outside housing space standards.

9.17 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 in the EGA provided by the scenarios assessed, which indicate no additional employment land is needed when commitments are included, should be applied as a 'floor', and not used to limit further growth.

9.18 Strategic Policy 29 seeks to achieve sustainable economic growth for Horsham District to 2040 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)[7] and the Waste Local Plan (WLP)[8]. For the purposes of this policy 'employment' means office, industrial, storage and distribution uses which fall within B2, B8 and E(g) 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.

9.19 Strategic Policy 29 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

[7] Particularly Policies M9 and M10
[8] Particularly Policies W2 and W10

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. In respect of micro and small business floorspace it is expected accommodation should be capable of providing units ranging from 18sqm to 185sqm, taking into account that typically the size of starter unit in demand is often 35sqm to 45sqm. Where larger units are proposed, that are not seeking to meet a specific occupiers need, they should demonstrate appropriate flexibility to enable sub-division to enable smaller start up units to be accommodated.

Strategic Policy 29: New Employment

Sustainable economic growth will be supported through the provision of sufficient employment land to meet the needs of existing and future businesses requiring office, industrial, storage and distribution floorspace which fall within B2, and B8 and E(g) Use Classes, together with other employment generating uses as appropriate. This will be achieved through the following measures where appropriate in scale, design and location:

1. The allocation of the land identified in Table 6 and strategic allocation policies HA2 to HA4 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, tenures 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. Outside defined centres, office and light industrial development, including research and development, will be restricted to class E(g) in order to ensure all other town centre uses are focussed within the 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(g) 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 6: Employment Site Allocations

Site Name	**Indicative employment floorspace sqm (Use Classes B2/B8/E(g))**
Strategic Allocations	6.5ha is allocated in policies H2 to HA4. 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	3.8ha is allocated for B2 and B8 and ancillary office / E(g) uses (c.9,000sqm in total). The ancient woodland must be retained and enhanced, and an appropriate buffer of 15m buffer or greater 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	3.0ha is allocated for B2 and B8 and ancillary office / E(g) uses (c.9,000sqm 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. The ancient woodland must be retained and enhanced, and an appropriate buffer of 15m buffer or greater 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 ancillary office / E(g) 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, Southwater	1ha is allocated for B2 and B8 uses and ancillary office / E(g) 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 30 – Enhancing Existing Employment

9.20 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 E(g) Use Classes. Other uses that provide jobs are termed 'employment generating uses' and are also considered under this policy.

9.21 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.

9.22 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 (E(g)ii / iii) 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.

9.23 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.

9.24 In order to maintain and help meet the employment needs of the District during the plan period, Policy 30 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 as set out in the commitments table 5 above. Policy 30 also supports appropriate proposals for upgrades and refurbishments to existing employment sites.

Strategic Policy 30: Enhancing Existing Employment

Existing Employment Sites and Premises (B2, B8 and E(g) class uses)

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 protects or creates 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 complement and 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
   it is a Key Employment Area or Other Existing Employment Site as defined in this policy.

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, B8 and E(g)ii / iii Use Classes).

Table 7: Key Employment Areas in Horsham District

Huffwood & Eagle Trading Estates, Brookers Road, Billingshurst
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 E(g) Use Classes) and appropriate sui generis uses

6. Proposals for indoor leisure uses (E(d) and F2(d) Use Classes) 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 or a financial appraisal demonstrating any employment use is unviable; and
   b) Where relevant, vacancy, including the reasons for vacancy and the length of time vacant.

Policy 31 - Rural Economic Development

9.25 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.

9.26 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. According to the Economic Growth Assessment (January 2020) 32.7% of employment in Horsham District is rurally based,

9.27 Over half of the Small Medium Enterprises (SMEs) in the UK are home-based and in the District, a number of these businesses are in rural areas along with many micro businesses, often 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, as does wine growing which is a growing industry in the District due to the nature of the soils and a

favourable climate for wine production. 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.

9.28 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.

9.29 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.

9.30 Neighbourhood Planning should also play an important role in identifying and promoting sustainable economic growth at the local level. In addition to this policy, applicants should also take account of all relevant policies, particularly Strategic Policy 11 Environmental Protection, Strategic Policy 13 The Natural Environment and Landscape Character, Strategic Policy 14 Countryside Protection, Strategic Policy 15 Settlement Coalescence, Strategic Policy 16 Protected Landscapes, Strategic Policy 17 Green Infrastructure and Biodiversity

Policy 31 - 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 32: Conversion of Agricultural and Rural Buildings to Commercial, Community and Residential Uses

9.31 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.

9.32 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.

9.33 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.

9.34 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.

9.35 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.

9.36 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 32: Conversion of Agricultural and Rural Buildings to Commercial, Community & 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 33: Equestrian Development

9.37 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).

9.38 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 33 – 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 34: Tourism Facilities and Visitor Accommodation

9.39 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.

9.40 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.

9.41 The promotion of tourism often provides a means of conserving heritage and enriching quality of life, as well as supporting existing agricultural businesses – such as camping / glamping, or wine growers. 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.

9.42 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.

9.43 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 34 - 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.

- A key aim of the Council's plan is to ensure that town and village centres continue to thrive.
- 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. 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.

9.44 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 Northern 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.

9.45 Horsham is the main retail centre in the District. The town centre is an attractive and welcoming centre. 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.

9.46 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.

9.47 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.

9.48 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 35 – Town Centre Hierarchy and Sequential Approach

9.49 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.

9.50 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.

9.51 Proposals for town centre uses will be assessed according to the hierarchy set out in Policy 35. 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.

9.52 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 500m2 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.

9.53 In order to meet these objectives, planning conditions and agreements may be used to ensure that Town Centre First principles are maintained.

Policy 35: 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 8: Town Centre Hierarchy

Primary Centre	Horsham Town
Secondary Centres	Billingshurst
	Henfield
	Pulborough
	Southwater
	Steyning
	Storrington
Local Centres	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 Policies Map, 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^2 or more must undertake a full and detailed retail impact assessment.

Strategic Policy 36 - Town Centre Uses

9.54 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.

9.55 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 35 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.

9.56 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.

9.57 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 36 - 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 10: Housing

- 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 has been significant growth in the population of older people, and in particular, the number of people aged 75 or over. This will continue. 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 is 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 and the creation of community land trusts.
- 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

10.1 The 2021 census recorded a population for Horsham District of 146,800 people. This compares to 131,300 at the time of the 2011 Census – an 11.8% increase. The Government is committed to delivering a step change in the number of houses that will be built in the coming years, and without taking account of environmental constraints which may limit the District's ability to accommodate growth, it is predicted that the population will grow by around 17,658 or 12.5% over the 20-year period to 2040. 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.

10.2 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). This reflects an ongoing trend. Horsham District was in the top 10% of authorities in terms of the rate of increase of over 65s, recording a 31% increase in the size of this age cohort. (The national average increase was 20.1%). There will also be strong growth in younger age groups including those of working age. This again reflects the 2021 census which recorded a 7.5% increase in 16-64 year olds and a 6.7% increase in those aged 15 and under. (This compares with a national increase of 3.6% and 5% respectively). This will mean that the District will need to provide more provision to meet the needs of the elderly and jobs to ensure there are local employment opportunities available for the growing population and additional school places.

10.3 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'.

10.4 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 in 2023 is calculated as **911 dwellings per annum**. This is equivalent to providing a minimum of **15,487 homes** in the 17-year period between 2023 and 2040.

Wider Housing Need and the Duty to Co-operate

10.5 The starting point for this Plan has been to seek to meet the District's own housing requirement derived from the standard housing methodology. In addition, the District has considered whether any additional development can be accommodated to help address the unmet housing need of other districts in the surrounding area. The level of development the District is able to accommodate (including the Council's ability to meet its own housing target) has changed over the course of the preparation of this Plan as a result of the requirement for water neutrality, which has significantly impacted on Horsham District's ability to accommodate unmet housing needs from other District's and borough's at the current time. The relationship of the District within the wider subregion has been an important consideration as part of the process of Local Plan preparation. This has taken account of both the North West Sussex Water Resource Zone and local housing and economic market areas. Given the scale of unmet needs across the South East as a whole, the approach followed by the Council

was to consider the extent it could meet unmet needs of authority areas with the closest links to this District in the first instance.

North West Sussex (Crawley)

10.6 The vast majority of Horsham District falls within an area known as the Northern 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.

10.7 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.

10.8 Crawley Borough Council is also in the process of undertaking a local plan review, and the Plan at the time of writing has yet to be adopted. Current indications are that Crawley can meet almost half of its needs in the plan period, with a total of 7,050 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 (including the issue of water neutrality).

10.9 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.

10.10 Horsham District and Crawley Borough have continued these joint discussions through the preparation of both Local Plans, 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.
- Taking account of the requirement to deliver water neutral development, which impacts all of Horsham District and most of Crawley Borough. To deliver water neutrality, development will need to be offset against water savings and efficiencies made elsewhere. Evidence indicates that the amount of water available for offsetting in the early years of the Plan is limited, increasing in the mid to longer term as more significant water offsetting schemes provided by Southern Water are delivered.

