



Horsham
District
Council

Horsham District Planning Framework

(excluding South Downs National Park)



Images: Toby Phillips

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Chapter 1: Introduction

The Horsham District Planning Framework - Horsham District's Local Plan

- 1.1 The Horsham District Planning Framework (HDPF) is the overarching planning document for Horsham district outside the South Downs National Park (SDNP), and replaces the Core Strategy and General Development Control Policies documents which were adopted in 2007. The Joint Area Action Plan and the Site Specific Allocations of Land remain part of the Council's development plan. This document sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs of the HDPF plan area, as well as looking beyond our boundaries. This document does not exist in isolation, and it should be read in conjunction with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). Other local documents will also form part of the Local Plan, including the Community Infrastructure Levy charging schedule, Supplementary Planning Documents, Masterplanning and design guidance for Strategic sites and Neighbourhood Plans. These are set out in the Council's Local Development Scheme. It should be noted that the policies in this document **do not apply to land in the South Downs National Park**, and the planning needs for this area will be set out in the Local Plan prepared by the South Downs National Park Authority. In addition it should be noted that where reference is made in this documents to 'Horsham district'/'the district', this reference **does not include** the land within the South Downs National Park.
- 1.2 It is important to continue to manage development and change within the district, taking into account the many recent changes in local, regional and national planning policy, and it is preferable to do this in a proactive way rather than a reactive way. This plan has been positively prepared in accordance with National Policy and Guidance to deliver the needs of the District and the wider area to which the district relates. This document sets out the vision, objectives and strategy for the district over the coming years, and contains Strategic Policies and general planning policies which identify development locations to meet future housing, employment, retail and other needs in the district. It also sets out the framework for the protection and enhancement of the natural and built environment.
- 1.3 The infrastructure requirements arising from development across the district is set out in the Community Infrastructure Levy, which has been produced alongside the Horsham District Planning Framework. Section 106 agreements will also play a part in the delivery of infrastructure across the district particularly on strategic development sites.
- 1.4 **All policies are inter-related to one another and the document should be read as a whole, including the vision, spatial objectives and spatial strategy. The document has a number of Strategic Policies with which Neighbourhood Plans must be in conformity.**

Strategy Development

- 1.5 This document has been developed using a wide ranging evidence base, and the plan options and their sustainability were continually tested throughout its preparation via the Sustainability Appraisal process. The document has also been prepared in consultation with the community and stakeholders starting in 2009 with the

publication of 'Leading Change in Partnership to 2026 and Beyond'. Further formal consultation was undertaken in 2012 with the publication of 'How Much Housing does Horsham District Need', with the most recent consultation being the 'Horsham District Framework Preferred Strategy' in 2013. At each stage the consultation responses as well as evidence prepared have been considered and influenced the content of this document.

- 1.6 In addition to formal consultation, there was extensive ongoing discussion during the preparation of the plan. This included consultation and meetings with the community, Parish and Town Councils, businesses, service providers and adjoining authorities in order to understand the needs and best way forward for the district.

Taking the Strategy Forward

- 1.7 In recent years, there has been a gradual increase in community interest and involvement in planning not only in this district but across the country. The Localism Act has provided a framework for communities to produce Neighbourhood Plans. The HDPF forms the foundation for the preparation of Neighbourhood Plans, having been prepared with community and key organisations involvement, giving a local context to the National Planning Policy Framework, and a local context to meet the locally assessed housing and employment needs.
- 1.8 Neighbourhood Plans will be in general conformity with the Strategic Policies in this plan and will therefore help the delivery of this strategy, giving communities the opportunity to plan pro-actively for their local area, and build on the many Parish and Community Plans which are already in place. Neighbourhood Plans give local communities the power to make decisions over key issues in their area, and bring forward development sites for particular uses including employment, housing and community facilities in order to meet their areas needs.
- 1.9 The Council will work with the wider community and partner organisations to bring forward all the sites which are identified to come forward in this Plan, in order to meet the needs of the District and the wider area. We will also work hard with partners and communities to deliver all other elements of the strategy including maintaining and enhancing the Districts unique landscape and built heritage.

Chapter 2: Planning Context

- 2.1** This Spatial Strategy does not exist in isolation, a number of documents feed into it and inform it. In setting the context for this plan, it is necessary to understand the requirements of these documents, which are discussed in more detail in the following paragraphs.

National Planning Policy Framework and National Planning Practice Guidance

- 2.2** The National Planning Policy Framework (NPPF) aims to simplify the planning process and reduce the volume of national planning policy guidance from some 1000 pages down to 59. The NPPF is now joined by a number of National Planning Practice Guidance (NPPG) documents which give further guidance on a range of different planning issues. The key requirements of the NPPF in relation to the preparation of a Local Plan for Horsham district are as follows:

- **Sustainable Development:** The need to achieve Sustainable Development is at the heart of the NPPF. This means balancing the need for economic growth with social and environmental requirements. Key provisions are:
 - The need to support economic growth as a national priority, with the framework re-emphasising the importance of town centres and the rural economy.
 - Planning positively for networks of biodiversity and green infrastructure. It encourages brownfield land being brought back into use, provided it is not of high environmental value, supports reductions in greenhouse gas emissions, and avoidance of inappropriate development in areas at risk of flooding. It also sets out protections for the historic environment.
 - Requires that developments are designed and built to high standards.
 - Advocates the delivery of sustainable transport solutions.
 - Ensure the protection, enhancement and where required, delivery of community services and facilities.
- **Plan Led systems** - There is an emphasis on planning being genuinely plan-led, with prime importance attached to Local Plans. The NPPF reinforces the good reasons for having an up-to-date plan, these being; Local Plans are primary vehicles for making decisions about scale and location of growth, providing an effective means of involving communities in decisions about the future shape of their areas and providing a strategic framework for Neighbourhood Plans.
- **Duty to co-operate** – In the absence of regional planning, the NPPF requires that Local Plans should also provide a basis for strategic planning and co-operation across authorities on wider issues and provide a vision and framework for investment in the area, identifying and coordinating infrastructure requirements.
- **Sustainability Appraisal** - In order to identify what impacts the Horsham District Planning Framework could have on social, environmental and economic issues, a process known as ‘Sustainability Appraisal’ (SA) has been carried out. This identifies what impacts the plan could have and suggests ways in which it could be improved. The SA (including a Non-Technical Summary), is available alongside this document.