10.11 Without any requirement for water neutrality, it was concluded that market forces, the need to deliver additional infrastructure and the physical availability of land for development meant that it is not possible for Horsham District to accommodate all of the unmet needs that have been identified for Crawley Borough. There was, however, considered to be potential to accommodate around 50% of the overall level of Crawley's unmet needs.

10.12 Since the publication of the Natural England Position Statement in September 2021, a significant consequence has been the inability to grant full or outline permissions as sites could not demonstrate water neutrality. This has limited the number of housing sites granted full or outline permission during late 2021, 2022 and 2023. This has limited the level of committed development which would normally be available to meet housing needs, particularly in the early years of the local plan. In addition, future housing delivery will also be limited to that which can be provided through water offsetting schemes which has to demonstrate a very high level of certainty to meet the Habitat Regulations requirements. As outlined in para 10.10 this is particularly limited in the early years of the Local Plan. These two factors have therefore combined to restrict the level of housing which Horsham District Council can provide in the plan period. At the current time it is not possible to meet the Standard Housing Methodology set for Horsham District, and is therefore also currently unable to contribute to meeting Crawley's unmet housing needs.

10.13 Whilst there is no potential to meet unmet housing needs directly, there remain opportunities to support economic growth in the area and deliver education needs arising in Crawley as part of development within Horsham District, including as development of Land to the West of Ifield. It is also envisaged that in the longer term additional water offsetting schemes and technologies will come forward which would allow Horsham District to revisit the level of unmet needs which it can accommodate

as part of any future Local Plan Review Beyond this local plan, it will therefore be necessary to continue discussions with North West Sussex authorities in terms of meeting unmet needs 'at Crawley' or in alternative locations, such as the provision of a new settlement.

Sussex Coastal Authorities

10.14 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, Bramber, 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 specifically identified that its overall level of unmet need in the period to 2036 is some 10,488 homes or 655 dpa.

10.15 As outlined above, the key functional economic links in Horsham District are with Northern West Sussex. Whilst there are some housing market and economic linkages to the coast, the District does not directly adjoin the south coast towns, separated by the South Downs National Park (for which Horsham District is not the Local Planning Authority). 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, with significant development impacting this nationally important landscape. To the north of Steyning, Bramber and Upper Beeding, developable land is limited as most of the land is at risk from flooding. Some land near Henfield also lies within identified floodplains, albeit to a lesser extent.

10.16 Prior to the requirement for this Plan to be water neutral, consideration was given as 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. It was considered at that time that a small element of growth (around 20 homes) a year could meet the needs for Worthing. As set out in para 10.12 this is no longer possible due to water neutrality.

Surrey Green Belt Authorities

10.17 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 housing needs in Surrey have also been made. Although two Surrey authorities (Mole Valley and Waverley) adjoining Horsham District, these areas are not within the same housing or functional market areas. The needs from this area were therefore considered after those with direct connections. Taking into account water neutrality and the scale of 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

10.18 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.

10.19 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.

10.20 Horsham District has a relatively high proportion of the population aged over 65. At the 2021 Census, the percentage of over 65s was estimated to be 22.8%. This is likely to increase to just under 30% by 2040. 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. This may range from specialist nursing facilities to sheltered housing with 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 37: Housing Provision

10.21 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 13,212 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 777 homes each year (and includes a 10% buffer for the first five years of the Plan period).

10.22 Within the Plan period, some 6,717 homes already have planning permission or have been allocated in a "made" Neighbourhood Plan. It is also expected that a small amount of windfall development will take place in Years 4-17 of the Plan period (approximately 120 dwellings per annum).

10.23 Many of the 13,212 homes identified for development include strategic allocations identified in previous Local Plans including Land at Kilnwood Vale, Land West of Southwater and Land North of Horsham, where development is ongoing. In addition, some smaller-scale sites have been identified as development locations within Neighbourhood Plans.

10.24 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 (SD1 to SD9 inclusive) are saved over the period of this Plan to allow for the consideration of reserved matter applications. Policy SD1 of the Horsham District Planning Framework (November 2015) makes provision for at least 2,500 homes. To date some 2,750 homes have outline planning permission.

10.25 Since the initial allocation of land to the north of Horsham, the site promotors have reviewed the land within their control and the extent to which effective use of a greenfield site can be made. Having reviewed these submissions, the Council is of the view that there is the potential to accommodate additional development through a degree of densification of the scheme. Overall, it is considered that there is potential for an additional 500 homes, which would include Land at Cuckmere Farm. Provision for these additional 500 homes is therefore set out in Policy 37 below for completeness.

10.26 The remaining housing needs will be met through additional strategic allocations together with smaller- scale development allocations which will help meet 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 (a total allocation of 3,000 dwellings)
- Additional intensification of Land at North Horsham. (a total of 500 dwellings)
- Land North West of Southwater (a total allocation of 1,000 dwellings)
- Land East of Billingshurst (a total allocation of 650 dwellings).

10.27 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 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 480 homes in the first five years of the Plan, with a target of 901 homes per year for the remaining 12 years of the Plan.

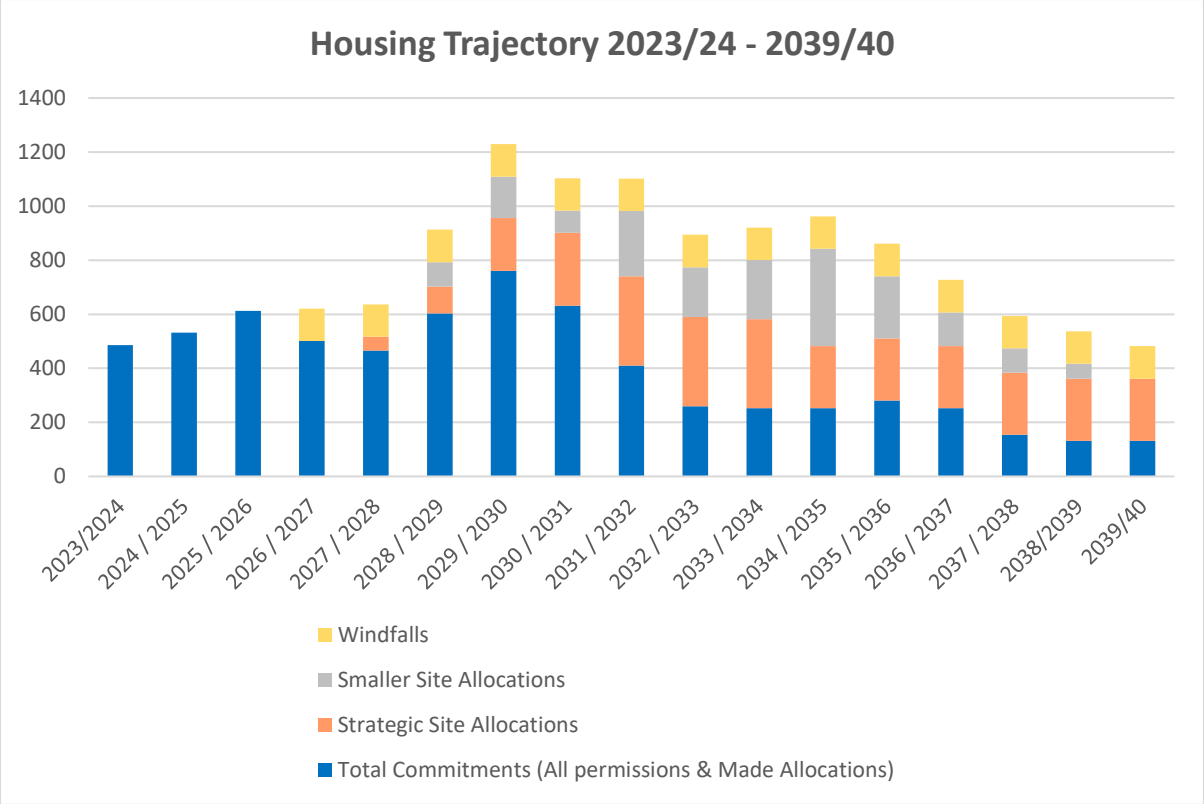

Figure 6: Indicative housing trajectory illustrating delivery over the plan period

Strategic Policy 37: Housing Provision

Provision is made for the development of at least 13,212 homes, and associated infrastructure within the period 2023 - 2040 at an average delivery rate of 777 homes per year[9] .