The Coast to Capital Local Enterprise Partnership and the Gatwick Diamond

- 2.3** The focus of the Coast to Capital Local Enterprise Partnership (LEP) is to create economic growth in an innovative, enterprising and international business environment, in the area extending from Croyden in the north, through Surrey, and southwards through West Sussex, Lewes and Brighton and Hove. The LEP has produced a Strategic Economic Plan which will be used to negotiate growth deals, and the realisation of the goals of this plan will include working with Local Authorities. The Gatwick Diamond falls within the Coast to Capital LEP, and is a key area of economic growth focussed in particular around Gatwick airport.

Cross Boundary Issues

- 2.4** Where appropriate this Plan has taken into account the needs and requirements of other authorities, as well as having regard to other development plans which cover the district. In addition, the Council has been mindful of a number of legal requirements including the duty of 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 outside but viewed from or linked to the National Park.

All Our Futures: Sustainable Community Strategy

- 2.5** Horsham District Community Partnership (HDCP) was set up in 2004 by Horsham District Council as the Local Strategic Partnership for the local authority area of Horsham District. The Horsham District Community Partnership comprises public, business, and voluntary and community sector organisations working together for the benefit of Horsham District, its residents and visitors. All levels of local government are represented.
- 2.6** In July 2009, the Horsham District Community Partnership produced 'All Our Futures' – The Horsham District Sustainable Community Strategy, which provides a framework for meeting the needs of local people, looking ahead to 2026. The strategy identifies the medium to long term vision for the District and the most important issues that need to be tackled. All Our Futures also makes a positive contribution towards realising the wider community vision for West Sussex and the south east.
- 2.7** The Community Strategy Vision is as follows: **“A dynamic district where people care and where individuals from all backgrounds can get involved in their communities and share the benefits of a district that enjoys a high quality of life.”**
- 2.8** 'All Our Futures' provides the framework for the organisations working together in the Community Partnership to improve the quality of life for all. Like the other partners, the Council has endorsed the Strategy and has included the relevant priorities in its corporate plan; the 'District Plan'. In addition, the Council's statutory functions such as planning and housing help to underpin the success of the strategy. The Council has therefore had regard to the vision and key concerns of the Sustainable Community Strategy when preparing this Framework, and setting out the spatial planning provisions for the District.

Horsham District Plan

- 2.9** The 'District Plan' is the corporate planning tool for the Council and was adopted by Horsham Council for a four year period from 2011-2015. This important document provides a clear direction and focus for the business and priorities of the Council including determining the planning objective for this plan.
- 2.10** In conformity with the NPPF, the Plan identifies six priority themes for the Council, which are:
1. **Economic Development:** Plan for a successful local economy with high levels of employment
 2. **Efficiency and Taxation:** Delivering excellent value and high performance
 3. **Arts, Heritage and Leisure:** Build an arts, leisure and culture reputation that also supports our economy
 4. **Living, Working Communities:** Working together to support the life of local communities
 5. **Environment:** A better environment for today and tomorrow
 6. **Safer and Healthier:** Improving health and well being
- 2.11** The District Plan Influences all areas of the Council's work. In relation to planning it provides a clear direction when determining future planning objectives.

Neighbourhood Plans

- 2.12** In addition to the higher level plans and strategies there is a more local context to this plan. Many local needs and objectives will be identified and met through Neighbourhood Plans, and this will include the identification of locally specific issues and requirements, and will include the allocation of sites in order to achieve the aims and objectives of local communities within the district.

Chapter 3: Spatial Vision and Objectives

Spatial Context - An Overview

- 3.1** Horsham district is located in West Sussex, within the South East of England. The district covers an area of 530km² (205 square miles) and is predominantly rural in character, and contains a number of small villages and towns. The largest urban area is the market town of Horsham, situated in the north-east of the District. 95km² (36.49 square miles) of the District falls within the South Downs National Park, which as set out in para 1.1 is not covered by the policies in this Plan.
- 3.2** Horsham district is well connected. It is close to London and the south coast, including the vibrant city of Brighton. The District is also well connected to the rest of the world, with Gatwick Airport on its northern boundary. Good road and rail links and proximity to nearby ports also ensures the area is well connected to the rest of the UK and mainland Europe. Horsham town is the main urban area in the district, and currently supports a wide range of jobs. Other smaller towns and villages in the district also provide local employment opportunities, and the rural surroundings support a more rural economy. Many people who live in the district do however work outside its boundaries. The 2001 Census showed 40% of working people who live in the district commute outside it to work. Of these, 58% travelled to Crawley and London. We do not yet have the 2011 analysis of commuting patterns, but data produced so far shows that the average commute to work increased 6.7% from 17.8 to 19km. Many work within the wider Gatwick Diamond (see map page 12), including Crawley and at Gatwick Airport. The labour force in Horsham District is highly educated and contribute to the 45,000 businesses and 500 international businesses within the Gatwick Diamond as a whole. In addition to the Gatwick Diamond, others living in the District work in the south coast economic area, or travel north into London.
- 3.3** Horsham District is a very appealing place to live, work and visit. The towns and villages in the District are very attractive, with many historic buildings. The character of the settlements vary across the District, 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 as well as the particularly distinctive Horsham Stone which is used as a roofing material in a number of towns and villages in the District.
- 3.4** The countryside of the District is also very attractive, containing 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 areas of the District are of particularly high quality and these are the High Weald Area of Outstanding Natural Beauty, and the South Downs National Park, both of which are national importance. The District is also home to an abundance of wildlife, some of which is noted for its importance at an international and national importance. Areas which are not designated are still highly valued by local communities and also perform important environmental services such as preventing flooding.