The minimum requirement will be split into an annual average requirement on a stepped basis as follows:

- Years 1-5 (2023/2024 – 2027/2028) 480 dwellings per annum
- Years 6-17 (2028/2029 – 2039/2040) 901 dwellings per annum

This figure will be achieved by:

[9] This includes an additional 10% buffer within Years 1-5, as required by paragraph 74 of the National Planning Policy Framework (September 2023)

1. Homes that are already permitted or have been allocated in a “made” Neighbourhood Plan, including previously allocated strategic sites:

    - At least 2,000 at Land North of Horsham
    - At least 1,400 at Kilnwood Vale
    - At least 275 at Land West of Southwater

2. New Strategic Sites:

    a) At least 1,600 homes on Land West of Ifield (from an allocation of 3,000 dwellings)
    b) At least 735 homes on Land North West of Southwater (from an allocation of 1,000 dwellings)
    c) At least 650 homes on Land East of Billingshurst (from an allocation of 650 dwellings)

3. At least 1,795 dwellings from smaller scale allocations to be allocated in this Local Plan or in Neighbourhood Plans
4. An additional 60 dwellings from intensification of the Land North of Horsham allocation (Horsham District Planning Framework, November 2015). This intensification totals 500 dwellings and includes Cuckmere Farm and
5. Approximately 1,680 windfall units, including 10% provision on land less than 1ha.
6. After this supply is deducted from the identified need of 15,487 over the 17 year Plan period of 2023/24 – 2039/40, there will be a remaining unmet need of 2,275 dwellings. Horsham Council will work with its neighbouring authorities, particularly those who form the Northern West Sussex Housing Market Area, in exploring opportunities and resolving infrastructure and environmental constraints to meet this need in sustainable locations.

Strategic Policy 38: Meeting Local Housing Needs

10.28 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.

10.29 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 40 sets requirements for adaptable and accessible homes, and Policy 42 sets requirements for housing development to provide specialist older people’s accommodation.

10.30 Table 9 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 9: 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%

10.31 '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.

10.32 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.

10.33 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.

10.34 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.

10.35 Policy HA1 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. In order to ensure that opportunities are given to local residents seeking to access homes locally, support will be given to schemes where homes are marketed locally in the first instance.

Strategic Policy 38: 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 39: Affordable Housing

10.36 The lack of housing which residents of Horsham District can access on their incomes is a key issue which has been identified both in the Council's evidence base and from direct feedback from communities themselves. It is therefore the Council's aspiration for this plan to ensure that the homes that come forward are within the financial reach of existing and future households. The Council will therefore be open to discussions on new or emerging methods of housing delivery or tenure which would help to achieve this aim on our allocated development sites.

10.37 This policy sets out the Council's thresholds and targets for the delivery of affordable housing as defined in government policy. 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 42.

10.38 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, although it is expected that larger brownfield sites, or those with a low existing use value, will deliver a proportion well above the minimum target. Strategic greenfield sites are required to bear far greater infrastructure costs than smaller sites, and 35% affordable housing is usually considered appropriate in these locations. Strategic Policy HA2: Land West of Ifield is an exception, requiring 40% affordable housing given the particular housing needs evidenced in the Crawley Borough Local Plan 2024-2040 and a legacy of public land ownership. Specific affordable housing targets are also given for Build to Rent housing and elderly persons' housing, taking account of viability evidence.

10.39 Development is expected to provide 70% of the total as social rented and/or affordable rented properties. The remaining 30% should be low-cost home ownership, to include shared ownership and/or First Homes. Given the high cost of rented properties in the District and an ongoing shortage of supply, together with the increased cost of living, the Council's preference is for the delivery of socially rented homes. At the current time it is recognised that affordable housing funding models limit the ability to deliver this, but there is potential for this to change over the lifetime of the plan, for example if there are changes to central government policy. The Council will therefore seek the delivery of social rented homes as a priority above affordable rented homes provided the site and its location is appropriate as informed by local evidence. The balance of social rented to affordable rented will be led by advice from the Council's Housing team.

10.40 For low-cost ownership, the ownership models used will be led by the need for a mix of dwelling sizes as required by Policy 38: Meeting Local Housing Needs, as well as the need to meet the 70% quota for rented affordable provision. The discount on open market value applied to First Homes will be 40%, and eligibility will be limited to an appropriate household income cap as determined by housing market and needs studies prepared by the Council. 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 rent must not exceed Local Housing Allowance. Policy 38 sets out the expected mix of dwelling sizes, including for affordable housing. There is a high need for 3 and 4-bedroom rented affordable houses, hence the target proportion for these should be treated as a minimum.

10.41 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.

10.42 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.

10.43 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.

10.44 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 41: Rural Exception Homes), will be supported in principle. Other similar forms of alternative housing models which deliver local community home ownership will also be supported in principle.

10.45 The Council will support schemes for suitably located affordable housing being brought forward through Neighbourhood Plans, including those being delivered through CLTs.

Strategic Policy 39: 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*) except for Land West of Ifield where a minimum 40% of the total (gross*) will apply;
d) On sites providing continuing care retirement housing, retirement housing and other specialist care housing, a minimum 30% of the total (gross*) as applies in accordance with Policy 42;
e) On sites 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, preferably as social rented homes or otherwise as affordable rented homes, and the remaining up to 30% provided as low-cost home ownership which may include shared ownership and First Homes. For First Homes a 40% discount compared with the open market value will apply. Social rented provision will therefore be prioritised over affordable rented 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 based on 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. Eligibility for First Homes will be subject to a combined annual household income cap based on local evidence, to be set through a Section 106 legal agreement.
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.

Strategic site: ***The sites defined in Strategic Policies HA2 to HA4. Strategic Policy HA2: Land West of Ifield sets higher target of 40%.

Implementation

10.46 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 40: Improving Housing Standards in the District

Internal Space Standards

10.47 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 relevant standards there are also a number of properties that do not.

10.48 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

10.49 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.

10.50 The 2021 Census shows that in Horsham District 22.8% of the population are aged 65 or over. The increase in the population of within this age category between 2011 and

2021 (at 31%) is also in the top 10% of increases nationally. It is predicted that this figure will continue to rise. 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.

10.51 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. 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 40: 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.

Standards for Accessible and Adaptable and Wheelchair User Dwellings

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.

The provisions of M4(2) and M4(3) will be expected to apply in full as set out above. Exemptions to compliance with these 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

10.52 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 40 will only be considered in exceptional circumstances, which may (but not necessarily) include heritage constraints, vulnerability to flooding or site topography.

Policy 41: Rural Exception Homes

10.53 The NPPF enables the provision of affordable housing by means of an 'exceptions policy' in rural areas.[10] 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.

10.54 Policy 41 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.

10.55 The Council expects rural exception sites to be progressed though 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.

10.56 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.

[10] 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

Policy 41: 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:

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 defined as Main Towns, Smaller Towns and Larger Villages, Medium villages, Smaller Villages and Secondary Settlements in Strategic Policy 2: Development Hierarchy

Policy 42: Retirement Housing and Specialist Care

10.57 The need to provide suitable housing for older people in the District is very important. There is already a high percentage of over 65s in the District, and 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.

10.58 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.

10.59 Policy 42 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.

10.60 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.

10.61 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 39, 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 42: 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 39: 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 43: Gypsies and Travellers

Definition

10.62 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.

10.63 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

10.64 Horsham Council employed specialist Gypsy, Traveller and Travelling Showpeople consultants to carry out an updated needs assessment for Gypsies, Travellers and Travelling Showpeople in Horsham District for the new Horsham Local Plan period.

10.65 In total, a need for 77 pitches for Gypsy and Traveller households in Horsham District has been identified over the period 2023-2040, 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 10.

Table 10: Gypsy and Traveller Need Requirements

Years	1-5 2023-28	6-10 2028-2033	11-15 2033-38	16-17 2038-40	Total
Need	48	10	12	7	**77**

Other Needs

10.66 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.

10.67 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 need for an additional 20 pitches for these 'undetermined' households. Criteria set out in Policy 43 are to be used in considering these potential needs, including evidence that the Gypsy or Traveller definition is met.

10.68 The Gypsy and Traveller and Travelling Showpeople needs assessment identified a need for 31 additional pitches for households that did not meet the revised planning definition for Gypsies and Travellers.

Travelling Showpeople

10.69 The Gypsy and Traveller Needs Assessment has identified that there is a need for 1 additional Travelling Showperson plot in the District. There is currently capacity on existing sites. Criteria set out in Policy 43 are to be used in considering these potential needs, including evidence that the Travelling Showperson definition is met.

Meeting Future Gypsy and Traveller Needs

10.70 The identified Gypsy and Traveller needs for the first 10 years of the Plan and for Travelling Showpeople, can be met through the regularisation or intensification of existing sites, and through the allocation of new sites.