- 3.5** The high quality nature of the district is backed up by a number of surveys which have repeatedly identified Horsham District as a desirable place to live and work. This needs to be maintained and enhanced in the future. The vision for the Horsham District Planning Framework is therefore:

“A dynamic district where people care and where individuals from all backgrounds can get involved in their communities and share the benefits of a district that enjoys a high quality of life.”

By 2031 Horsham district will have become a place where:

Economy

- 3.6** There is a vibrant economy that recognises both the wider context of the South Downs National Park and the Gatwick Diamond and builds upon the established transport connections, and the niche market offer within Horsham District. There will be support for retention and growth in employment land and communications to provide a diverse, resilient and flexible range of business premises which will provide good quality jobs and the opportunity of working close to where people live. This will include floorspace within a high value business park, as well as starter units and larger ‘moving on’ accommodation to nurture and support growth of smaller businesses and retain inward investment.

Horsham Town

- 3.7** Horsham Town has retained its unique historical and cultural market town character whilst attracting investment and growing positively with mixed use development of high quality that enhances the town’s status as a hub for the district. Horsham Town will be the destination of choice in the northern West Sussex area, with increased accessibility for all, because of the distinctive high quality experience it offers for shopping and leisure time.

Rural Areas

- 3.8** The district has retained its remote but not isolated, rural identity and villages their separate, distinctive and varied characters which have been able to accommodate appropriate development for local people and to support the community.

Housing

- 3.9** There are many more homes which local people can afford and the district can accommodate the needs of the communities.

The Natural Environment and District Character

- 3.10** 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 Authority. The ecological resources of the area will be maintained and enhanced, and the historical and cultural character of the built environment, green spaces and landscape is valued, enhanced, and promoted, ensuring an attractive place for communities, business and welcoming additional visitors.

Environmental Quality and Climate Change

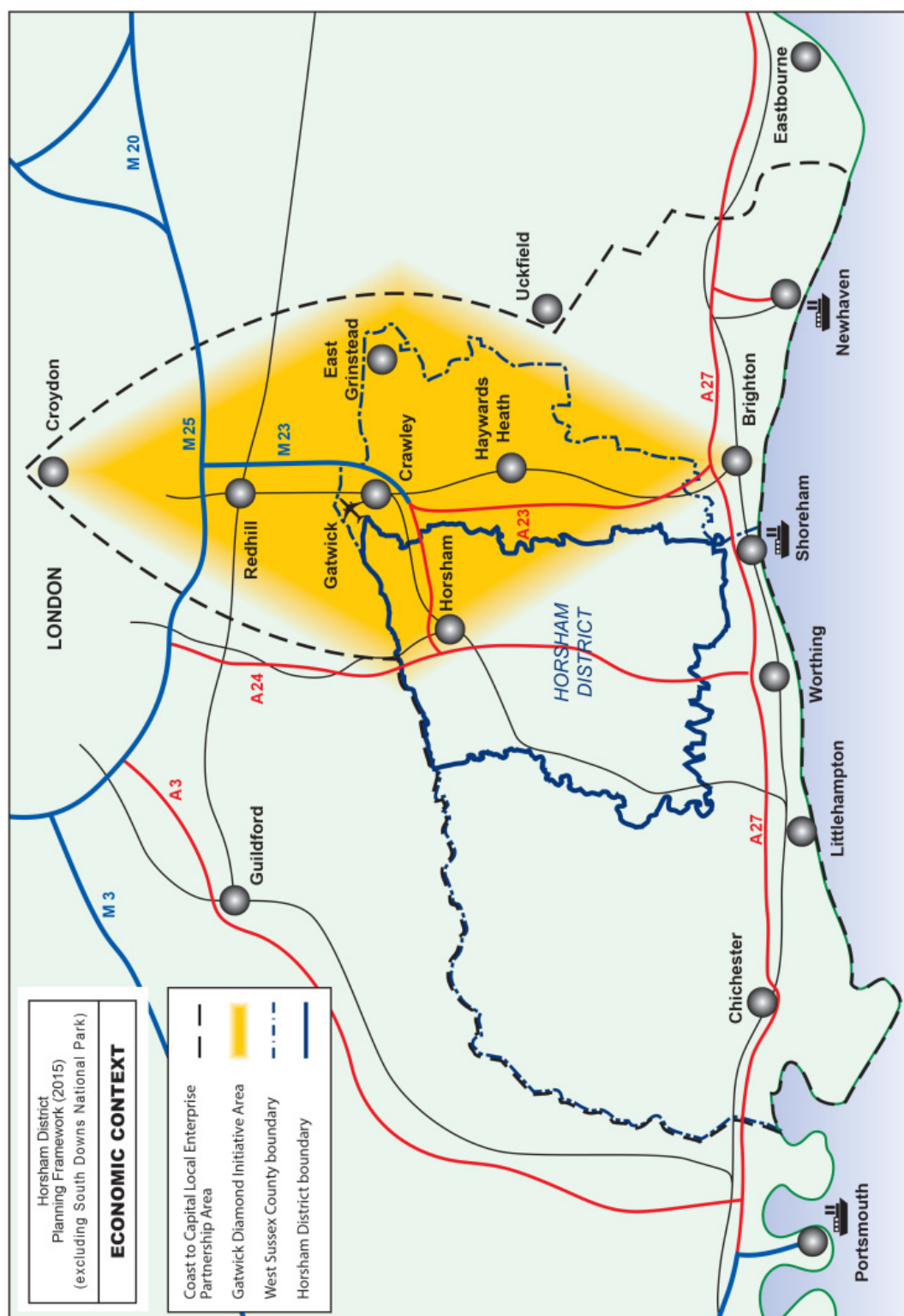
- 3.11** The environmental resources and environmental quality of the area has been maintained and enhanced. There will be a low carbon economy with energy efficient development including district heating and renewable energy. Development will be both adaptable to the impact of climate change and will mitigate its effects.

Transport Infrastructure

- 3.12** The transport infrastructure, especially public transport, is continually improved to offer a high quality, reliable and frequent service and communication facilities are developed to support a sustainable, resilient economy with opportunities for living and working communities including opportunities for people to live close to where they work. Opportunities for non car based transport including walking and cycling and community transport services will be supported.

Community Services and Facilities

- 3.13** There are inclusive communities with a greater quality and range of services and facilities. There will be significant investment in the leisure offer and community facilities to support and provide choice for all, thereby sustaining the high quality of life and vibrant communities, making Horsham district a destination of choice and promoting health and wellbeing.



Spatial Objectives

3.14 In order to fulfil the vision for the district, the key objectives for this plan are as follows:

Objective Themes				
Economic prosperity	High quality of life	Opportunities for all	Valued natural and historic environment	A green sustainable place
Objectives				
1	Ensure that future development in the district is based on sustainable development principles that strike the correct balance between economic, social and environmental priorities and delivers living, working and balanced communities which contribute to community cohesion.			
2	To meet employment needs, create opportunities to foster economic growth and regeneration, and maintain high employment levels in the district which help reduce commuting distances.			
3	To protect and promote the economic viability and vitality of Horsham town, the smaller market towns and the rural centres and promote development which is appropriate within the existing hierarchy and diversity of settlements in the district.			
4	To recognise and promote the role of Horsham Town as the primary focus for the community and businesses in the district whilst preserving the unique ambiance that contributes to its attractiveness. The smaller market towns will be recognised as secondary hubs, and encouraged to achieve their role in meeting local needs and acting as a focus for a range of activities, including employment, retail, leisure and recreation.			
5	To promote a living and working rural economy where employment opportunities exist which reduce the need for residents to travel, including reducing commuting distances, and facilitate and promote innovation in business including such as high speed broadband.			
6	Provide a range of housing developments across the district that: delivers the target number of new homes; respects the scale of existing places; and so far as is possible caters for the needs of all residents, including the delivery of a range of housing sizes and types including affordable housing.			

7	To locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place, or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable locations.
8	To protect, enhance and, where appropriate, secure the provision of additional accessible community services, facilities, open spaces and infrastructure throughout the district in accordance with local and district needs.
9	To safeguard and enhance the character and built heritage of the district's settlements and ensure that the distinct and separate character of settlements, are retained and, where possible, enhanced and amenity is protected.
10	Identify and preserve the unique landscape character and the contribution that this makes to the setting of rural villages and towns and ensure that new development minimises the impact on the countryside.
11	To safeguard and enhance the environmental quality of the district, ensuring that development maximises opportunities for biodiversity and minimises the impact on environmental quality including air, soil, water quality and the risk of flooding.
12	Ensure that new development minimises carbon emissions, adapts to the likely changes in the future climate and promotes the supply of renewable, low carbon and decentralised energy.

Spatial Portrait

Strategic Development Principles for the next 20 years

3.15 The spatial strategy for the district to 2031 has developed from the vision and objectives, with the key emphasis being on the positive management of change in accordance with the principles of the National Planning Policy Framework (NPPF). The strategy seeks to be relevant and unique and meet the objectively assessed housing needs of Horsham district. It also provides a basis for communities to develop their own, more detailed Neighbourhood Plans, and has regard to the area outside the district as required under the Duty to Co-operate. The strategy proposed for Horsham district has an essential role to play in achieving the appropriate balance between protecting the environment and improving the quality of life for all, including ensuring that necessary change and development is sustainable in the interests of future generations. We are committed as a priority to protecting and enhancing the quality of the natural and built environment of the district; the strategy has to accommodate change but, in so doing, the emphasis is on respecting the distinctive local character wherever possible. The key principles for this strategy are illustrated on the Key diagram on page 18, and as set out in further detail below:

Development and Growth

3.16 The district has been recognised as operating at a pivotal point of a triangle of large urban communities between Crawley/Gatwick and Portsmouth and Brighton on the south coast. It is important to cherish the strong identities of Horsham Town

alongside our long-established rural communities whilst coping with the dynamics of change, particularly as generated by a world airport serving the major European city of London, and the wider housing needs for this area, including those identified within the London Plan. The district is part of the Gatwick Diamond, which in turn is within the Coast to Capital Local Enterprise Partnership (LEP). The continued ability to maintain the momentum for economic growth and prosperity, or otherwise to move to potential relative stagnation in the local economy, is finely balanced.

- 3.17** It is important for the strategy to reflect and address the challenges that emerge from a mixed urban/rural environment, whilst maintaining and enhancing the natural beauty of the area. The natural environment plays a key role in the health of the district's economy. This includes the provision of ecosystem services such as flood attenuation and the offsetting of climate change, 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. The natural environment also has direct economic benefits, and woodland management for biodiversity has for example been identified as having high potential as a low carbon fuel source by the Local Economic Partnership.
- 3.18** The diversity of the landscapes, townscapes and settlement pattern which characterises the district is an environmental and cultural asset of great value which needs to be respected and enhanced in planning and land management decisions. This is of particular importance as the rural, leafy environment and historic villages are a key reason that individuals and businesses choose to locate in the district, and protecting this character will help ensure the health of the economy of the district into the future. The role and influence of Horsham Town as the major centre within the district is key. The need to manage change within the District also remains a priority. There is a need to plan for new infrastructure, largely funded by new development, to serve a growing population. The district also has its own rural issues, not least in terms of access to services within rural areas and the future of the rural economy in such a changing context.
- 3.19** The district has a successful economy with a range of highly skilled workers and general service sector employers. By recognising what makes the area successful and developing policies which exploit its position in the Gatwick Diamond area this objective will promote existing employers and nurture local businesses to maintain and enhance economic prosperity. 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.