Strategic Policy 43: Gypsy, Traveller and Travelling Showpeople Accommodation

1. The Council will seek to 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, and Travelling Showpeople accommodation, as shown on the Policies Map and as set out in table 11, to contribute towards the identified 10-year need;

c) Consider planning applications for non-allocated sites that will contribute towards meeting identified needs in accordance with paragraph 2 of this policy:

Table 11: Gypsy and Traveller & Travelling Showpeople 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. Fryern Park, Storrington (Existing site)	2	2	**4 (2)**
3. Northside Farm, Rusper Road (Existing site)	1	3	**4 (3)**
4. Southview, The Haven, Slinfold (Existing Site)	1	4	**5 (4)**
5. Sussex Topiary, Rudgwick (Existing Site)	4	8	**12 (8)**
6. Plot 3, Bramblefield, Crays Lane, Thakeham (Existing Site)	1	3	**4 (3)**
7. Land at Girder Bridge, Gay Street Lane, North Heath, Pulborough	0	5	**5 (5)**
8. Land East of Billingshurst (Strategic Site Allocation)	0	5	**5 (5)**
9. Land West of Ifield (Strategic Site Allocation)	0	15	**15 (15)**
10. Land North West of Southwater (Strategic Site Allocation)	0	5	**5 (5)**
11. Kingfisher Farm, West Chiltington Lane, Barns Green (Regularisation of Existing Site)	0	11	**11 (11)**
12. Land East of Coolham Road, Thakeham	0	2	**2 (2)**
13. Land North West of Junipers, Harbolets Road, West Chiltington	0	3	**3 (3)**
14. Downsview Paddock, New Hall Lane, Small Dole	0	1	**1 (1)**
TOTAL	**11 pitches**	**69 pitches**	**80 pitches (69 pitches)**
Travelling Showpeople Accommodation	**Existing Plots**	**Proposed Additional Plots**	**Gross Plots (Total net Plots)**
1. Honeybridge Lane, Dial Post	4	1	**5 (1)**

2. Proposals brought forward outside of the allocations for Gypsy and Traveller pitches and Travelling Showpeople plots will be required to demonstrate all of the following:
   a) evidenced need for the accommodation in accordance with the relevant planning definitions for Gypsies, Travellers or Travelling Showpeople;
   b) the site has safe and convenient access to the highway and public transport services;
   c) there is provision within the site for parking, turning and servicing;
   d) the site is situated within a reasonable distance of local services and community facilities, such as healthcare, schools and shops;
   e) the development will not result in significant adverse impacts on the amenity of occupiers of neighbouring sites;
   f) 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;
   g) the site is not located in an area at high risk of flooding;
   h) the site has or will have a supply of essential services, such as mains gas and electricity, water, sewerage, drainage and waste disposal;
   i) 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 44: Rural Workers Accommodation

10.71 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.

10.72 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.

10.73 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 44: 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 45: Replacement Dwellings and House Extensions in the Countryside

10.74 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.

10.75 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 gains, in accordance with the Council's biodiversity policies.

Policy 45: 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 46: Ancillary Accommodation

10.76 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.

10.77 This policy sets criteria 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.

10.78 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. There should be a visual link between the annexe and the existing dwelling meaning that they are seen in the same context. A clear functional link between the two, such as the reliance of the annexe on the main facilities of the

host dwelling or some form of interdependence between the occupants, should also remain in perpetuity.

Policy 46: Ancillary Accommodation

Proposals for ancillary accommodation will be supported provided that all the following criteria are met;

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 visual and functional link between the annexe and the host dwelling including shared access;
4. The scale, massing and appearance of the proposed annexe relate sympathetically to the host dwelling and the surrounding area;
5. The residential annexe must be used for ancillary purposes and is not to be used as a separate dwelling; and
6. It is demonstrated that the provision of ancillary accommodation has been met based on the following sequential approach:

    i. Attached to the existing dwelling
    ii. Re-use of an existing building within the curtilage of the property
    iii. A new building.

Housing Allocations

10.79 This section of the Local Plan sets out the housing allocations required to bring forward the required level of housing delivery to meet the District's needs in so far as this accords with the NPPF requirements to deliver Sustainable Development. It covers both the Strategic Scale allocations and the smaller housing allocations. The chapter sets out the key vision and principles over the full lifetime of the allocation.

10.80 This chapter does not repeat other policies in this Plan, such as those relating to affordable housing or flooding, which also apply to all 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)[11] and the Waste Local Plan (WLP)[12].

Strategic Policy HA1: Strategic Site Development Principles

10.81 It is important that any urban extensions 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. Development design should also take account of any emerging best practice or technological updates that may emerge in the plan period, for example in the design and delivery of waste collection services.

10.82 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.

[11] Particularly Policies M9 and M10
[12] 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 12% 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. Proposals must demonstrate how they will deliver tree-lined streets within the new settlement and that appropriate management arrangements are in place to ensure their maintenance.
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 heat pumps and solar pv with battery storage, 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, Gypsies and Travellers and enable the provision of lower cost housing models such as CLTs.
6. 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. Consideration should be given to marketing strategies to ensure local communities have first refusal on new properties reaching the market.
7. 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.
8. 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.

9. 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.
10. 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.
11. 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

10.83 The settlement of Crawley directly adjoins the north eastern boundary of Horsham District. The town plays a key economic role within Northern West Sussex and is at the centre of the Gatwick Diamond with significant employment and a large range of services and facilities, including good bus and rail links. The town has tight administrative boundaries and constraints including aircraft noise which has meant that in recent years it has been unable to meet the full housing need for the town within its own boundaries. The settlement has identified infrastructure issues, including education.

10.84 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 to Horsham District Council as having longer term potential for up to 10,000 homes. The site promoters have indicated that there is potential as part of the wider vision for this area, that wider land to the West of Crawley 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, Horsham and the wider sub-region are unknown, and at the time of writing there remain significant uncertainties regarding both water neutrality and the outcome of the DCO proposals to expand Gatwick. The deliverability of a 10,000 home scheme site in the period beyond 2040 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, alongside full and objective consideration of whether needs may be more appropriately met through a different development

strategy such as a new settlement and taking account of all development proposals in front of the Council at that time.

10.85 A parcel of land known as Land West of Ifield, controlled by Homes England, is considered to be available and deliverable. Taking account of Crawley's location at the centre of the Gatwick Diamond and the interconnected nature of the Northern West Sussex housing market area, it is assessed as a highly sustainable location for development and is therefore allocated for approximately 3,000 homes, of which it is envisaged approximately 1,600 homes would be delivered during the Plan period.

10.86 The new community will demonstrate excellence with regards energy efficiency and sustainability, water use efficiency, active and sustainable transport, high quality urban design and effective use of land, green infrastructure connectivity and biodiversity net gain. The development proposals will clearly evidence a priority commitment to achieving net zero carbon emissions. It will link to and support the economic hubs of Crawley and Horsham, located at the epicentre of the Gatwick Diamond, and significantly boost employment opportunities, skills and prosperity in the area, whilst addressing local housing needs. The scheme will enable and be served by extended high quality and high frequency Fastway bus routes to jobs, services and facilities in Crawley and beyond, providing more travel choice and delivering environmental benefits to existing communities. The new communities will demonstrate excellence with regards energy efficiency and sustainability, water use efficiency, active and sustainable transport, high quality urban design and effective use of land, green infrastructure connectivity and biodiversity net gain. The development proposals will clearly evidence a priority commitment to achieving net zero carbon emissions.

10.87 Whilst the requirement for new development to be water neutral has lengthened anticipated delivery timescales, this proposal continues to have potential to contribute to other unmet needs including education. In the longer term, the role of this location in meeting unmet needs for Horsham and Crawley will need to be revisited as part of future Local Plan Reviews, once clearer timescales for alternative water supplies and water offsetting are known.

10.88 Once completed, development to the West of Ifield will form part of the wider urban form of Crawley. Therefore, any development which takes place in this location will require close and ongoing discussions with Crawley Borough Council. There are strong opportunities to support economic growth in the area and deliver education needs arising in Crawley as well as from the new development. Located within the North West Sussex Housing Market area, there also remain opportunities to maximise the provision of affordable homes to benefit both Local Authority areas. 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.

10.89 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.

10.90 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 (Fastway 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. Given the particular housing needs of the area, as evidenced in the emerging Crawley Local Plan, together with the long term public ownership of the site, it is considered that it there is potential for 40% of homes on this site to be affordable homes.

10.91 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). The wider landscape in the north of Horsham District is known to support breeding populations of the rare Bechstein's bat. It also abuts the Ifield Village 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, effectively mitigates any adverse impacts on protected species such as bats and delivers 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.

10.92 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.

10.93 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.

10.94 A comprehensive masterplan (Figure 7) has been developed to ensure that issues such as flood risk, biodiversity net gain, carbon neutrality, air quality and noise impact and water neutrality 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. The development should provide for a Community Land Trust (CLT) led scheme or similar housing delivery model, subject to necessary processes.

10.95 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, ensure the provision of high quality bus, cycle and pedestrian links to key destinations outside the site, including Crawley town centre, Manor Royal business park, Ifield train station, and Horsham Town. Applicants should also be mindful of both the Horsham and Crawley LCWIPs and wider transport aspirations and link in with these strategies. 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.

10.96 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 multi-modal route 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 corridor 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.

10.97 It is recognised that a proposal for 3000 homes is unlikely to be able to deliver a full Crawley Western multi-modal corridor that connect the A264 at Faygate to the A23 south of Gatwick Airport, north of County Oak. Within the wider Gatwick Diamond area, it is recognised that other development may have the potential to come forward during the plan period (such as further growth of Gatwick Airport) and therefore other requirements or funding for this route may emerge during the plan period. Land is therefore safeguarded in the plan to allow for the delivery of such a road. An indicative safeguarded area of search for the full corridor is shown on the Policies Map.