Economic Development

- 3.20** We have to be 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. Gatwick Airport itself is one of the main generators of economic growth and there is a continuing emphasis on concentrating major development as far as possible at or adjoining Crawley. In the longer term, significant changes at Gatwick, such as the provision of second runway and the implications that this would have for the District would require a review of this plan. Technological improvements such as high speed broadband will be

welcomed and encouraged alongside planning decisions to promote efficiencies and economic growth. The need to expand local employment provision and shorten the distance travelled to work is also encouraged, which will lower CO₂ emissions.

- 3.21** Although the quality of the environment within the district is generally very high, there are sites or locations where improvements could be achieved, and would be beneficial, through regeneration and redevelopment initiatives. Similarly, we need to be capable of responding in the most appropriate way to changes brought about by economic or social circumstances. For example, the decision by a major local firm to relocate from its existing site is likely to raise the concern of how best to respond, both in terms of the local economy (by seeking to retain the firm and the employment within the district) and the 'redundancy' of the existing land and buildings (which may or may not be appropriate for any re-use or redevelopment), with the resultant possible impacts on the local community. A further key issue facing the district, therefore, is the extent to which it is appropriate to recognise and accommodate change, whilst weighing that against the need to protect, and where possible enhance, the district's essential character.

Development Hierarchy

- 3.22** This strategy seeks to retain the existing settlement pattern and ensure that development takes place in the most sustainable locations as possible, including through the re-use of previously-developed land (brownfield land). The policies seek to give priority to locating new homes, jobs, facilities and services within Horsham town, but also ensure that the investment which has and is taking place in smaller towns and villages, such as Storrington or at Southwater can continue, allowing these settlements to evolve to meet their needs .
- 3.23** There will be a function for development across the district. Research shows that there is a preference by residents to use local services and facilities where possible, and that the greater the level of provision, the lower the need to travel outside a settlement. The research also show that larger rural settlements such as Billingshurst act as a 'hub' for smaller outlying villages, helping to minimise longer distance unsustainable travel patterns from these smaller settlements.
- 3.24** Horsham town is the main cultural economic and social focus of the district so development needs to be planned to ensure that it continues to be able to undertake this role. The strategy recognises the existing settlement pattern and hierarchy which can be used to inform how the appropriate level of growth should be planned. The larger settlements such as Steyning, Storrington, Southwater, Billingshurst and Broadbridge Heath have a role to play and can support development in accordance with their size and role in the settlement hierarchy. Medium and smaller towns and villages have the potential to address identified local needs and limited development should be pursued to meet these needs and support rural services and infrastructure. However, a balance needs to be struck between environmental constraints and fundamentally altering local character. These needs have been addressed wherever possible; and are currently being well articulated through Parish Plans, Rural Town Action Plans and the Horsham Town Neighbourhood Appraisal. In the future the needs of local areas can be met, by building on this existing work through the new Neighbourhood Planning system.

Strategic Sites

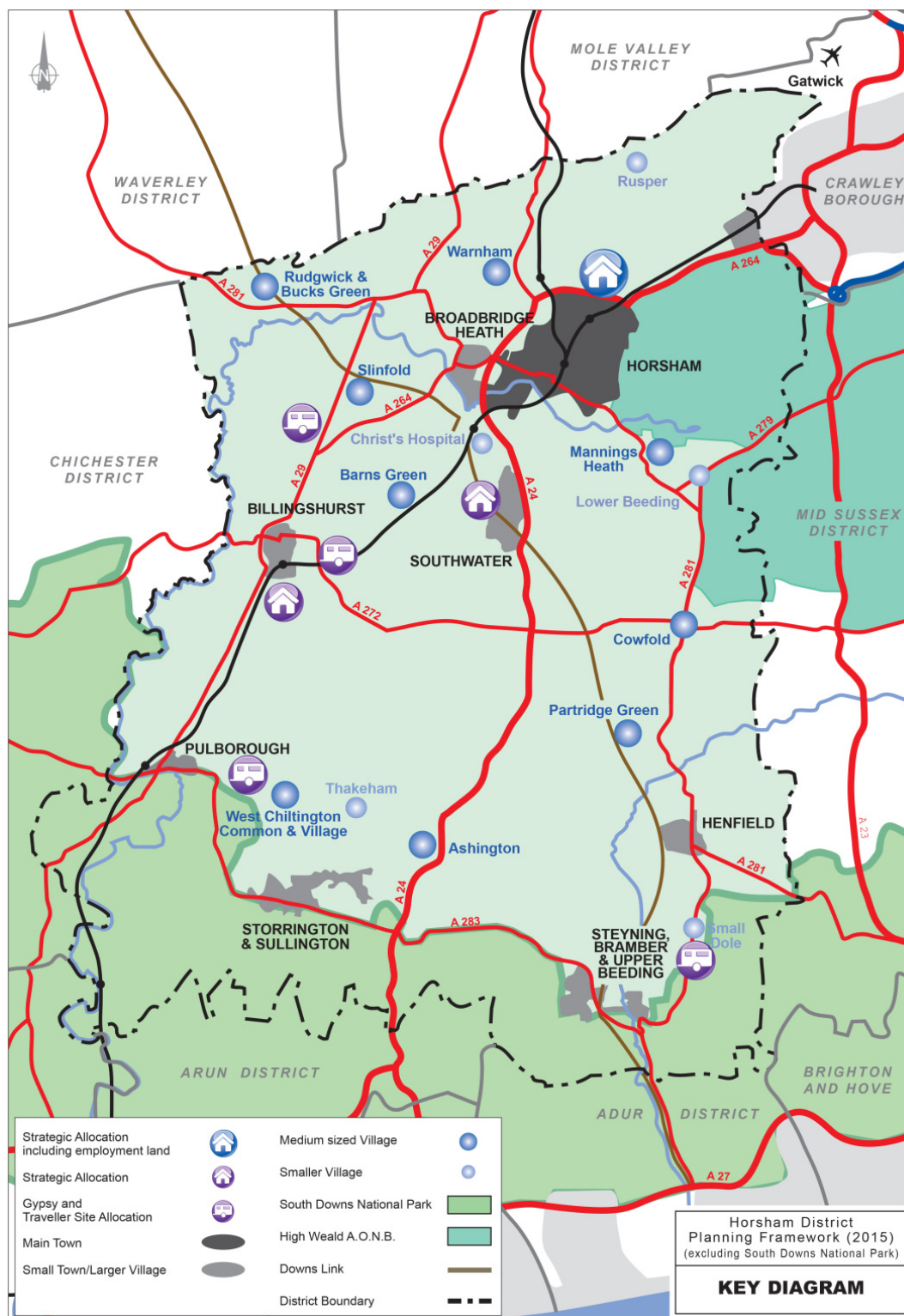
- 3.25** The on-going development of the strategic sites to the West of Horsham and at Kilnwood Vale, the new neighbourhood (within the Horsham district boundary) to the West of Crawley represents a significant contribution to meeting the development needs of Horsham town and the wider area. The area cannot be satisfactorily developed in a piecemeal or partial way if the necessary infrastructure and community facilities are to be provided in a proper manner. The strategy is, therefore, based on these two existing, strategic sites meeting development needs for the duration of the strategy. Further strategic development is proposed on a site to the north of Horsham, and to the West of Southwater. In the longer term an innovative solution such as a step change to an existing settlement, or a new settlement within our District may need to be considered.

Protection of the character of the District and the Environment

- 3.26** The countryside, villages and towns of Horsham district are very attractive and varied in character. As has already been stated in paragraphs 3.18 and 3.19, the environment and character of the district play a key role in the local and wider economy through environmental services that it provides, as well as providing direct and indirect opportunities for economic growth and investment. It is therefore critical that the character the district is conserved and enhanced, but this must be integrated with the need to accommodate change in order to address social or economic objectives and meet the needs of communities. In so doing it will be necessary to ensure that not only is harm to the environment minimised but that where possible, opportunities are taken to bring about improvements. It is also important to be aware of the broader implications of gradual change through the cumulative effects on character, particularly in terms of the impact on more small-scale or local features.

Delivery Mechanisms

- 3.27** The housing trajectory demonstrates that the Council can deliver around 10,000 dwellings in the first 15 years of the plan. There are however a number of uncertainties towards the mid to end of the plan period, including the future of Gatwick Airport. In recognition of this, the Council is committed to a review of the plan which will commence within the first three years from the adoption of the HDPF. The purposes of the review will take into account any updated housing needs requirements together with a review of the process for housing delivery, including Neighbourhood Development Plans. Prior to this review, the Council has also programmed a Site Allocations document which will enable a range of smaller sites including Gypsies and Travellers, employment and smaller scale housing sites to meet local needs.



Chapter 4: Policies for Growth and Change

This chapter sets out the overarching policies against which development will be considered. The following issues have been identified that will be addressed through the policies in this document;

- *The population of the district will continue to rise. There is a need to ensure that everyone can access good quality housing.*
- *The area is a pleasant place to live and work in, and many people and businesses want to move here. There is however a need to continue to protect the character of the district which makes the area so desirable.*
- *On-going population growth is likely to place increasing pressure on local, neighbourhood, district and strategic level facilities, and 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.*
- *Adding large new housing areas on to existing small settlements may affect the character and community balance.*

- 4.1** As set out in earlier chapters, the vision, spatial objectives and strategy identify how sustainable development will be achieved in Horsham district. The policies in this chapter set out the overarching approach by which development proposals will be considered within the context of delivering sustainable development.
- 4.2** The district is an attractive area and is a place where many people choose to live and work. In addition existing communities continue to grow. This will result in development pressure for houses, employment and a range of services and facilities. Existing services may also need to grow in response to these pressures. In order to ensure that this growth and change can take place, the policies in this chapter set out a hierarchy in which development can take place, with the priority on locating new homes, jobs, facilities and services at Horsham and where appropriate the smaller towns and villages, particularly through the re-use of previously developed land.

Sustainable Development - Policy 1

- 4.3** This is the draft model policy that is recommended to be included in all Local Plans to ensure that they are compliant with the 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.

Policy 1

Strategic Policy: 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 jointly 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 policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission, unless material considerations indicate otherwise – taking into account whether:

- **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; or**
- **Specific policies in that Framework indicate that development should be restricted.**

Strategic Development - Policy 2

- 4.4** This is an overarching policy that covers location and amount of development in terms of economy, housing, retail and infrastructure.
- 4.5** West Sussex County Council is responsible for preparing statutory land use plans for minerals and waste. 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.

Policy 2

Strategic Policy: Strategic Development

To maintain the district's unique rural character whilst ensuring that the needs of the community are met through sustainable growth and suitable access to services and local employment, the spatial strategy to 2031 is to:

1. Focus development in and around the key settlement of Horsham, and allow for growth in the rest of the district in accordance with the identified settlement hierarchy.
2. Recognise and develop Horsham town's role as the primary town for the District, promoting its historic function as a market town and safeguarding its compact and attractive character, and complemented by rationalisation and redevelopment at Broadbridge Heath Quadrant.
3. Bring forward three strategic development areas of at least 2,500 dwellings immediately to the north of Horsham Town, around 600 dwellings West of Southwater, and around 150 dwellings South of Billingshurst to meet the strategic requirement for new homes, and to provide access to new employment, health, educational and recreational opportunities.
4. Bring forward a strategic mixed used opportunity at the former Novartis site in Horsham for employments, education and specialist housing at the equivalent of around 200 units.
5. Continue to support in principle the sustainable development of settlements through an appropriate scale of development which retains the existing settlement pattern over the plan period.
6. Manage development around the edges of existing settlements in order to prevent the merging of settlements and to protect the rural character and landscape.
7. Guide development form and provide access to strategic green space and recreational opportunities in and around the built-up urban areas.
8. Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.
9. Identify existing sites of important employment use, and to safeguard their function through flexible policies and designation of Key Employment Areas, together with supporting the rural economy, to allow people the opportunity to work close to where they live.
10. Provide for the varied housing needs of the community in terms of tenure, affordability, care and other support needs and the specific temporary

and permanent needs of the Gypsy and Travellers and Travelling Showpeople.