10.98 It is recognised that development of new homes and associated infrastructure in this area will have an impact on traffic movement both within Rusper Parish and Crawley town. The design of the road network into, within and beyond the development must take these factors into account.

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 approximately 3,000 homes, of which it is anticipated at least 1,600 will be delivered in the period to 2040.

2. Development will be in accordance with a comprehensive masterplan 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) Approximately 3,000 homes (C2 and C3 Use Class), a minimum 40% of which will be affordable homes, together with provision for young families, older people, land for Community Land Trust (or similar community led scheme) housing and 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; and
    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 NHS Sussex Integrated Care Board (ICB) 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. In addition, the provision of appropriate mitigation for loss of Ifield Golf facilities will be required in the absence of site specific evidence demonstrating the surrounding area has capacity to accommodate its loss. Informal open space provision must be designed for all and 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 & Multi-Use Games Areas;
    iv. equipped childrens play facilities;
    v. social seating areas.

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 and delivers strong natural landscaping on the western boundary of the site to provide a firm boundary to the development.

4. Proposals must provide a comprehensive Ecology and Green Infrastructure Strategy, incorporating a Biodiversity Net Gain Plan, to demonstrate how a minimum 12% net biodiversity gain will be achieved on the site, and in particular demonstrate:
    a) That the Ifield Brook Meadows Local Wildlife Site and Local Greenspace 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.
    g) Necessary mitigation measures are included in the site design to mitigate impacts on protected species, including Bechstein's bats.

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 60dB $L_{Aeq,\ 16hr}$; Gypsy and Traveller accommodation should be located where noise impacts are not in excess of 57 decibels reflecting the lower level of acoustic attenuation provided by caravans.

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 on-site 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 multi-modal route with segregated Fastway bus lanes 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;
    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; and
    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 Policies Map that may prejudice a full Crawley Western multi-modal corridor from the A264 near Faygate to the A23 south of Gatwick, north of County Oak.

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 North West of Southwater

10.99 Southwater is a large village located approximately three 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- 117 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. The adopted Southwater Neighbourhood Plan (24 June 2021), which covers the period to 2031, has identified that there is potential for additional growth in this location with an allocation for around 450 homes and the safeguarding of land for a new secondary school.

10.100 Given the requirement to consider the longer plan period to 2040, and within the context of a wider 30 year vision for the area, it is considered that there is potential for additional development beyond 2031 at this location, which builds on the proposals put forward by the parish. Within the Plan period to 2040, it is envisaged that in addition to the land allocated by Southwater Parish Council (ie up to 450 homes), there is potential for the delivery of another 285 homes (735 homes in total, up to 2040). In the much longer term beyond 2040, it is considered that there is potential for an additional 265 homes in this location. The total additional growth over the wider period would therefore amount to 1000 homes.

10.101 This policy therefore allocates the land area for at least 1000 homes of which 735 are expected to be delivered in the period to 2040. 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. As already noted, 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 including beyond the current Plan period. 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.

10.102 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.

10.103 Southwater is currently the largest settlement within West Sussex as a whole without a secondary school. Children aged 11- 16 therefore have to travel outside the settlement to reach secondary education. Due to the lack of capacity at secondary

schools in Horsham District more generally, this has meant that in recent years some children have initially been allocated to schools in Burgess Hill. Land is therefore required for a school in Southwater, which would meet the identified demand for additional secondary provision, in a location where access and choice of secondary schools is more limited and necessitates some degree of travel. A new school in Southwater would therefore also have the potential to enable more active travel options for children in Southwater when going to and from school.

10.104 It is recognised that Southwater Parish Council have already identified a location for a secondary school in its Neighbourhood Plan. This site was identified by the Parish as it has a central location which meets the needs of existing and future residents. The Council has therefore retained the location of this site within the masterplan and expects that any new school is delivered on this site. In addition, given the existing demand for a school, it is expected that the school will be delivered early in the plan period.

10.105 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. In particular contributions that deliver an effective active travel link between Southwater and Horsham will be supported. 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 A24 junctions may also be necessary.

10.106 Development will also need to take account of the existing character areas in and adjacent to the development site. 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.

10.107 The local community have raised concerns about any new community centre or retail centre that comes forward having the potential to conflict with the facilities in Lintot Square, and limiting the potential for community cohesion. Any new retail or community facilities that are delivered will therefore be required to demonstrate that Lintot Square will be retained as the primary centre for Southwater, in accordance with community aspirations.

10.108 A comprehensive masterplan (Figure 8) has been developed to ensure that issues such as: biodiversity net gain, heritage, carbon neutrality, air quality and noise impact and water neutrality 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.

Strategic Policy HA3: Land North West of Southwater

1. Building on the Southwater Neighbourhood Plan allocation, Land North West of Southwater, as identified on the Policies Map, is allocated for mixed-use strategic development and associated infrastructure for 1000 homes, of which it is anticipated 735 homes will be delivered in the Plan period. This delivery comprises 450 homes allocated in the Neighbourhood Plan, together with an additional 285 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) Approximately 1000 homes (C2 and C3 use classes), a minimum 35% of which will be affordable, together with provision for young families, older people, and the provision of a permanent Gypsy and Traveller site of 5 pitches.
    b) A neighbourhood centre 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 4.0 ha of employment floorspace shall be provided (office, including flexible desk space, industrial, storage and /or distribution) within one or both of the following locations:
        i. the employment area identified to the north of the development site;
        ii. the neighbourhood centre.
    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 and disability (SEND);
        ii. up to 6 form entry secondary school expandable to 8 forms of entry, to incorporate support centres for special educational needs and disability (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 must be designed for all and shall include (but not limited to):
        i. incorporate a 5km safe circular route for pedestrians and cyclists and a trim trail;
        ii. Multi-Use Games Areas;
        iii. equipped childrens play facilities;
        iv. social seating areas.
    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 Net Gain Plan, to demonstrate how a minimum 12% net biodiversity gain will be achieved on the site, and in particular demonstrate:
    a) The three areas of Ancient Woodland (Courtland Wood, Two Mile Ash Gill and Smith's Copse (also a local wildlife site)) 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 on-site 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 (Grade II*), 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 investigating direct and indirect walking and cycling routes 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;
    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. a new car park and cycle storage at Christ's Hospital station;
    iv. 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. new walking and cycling routes within the site;
    v. improvements between Cedar Drive roundabout and the new school;
    vi. 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

10.109 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.

10.110 Development of the site will form a landscape led 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 during the plan period to 2040. Although not set within a wider 30 year vision, once complete, the site will provide family housing (including affordable homes), a new primary school, footpath safety improvements over the railway, a new station car park, public open space including a playing field, 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 12% biodiversity net gain.

10.111 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. 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.

10.112 Development of this land will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the community. This includes the provision of a gypsy and traveller site accommodating at least five pitches and provision of all necessary ancillary space and facilities.

10.113 This site as a strategic allocation will also provide other key infrastructure needs which have been identified as necessary within the District. Existing primary and secondary schools in Billingshurst are already at or close to capacity, and in particular the need for an additional primary school has been identified[13]. The masterplan for this site identifies land for a primary school that must at least meet the minimum recommended education space requirements for a two-form entry primary school with SEND and early years provision (e.g. 2.2 hectares). Delivery timescales for the school will need to be in accordance with the needs identified by West Sussex County Council, and the expectation is that this comes forward in the first phase of development.

10.114 The site is considered to be able to contribute to active travel and other sustainable travel options. This includes the provision of a new station car park with funded management and maintenance so as to attract its use in preference to on-street parking and to facilitate sustainable train travel (c.50 parking spaces); and the provision of a footbridge, or underpass where it can be demonstrated there will be no risk of flooding, to replace the unmanned footpath railway crossing in the south west of the site. The footbridge should be phased with the development in order to

[13] The provision of a new secondary school as part of Land North West of Southwater will enable school catchment areas to be revised, enabling continued capacity for children living in Billingshurst to attend the Weald.

minimise public risks and should be wheelchair friendly or at least capable of being expanded to accommodate ramped access that enables two wheelchairs / prams to pass with the necessary commensurate land safeguarded.

10.115 Development shall be designed at an appropriate density and layout which relates to the existing settlement and retains and provides links to existing and new facilities, including the countryside. 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, wheeling and walking, improved links to adjacent neighbourhoods and work opportunities will be required including measures that accord with railway safety (such as a footbridge to replace the unmanned ground level footpath railway crossing).

10.116 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; bicycle club; high quality cycle parking and workplace shower facilities; on-site services and shop; 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.

10.117 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 A272, A29 and A23 junctions may also be necessary.

10.118 In addition to transport impacts arising from additional growth, the local community have also identified pressure on a range of other community services and needs, and particularly in relation to built facilities and sport and leisure provision. Horsham District Council will continue to work closely with the Parish and community partnership to secure improved community facilities and services. The applicant should be mindful of additional community impacts and seek to work jointly with Horsham District Council and the local community on identifying opportunities for enhanced community benefit in order to provide ‘fit for purpose’ facilities for both the new and existing community to help secure community integration and inclusion.