- 11. Support the provision of rural housing which contributes towards the provision of affordable housing where there is a demonstrable need.**
- 12. Retain and enhance natural environmental resources, including landscapes and landscape character, biodiversity, and retaining and enhancing environmental quality including air, minimises energy and resource use and provides flood mitigation.**
- 13. Support development which protects, conserves and enhances the District's built heritage whilst ensuring that new development is safe, well designed, adapts to climate change and helps to reduce the District's carbon emissions.**
- 14. Monitor delivery of the Strategy and associated infrastructure in conjunction with partner organisations, developers and landowners.**

Development Hierarchy and Settlement Expansion - Policy 3 & Policy 4

- 4.6** 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. The HDPF seeks to ensure development takes place in a manner that ensures that the settlement pattern and the rural landscape character of the District is retained and enhanced, but still enables settlements to develop in order for them to continue to grow and thrive. The mechanism by which this will be achieved is through the designation of built-up area boundaries and the planned expansion of existing settlements through the Local Plan or Neighbourhood Planning.
- 4.7** Within built-up area boundaries 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 is based on an assessment on 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.
- 4.8** The priority will be to locate appropriate development, including infilling, redevelopment and conversion within built-up area boundaries, with a focus on brownfield land. Proposals will need to ensure that development is of a scale that can retain the character and role of the settlement in terms of the range of services and facilities and community cohesion, as set out in the Settlement Sustainability Review background document.
- 4.9** 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. 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 market and affordable housing, as

well as maintaining the viability of the smaller villages and towns, for example supporting local schools, or local shops. This policy will also ensure that the settlement function and pattern of the district is retained, retaining the rural character of the district beyond these settlements.

Policy 3**Strategic Policy: Development Hierarchy**

Development will be permitted within towns and villages which have defined built-up areas. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy below:

Settlement Type	Settlement Characteristics and Function	Settlements
Main Town	Settlement with a large range of employment, services and facilities and leisure opportunities, including those providing a district function. Strong social networks, with good rail and bus accessibility. The settlement meets the majority of its own needs and many of those in smaller settlements.	<ul style="list-style-type: none"> • Horsham
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 / each other to meet some of their requirements.	<ul style="list-style-type: none"> • Billingshurst • Bramber and Upper Beeding • Broadbridge Heath • Henfield • Pulborough and Codmore Hill • Southwater • Steyning • Storrington & Sullington*

Settlement Type	Settlement Characteristics and Function	Settlements
Medium Villages	These settlements have a moderate level of services and facilities and community networks, together with some access to public transport. These settlements provide some day to day needs for residents, but rely on small market towns and larger settlements to meet a number of their requirements.	<ul style="list-style-type: none"> • Ashington • Barns Green • Cowfold • Partridge Green • Rudgwick and Bucks Green • Slinfold • Warnham • West Chiltington Village and Common
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.	<ul style="list-style-type: none"> • Christ's Hospital • Lower Beeding • Mannings Heath • Rusper • Small Dole • Thakeham (The Street and High Bar Lane)
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

Policy 4

Strategic Policy: Settlement Expansion

The growth of 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 settlements will be supported where;

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

Horsham Town - Policy 5

- 4.10** Horsham town is the main commercial gateway to the district. It offers a winning fusion of heritage and quality modern living, and provides an excellent place for businesses, a highly educated workforce and a good employment offer.
- 4.11** 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 destination of shopping choice and an attractive place to visit and do business.
- 4.12** This policy seeks to retain the attractive characteristics of the town, whilst enabling it to grow positively. This will ensure the town retains its vibrant economic role within the district, Gatwick Diamond and the wider south east economy.

Policy 5

Strategic Policy: 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 its 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 its unique retail mix to meet both independent and national retailers requirements**
 - c. contribution to the evening economy through the provision of a range of leisure uses.**
- 4. Promotes high quality transport infrastructure which enables excellent pedestrian, cycling, bus and rail and vehicle accessibility for residents, visitors and business employees; and**
- 5. Delivers a mix of residential properties which meet the needs of the population and contributes to quality modern living that is compatible with a town centre setting.**
- 6. Retains, enlarges or enhances the existing formal and informal green spaces within the town.**

Broadbridge Heath Quadrant - Policy 6

- 4.13** This policy recognises the Broadbridge Heath Quadrant as a redevelopment opportunity area to form part and complement other redevelopment in Horsham town, in order to benefit Horsham district and secure the vitality and vibrancy of Horsham town as a whole.
- 4.14** The Broadbridge Heath Quadrant is formed of the existing Broadbridge Heath retail park and land north of this, the West Sussex County Council Depot, Tesco's superstore, the bowls club leisure centre, athletics track and football pitch.
- 4.15** The site has grown up sporadically over the years, which has led to uncoordinated and poorly related development. In addition, the Broadbridge Heath Quadrant sits adjacent to the recently permitted West of Horsham strategic development of approximately 2,000 homes and associated infrastructure, and should have an increasingly important relationship with this area, as the development progresses.
- 4.16** The area should be used in a more efficient way to better meet local and wider needs. It is identified as a strategically significant area of opportunity where regeneration proposals will be brought forward in conjunction with community aspirations.
- 4.17** Early engagement with stakeholders including the Parish Council, landowners and users of the Quadrant area should take place. This policy shall be read alongside the Horsham Town Centre Policy.