10.119 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.

A comprehensive masterplan (Figure 9) has been developed to ensure that issues such as, biodiversity net gain, carbon neutrality, air quality and noise impact and

water neutrality 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.

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 2040, at least 650 residential units (C2 and C3 Use Class), a minimum 35% of which will be affordable, together with provision for young families, older people, and 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 shall be provided (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 one form of entry primary school, expandable to two forms of entry (design and land provision to meet or exceed recommended minimum to accord with best practice);
        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 must be designed for all and shall include (but not limited to):
        i. a 5km safe circular route for pedestrians and cyclists and a trim trail;
        ii. public Multi-Use Games Areas;

iii. a public playing field;
iv. equipped childrens play facilities;
v. social seating areas.

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 and notable species;
   b) The landscape character and value of the north-eastern field and its borders shall be protected from development and enhanced;
   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 nature recovery; 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 Net Gain Plan, to demonstrate how a minimum 12% 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 nature recovery.

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 safe, covered cycle parking.
b) A two-way vehicular through route shall be provided with primary access points off the A272, one of which shall be via the Amblehurst Green development to the north and the other via an improved link to Rosier Business Park in the south, to be implemented before or alongside development to an agreed programme of delivery.
c) A road layout that includes the ability for the introduction of a two way 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, wheeling 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, wheeling and cyclist crossing of the railway. Provision must be phased in accordance with railway safety requirements, and where not provided from the outset designed and land safeguarded to enable ramped wheelchair accessible provision in due course.
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.

Settlement Site Allocations

10.120 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. It is not envisaged such sites will build out beyond the Plan period and are not set within a wider 30 year vision. More importantly, these sites also help to sustain local communities, deliver affordable housing locations across the District, and also help maintain the vitality of community shops and services.

10.121 The National Planning Policy Framework 2021 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

10.122 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 2040.

10.123 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. Some have also experienced delays as a result of the requirement to demonstrate water neutrality. 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 2040, it has been necessary to identify additional smaller sites for housing development in settlements across the District. In addition to the assessment of sites against national policy criteria, feedback from parishes on potential allocations was undertaken as part of the formal and informal process of plan preparation. These views have been taken into account when drafting policies to ensure that they reflect local views and concerns as far as is possible whilst also remaining consistent with National Planning Policy requirements. It is therefore the Council's expectation that development proposals which come forward reflect the identified requirements. Applicants should be particularly mindful of the need to deliver local infrastructure that supports the new development and where these needs are identified, deliver this at an early stage of the development. Applicants will also be expected to take account of the relevant

Neighbourhood Plan policies when developing their schemes, together with undertaking additional community consultation prior to the submission of proposals to ensure that the latest community aspirations are taken into account as part of any allocation as fully as possible.

10.124 Following adoption of this Local Plan, there remains the 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

10.125 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.

10.126 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)[14] and the Waste Local Plan (WLP)[15].

10.127 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 HA5: Ashington

10.128 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.

[14] Particularly Policies M9 and M10
[15] Particularly Policies W2 and W10

10.129 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.

10.130 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.

10.131 The local community have identified that many routes in the Parish (such as Rectory Lane) is narrow and rural in character. Any development proposals should be mindful of the potential impact of increased vehicle use and be designed sensitively to minimise any potential adverse impacts.

Strategic Policy HA5: 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 HA6: Barns Green

10.132 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.

10.133 The parish has made good progress with the preparation of its neighbourhood. Following a successful examination, at the time of writing the plan has been unable to proceed to referendum in light of the Position Statement on Water Neutrality. The plan is expected to enter the final stages of plan making, and applicants should therefore be mindful of the content of the Neighbourhood Plan in this parish.

Strategic Policy HA6: Barns Green Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 95 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 the Old School Site, Itchingfield, 0.8 hectares (20 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; and

b) Ensure that appropriate regard is had to the impact on the adjacent Grade II Listed Buildings (The Queens Head Public House, Blacksmiths Cottage and Bennetts).

BGR3

a) Comply with any policies, including site-specific policies, in a Made Itchingfield Neighbourhood Plan.

Strategic Policy HA7: Broadbridge Heath

10.134 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 HA7: Broadbridge Heath Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 133 homes:

    - BRH1: South of Lower Broadbridge Farm [Slinfold Parish], 6.3 hectares (133 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;
d) Have regard in the design and setting of development to the areas of the site affected by Flood Zones 2 and 3 and the high pressure gas pipeline to the east 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; and
f) Provide safe access by non-car modes across the A281 to the services and facilities in Broadbridge Heath/Wickhurst Green.

Strategic Policy HA8: Cowfold

10.135 Cowfold is a 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.

10.136 The parish has made good progress with the preparation of its neighbourhood. Following a successful examination, at the time of writing the plan has been unable to proceed to referendum in light of the Position Statement on Water Neutrality. The plan is expected to enter the final stages of plan making, and applicants should therefore be mindful of the content of the Neighbourhood Plan in this parish.

Strategic Policy HA8: Cowfold Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 70 homes:

    - CW1: Field West of Cowfold, North of A272, 2.9 hectares (35 homes)
    - CW2: 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) Ensure built development is focussed to the southern part of the site to reflect the existing settlement pattern with appropriate landscape mitigation to be implemented on the northern half of the site to aid a transition to the wider open countryside.

CW2

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 Policies 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 the Conservation Area;
f) Provide public open space, including children's recreation space, in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2021 and upgrade the existing public right of way to the west of the site to provide year-round accessibility; and
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 HA9: Henfield

10.137 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.

10.138 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 HA9: 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 HA10: Horsham

10.139 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 HA10: 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) and the Grade II Listed Falcon Lodge Hillier Cottage;
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;
c) Provide safe pedestrian and cycling crossing points over the A281 (Brighton Road) from the site;
d) Create an extended Riverside Walk along Hornbrook Stream;

e) Take advantage of opportunities to improve pedestrian connectivity and active travel in the area, including to Public Rights of Way north of the site; and
f) Seek to protect and maintain existing hedgerows and mature trees.

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 future residents are not subject to unacceptable impacts from neighbouring uses;
c) Provide Active Travel links between the northern and southern parcels on the site;
d) Provide public open space, children's recreation space in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2021;
e) Provide a temporary means of safe crossing to Horsham Town across the A264 for Active Travel 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; and
g) Provide no less than 50 parking spaces for Warnham Railway Station and safe crossing of the railway line.

Strategic Policy HA11: Lower Beeding

10.140 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.

10.141 The parish has made good progress with the preparation of its Neighbourhood Plan. Following a successful examination, at the time of writing the plan has been unable to proceed to referendum in light of the Position Statement on Water Neutrality. The plan is expected to enter the final stages of plan making, and applicants should therefore be mindful of the content of the Neighbourhood Plan in this parish.

Strategic Policy HA11: Lower Beeding Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 43 homes:

    - LWB1 – Land at Glayde Farm, West of Church Lane, 2.7 hectares (30 homes)

- LWB2 – Land at Trinity Cottage (Land South of Church Farm House), 0.5 hectares (7 homes)
- LWB3 – Land at Cyder Farm 0.15 hectares (6 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. In the case of LWB1, development should be focussed to the southern part of the site with appropriate landscape mitigation to be implemented on the northern half of the site to aid a transition to the wider open countryside. Negative impacts to the High Weald Area of Outstanding Natural Beauty should be avoided; and
   c) For LWB3, any proposal should positively contribute to the heritage qualities of Crabtree Conservation Area.

Strategic Policy HA12: Partridge Green

10.142 Partridge Green is a village located approximately 2.5 miles (4km) to the north west of Henfield. The village is the largest settlement within the parish of West Grinstead and lies around the junction of the B2116 and B2135. The settlement is identified as a medium village in the settlement hierarchy. It has a range of local shops and community facilities together with a large area of employment land to the south of the village.

10.143 The West Grinstead Neighbourhood Plan was made in 2021. It did not make any housing allocations but its policies would apply to any applications in Partridge Green and elsewhere in the parish. Support will be given to proposals that seek to achieve community aspirations as set out in the Neighbourhood Plan, including the provision and/or enhancement of community facilities.

Strategic Policy HA12 – Partridge Green Housing Allocations

1. The following sites are allocated, as shown the Policies Map, for the provision of at least 255 homes:

   - PG1 – Land North of the Rosary (West of Church Road), 4.2 hectares (80 homes)
   - PG2 – Land North of the Rise, 4.8 hectares (55 homes)
   - PG3 – Land at Dunstans Farm, 6.9 hectares (120 homes)

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

PG1

a) Are limited to the western portion of the site
and retain the mature tree boundaries surrounding the site.

PG2

a) Have regard in the design and setting of development to the high pressure gas pipeline to the west of the site;

b) Any proposal should look to provide connectivity between PG2 and PG3 especially pedestrian and cycle linkages; and

c) The rural character of Littleworth Lane is protected and enhanced which ensures the continued safety of all road users in this location.

PG3

a) Have regard to the Grade II Listed Building (Old Priors) and include a landscape buffer to the south to protect its setting; and

b) Any proposal should look to provide connectivity between PG3 and PG2 especially pedestrian and cycle linkages.

Strategic Policy HA13: Pulborough

10.144 Pulborough is a 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.

10.145 Pulborough is identified in the settlement hierarchy as a 'Larger Village or Small Town' as it benefits from a range of services and facilities.

10.146 To ensure no adverse effect on the integrity of the Arun Valley SPA/Ramsar site, applicants 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.

10.147 There are strong local concerns that further development in the north of the village will exacerbate existing and ongoing issues reported with sewage overflow at times of heavy rainfall, particularly in light of the expected increase in frequency and intensity of these rainfall events in the light of climate change. The Council will seek to ensure that such issues are appropriately addressed at the planning application stage. Applicants will need to be mindful of this issue in the design of any scheme which in particular will need to ensure that rainfall events do not increase runoff and adversely affect site drainage and storm overflows.

10.148 The parish has made good progress with the preparation of its Neighbourhood Plan. Following a successful examination, at the time of writing the plan has been unable to proceed to referendum in light of the Position Statement on Water Neutrality. The plan is expected to enter the final stages of plan making, and applicants should therefore be mindful of the content of the Neighbourhood Plan in this parish.

Strategic Policy HA13: Pulborough Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 25 homes:

    - PLB1: 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. Deliver publicly accessible open green space as part of any proposal. This will be in accordance with standards and the respective recommendations in the Open Space, Sport & Recreation Review 2020, to meet identified local requirements.
4. Undertake a full archaeological assessment and set out any necessary mitigation measures that may be required.

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

PLB1

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

Strategic Policy HA14: Rudgwick and Bucks Green

10.149 Rudgwick and Bucks 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.

10.150 The Rudgwick Neighbourhood Plan was made in 2021. It did not make any housing allocations but its policies apply to any applications in Rudgwick and Bucks Green. Support will be given to proposals that seek to achieve community aspirations as set out in the Neighbourhood Plan, including improving pedestrian safety and access on the local highway network and in particular enhanced connectivity between community facilities in Bucks Green (south of the A281) and the built form of Rudgwick and Cox Green (north of the A281).

Strategic Policy HA14: 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 Policies map, with an agreed landscape treatment in the northern part of the site to minimise landscape impacts; and
b) Ensure that appropriate regard is had to the impact on nearby Grade II Listed Buildings (Fox Inn, Guildford Road and The Old Cottage and Field Cottage, Lynwick Street).

RD2

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

Strategic Policy HA15: Rusper

10.151 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 3 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 HA15: Rusper Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 22 homes:

    - RS1: Land at Rusper Glebe, 0.6 hectares (12 homes)
    - RS2: 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 dwellings are designed to minimise noise impacts from aircraft flying to / from 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); and
b) Take account of any informal recreational use of this area and provide any necessary mitigation.

RS2

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 HA16: Small Dole

10.152 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.

10.153 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 HA16: 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) Are limited to the eastern end of the site with a significant proportion of the site (western and northern parts) given to public open space and recreation use;
b) Deliver sustainable 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; and
d) Deliver access from the A2037.

Strategic Policy HA17: Steyning

10.154 Steyning is a historic settlement 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.

10.155 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 HA17: Steyning Housing Allocation

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 265 homes:

    - STE1: Land at Glebe Farm, 14 hectares (265 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; and
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 HA18: Storrington & Sullington

10.156 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.

10.157 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 HA18: Storrington Housing Allocations

1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 125 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 (55 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 Fryern Lane;
c) Have appropriate regard to the setting of West Wantley Farmhouse (Grade II*) and East Wantley Farm (Grade II);
d) Undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements. Proposals should also look to minimise coalescence between Storrington and West Chiltington village by reflecting the existing settlement edge to the east.; and
e) Have regard to the setting of the South Downs National Park.

STO2

a) Ensure that appropriate regard is given to the impact on nearby listed building Penfolds (Grade II); and
b) Have regard to the setting of the South Downs National Park.

Strategic Policy HA19: Thakeham (The Street and High Bar Lane)

10.158 Thakeham lies in the southern part of the Horsham District, lying approximately two 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 HA19: 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 and trees on site.

TH2

a) Ensure that the existing rights of way and agreed bridleway within the site are unaffected, or else provide replacement provision; and
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 HA20: Warnham

10.159 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 HA20: 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:
    c) Have regard to site layout and be designed to ensure development is sympathetic to local character and the prevailing linear urban form on Bell Road; and
    d) Have regard to any measures that seek to address road safety on Bell Road.

Strategic Policy HA21: West Chiltington and West Chiltington Common

10.160 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 HA21: 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 38 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 (8 homes)

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

WCH1

a) 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
b) 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; and
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; and
c) Ensure that existing rights of way within and adjacent to the site are not adversely affected, or else provide replacement provision.

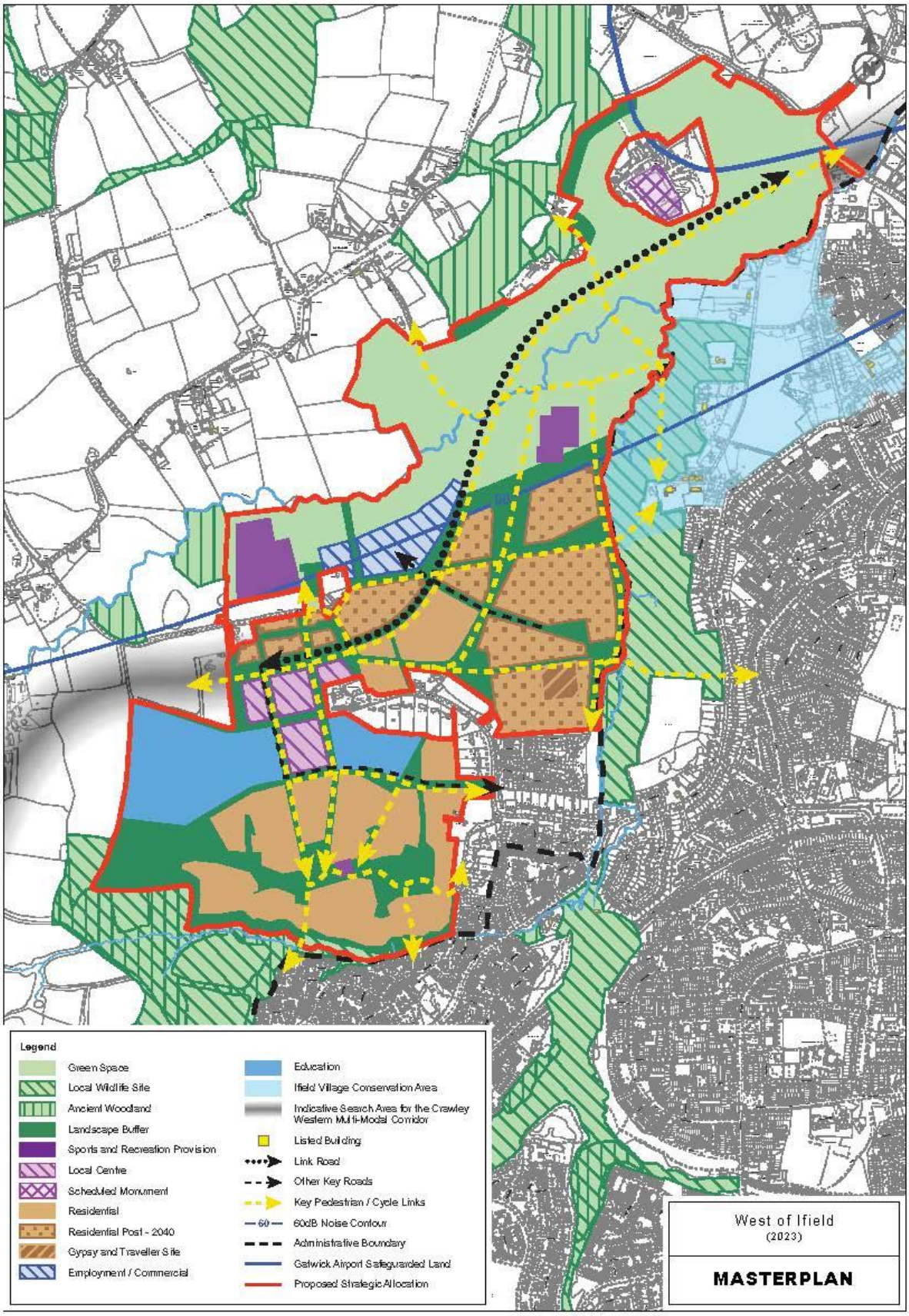

Figure 7: Land West of Ifield Masterplan

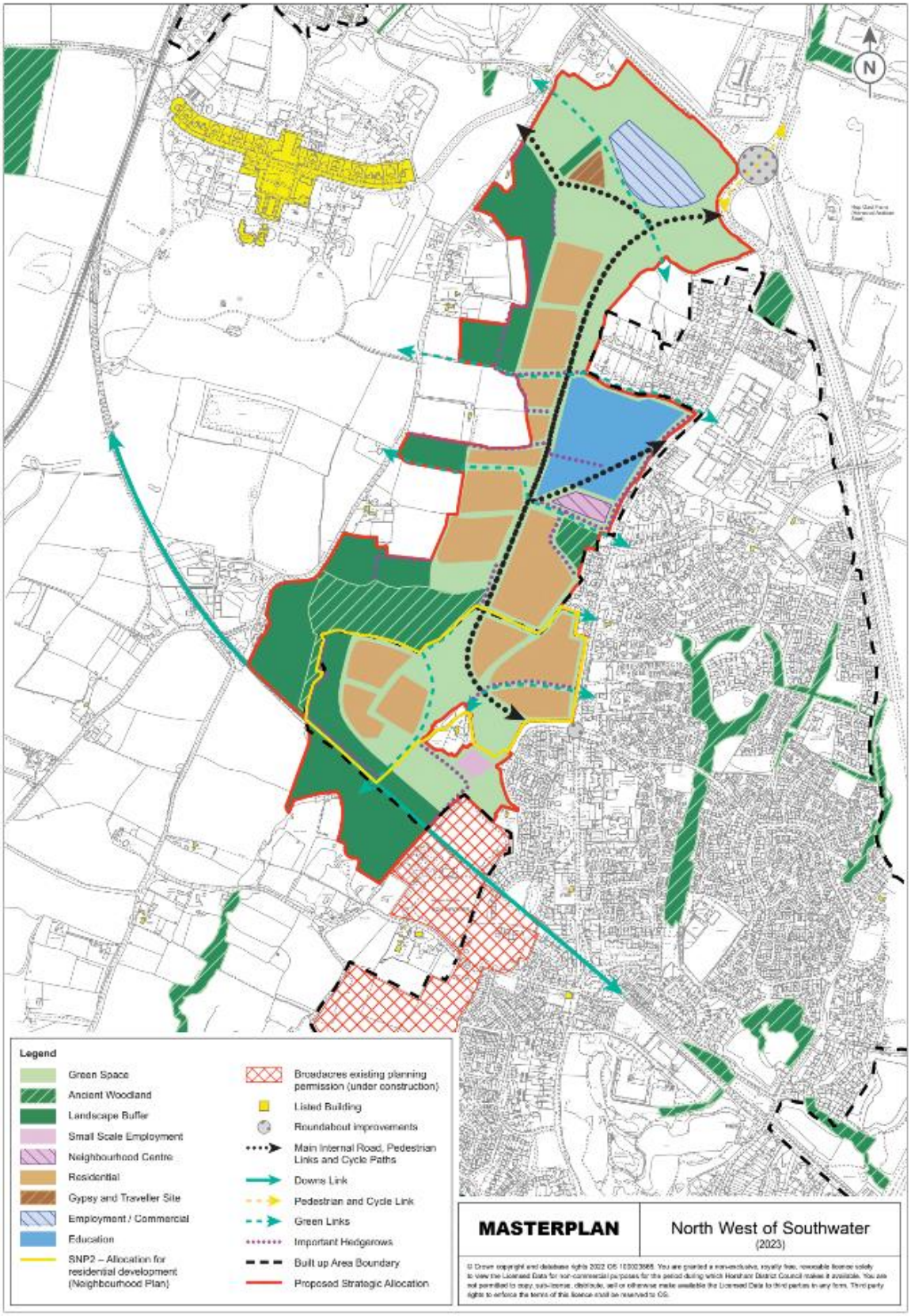

Figure 8: Land North West of Southwater Masterplan



Figure 9: Land East of Billingshurst Masterplan

List of Figures

Figure 1: North West Sussex Water Supply zone – shown as orange hatched area 9
Figure 2: The Gatwick Diamond area 10
Figure 3: Horsham District Key Diagram 28
Figure 4: Carbon Emission sources in Horsham District (Source: BEIS) 39
Figure 5: Carbon emission reductions in Horsham and trends against Climate Change Act commitments 40
Figure 6: Indicative housing trajectory illustrating delivery over the plan period 134
Figure 7: Land West of Ifield Masterplan 193
Figure 8: Land North West of Southwater Masterplan 194
Figure 9: Land East of Billingshurst Masterplan 195

List of Tables

Table 1: Spatial Objectives for Horsham District 18
Table 2: List of relevant Spatial Objectives per chapter 20
Table 3: Settlement Hierarchy 31
Table 4: Local minimum standards of size for community spaces & buildings 99
Table 5: Existing Commitments 106
Table 6: Employment Site Allocations 110
Table 7: Key Employment Areas in Horsham District 112
Table 8: Town Centre Hierarchy 123
Table 9: Appropriate strategic mix of homes sizes based on tenure 136
Table 10: Gypsy and Traveller Need Requirements 147
Table 11: Gypsy and Traveller & Travelling Showpeople Site Allocations 149

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 purposed 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." Natural England has published a Small Sites Metric and a Biodiversity 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.

Carbon Storage (within nature) / Carbon Sequestration: On Earth, most carbon is stored in rocks and sediments while the rest is located in the ocean, atmosphere, and in living organisms. The amount of carbon on Earth is a constant but it moves between the Earth and its atmosphere (the carbon cycle). Since the Industrial Revolution, carbon dioxide is the most commonly produced greenhouse gas primarily due to fossil fuel combustion and deforestation. Carbon sequestration is the process of capturing and storing atmospheric carbon dioxide. Ecosystems gain most of their carbon dioxide from the atmosphere they therefore play a key role in carbon capture and storage (biologic carbon sequestration) alongside geologic carbon sequestration (such as the injection of liquid C02 into porous rock) as well as carbon capture and storage technologies at pre, post and during combustion stages.

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: All the living things in an area and the way they affect each other and the environment / all the plants, animals, and people living in an area considered together with their environment as a system of relationships. A physically defined environment made up of two inseparable components: abiotic (non-living such as rocks, climate, temperature, humidity, ph, nutrients) and Biotic (living such as plants, animals and other organisms, that are in constant interaction and are, therefore, in a situation of interdependence). A system (ecological system) controlled by the flow of energy, and substances such as water, carbon, phosphorus, exchanged among living things.

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.

Fabric First Approach: Prioritise the energy efficiency of a building at the start of the design and development process

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 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, including the Site Specific Allocations of Land DPD (SSAL), and the Horsham District Planning Framework (HDPF) adopted in 2015 excluding policies SD1 – SD11 which are saved and will remain part of the Development Plan until such time as these proposals are built out. The Local Plan will set out the planning strategy for the years up to 2040 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 excluding policies SD1 – SD11 which are saved and will remain part of the Development Plan until such time as these proposals are built out.

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): The design of development proposals to work with, rather than against, the existing landscape components. 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, trees, hedgerows, geology, soils and climate but also human influences such as historic and current land use and the perceptions of the local community. This is then used to inform the design of the development including layout, form, open spaces, architecture and choice of materials, additional tree and hedgerow planting and retention of open landscape areas.

Land Take: The total area of land needed for any given building or development.

Legible: A legible route or layout is one that people find easy to navigate and move through.

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 2021.

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. *(When not used in relation to Gypsies and Travellers the term relates to a sports pitch.)*

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.

Policies Map: forms part of the Local Plan and illustrates geographically the policies in the plan and is reproduced from, or based on, an Ordnance Survey map. It shows where the Local Plan policies and respective designations take effect on the ground and where allocated development sites are located. The Council seeks to produce an online interactive map to help facilitate the display of information at different scales, eg site to District, and up-to-date designations that may get altered outside the Local Plan making process but which are materially relevant to planning decisions.

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.

Priority Habitats: Habitats which have been deemed to be of principal importance for the purpose of conserving biodiversity, first identified in the UK Biodiversity Action Plan, and with maintenance and restoration of these habitats being promoted through agri-environment schemes. They do not receive statutory protection by themselves but are protected by planning policy in accordance with the National Planning Policy Framework (NPPF).

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.

Priority Species: UK BAP Priority Species identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP). The UK BAP was succeeded by the UK Post-2021 Biodiversity Framework in July 2012. The UK list of priority species, however, remains an important reference source and has been used to help draw up statutory lists of priority species.

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 and/or disability that means they need special health and education support.

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.

Sussex North Water Offsetting Scheme (SNOWS): The authority-led water offsetting scheme enabling applicants to purchase water credits to offset the water use of their developments through the planning system in order to meet local water neutrality requirements**.** It has been set up by the affected authorities which comprise Horsham District Council, Crawley Borough Council, Chichester District Council, Mid Sussex District Council, West Sussex County Council, and South Downs National Park Authority.

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.

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 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 Drainage Systems (SuDS) mimic these systems. They can be both large and small in scale.

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 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.

Water Neutrality: The delivery of new development which keeps the level of water abstraction and use at the same (or lower) level as existing rates.

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: Sites not specifically identified for development in the Development Plan. 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.