Policy 6

Strategic Policy: Broadbridge Heath Quadrant

Broadbridge Heath Quadrant is an Opportunity Area where redevelopment will reinforce it's role as a successful out of town retail location;

General

1. Development on this site will provide an appropriate mix of uses, which could include additional retail use as well as leisure, residential, hotel and convenience eating places, which will better provide for local needs, complement the provisions for the new communities being formed in the West of Horsham strategic development and enhance and complement the primacy of the existing and future offer of Horsham town centre.
2. Development will make better provision for local needs and accessibility by improving connectivity and achieving better integration with adjoining existing and new communities in the area having regard to the adjacent strategic development West of Horsham.
3. Development should embrace the highest standards of sustainable design and construction in relation to local and national sustainability policies and guidance, making best use of significant existing environmental features and to include innovative sustainable design solutions utilising best practise 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 providing a high quality and sustainable environment with a positive public realm, strong, legible connections and high quality architectural and landscape design.

Retail development and other main town centre uses

5. Any proposed retail development shall ensure that it enhances and 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 which on its own or which cumulatively reaches a threshold of an additional 2,500sq m 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 foodstore and other enhancements may be acceptable under e) provided that 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 bulky goods, where appropriate provision cannot be made in or immediately adjacent to Horsham town centre, may be acceptable under 5).

Accessibility, connectivity and circulation

9. 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.
10. To maximise the site's accessibility by a range of alternative means of travel to the car, development will improve existing and create new pedestrian and cycle connections within the site, and from the surrounding area; and support public transport including improvements to reinforce linkages locally and into the town centre.

Chapter 5: Economic Development

There is a need to build a strong, resilient and diverse economy. The following issues have been identified that will be addressed through the policies in this document:

- *There is a lack of employment land in the district and much of the business accommodation stock does not meet the requirements of existing businesses or attract new businesses.*
- *Freehold and leasehold employment land in the district is scarce and much of the business accommodation stock is low grade and does not meet the requirements of existing businesses or attract new businesses.*
- *There is a shortage of business floorspace in terms of both the types and sizes needed.*
- *Office stock is outdated and is unsuitable for modern business needs.*
- *There is a need to provide suitable high quality space for business that wish to move into the district.*
- *There need to be opportunities for existing businesses to grow expand and change to meet modern business demands (e.g. design of industrial estates and offices).*
- *Opportunities for small and medium businesses and business start-ups need to be provided in settlements across the district.*
- *There is a need to ensure that communications and technologies in the district (e.g. high speed broadband) are present in order to meet business demands.*
- *There is a need to ensure that Horsham District contributes to the role of the Gatwick Diamond. This includes providing support for development and training opportunities.*
- *There is an on-going need to enhance the rural economy. This includes enabling diversification of rural employment space and maximising visitor spending through tourism across the district.*
- *Horsham has an ageing population and house prices are high making it difficult to retain young people in the district and for businesses to attract skilled employees.*
- *Social changes such as the internet and out of town shopping, have the potential to change the role of town and village centres.*

Our businesses

- 5.1** One of the attractions of the dDistrict to residents and businesses is its prime location and connectivity: mid way between London and Brighton, with Gatwick Airport on the doorstep, speedy access to London by rail, the close proximity to all the South East's major ports and airports and the communication links to the rest of the UK. A significant proportion of Horsham District lies within the Gatwick Diamond, which reaches from Croydon in the north, out around Gatwick airport and down the A23 corridor to the south coast. (see page 12) Residents living in Horsham District contribute to this wider regional economy. Horsham town is an important centre for employment in the District, and in addition many residents commute beyond the District's boundaries to Crawley/ Gatwick and London. The South Coast and London are also important employment centres for the southern part of the district.
- 5.2** The most common business sector in the district is business and professional services, but the rural economy, including agriculture and tourism is also important in some parts of the District. Many of the businesses in Horsham district are small in size with most businesses employing between 1 and 4 employees, many of these based in the home. Larger employers are also present but few businesses in the District employ more than 250 people. There are also a number of high-tech firms operating in the district, and a number of settlements have industrial estates. There is also a need to ensure that support is provided for business start-ups. In addition, it has been recognised that communications, including good internet connections, are vital to the health of businesses operating in the district.
- 5.3** Unemployment levels are lower than for the South East or nationally, but levels have increased during the economic downturn. However businesses have sought to keep their existing workforce, which is often highly skilled.

Education and Skills

- 5.4** The residents of the district are educated to a high level with at least half of the workforce educated to degree level or above. GCSE and A Level results from schools and colleges are also excellent. The local state and private schools have a good reputation making this an attractive place to live and relocate to do business.
- 5.5** There is some provision for further education in the district, including Collyers, Central Sussex College, Horsham Training Centre and the Brinsbury Campus of Chichester College. Current opportunities for higher education are more limited, with the nearest universities located in Brighton, Chichester and Guildford. Local Authorities and businesses in the Gatwick Diamond area have recognised that there is a need for additional higher education and training opportunities in the area to ensure that the workforce remains trained to a high level in the future. To meet this need the plan allocates land at the former Novartis site in Horsham for redevelopment as a University quarter.

Economic Growth - Policy 7

- 5.6** This policy is seeking to achieve sustainable economic growth for Horsham district to 2031.

- 5.7 Current evidence identifies a shortfall of employment floorspace to meet the future needs in the district over the plan period. In order to address this shortfall and to enable sustainable economic growth to meet the needs of the District, it is important to ensure sufficient supply and choice in employment floorspace across the district, both within the urban areas and rural areas.
- 5.8 This policy seeks to address this by providing additional, high quality employment floorspace within the district, to help support local employment opportunities close to where people live. It also seeks to ensure that existing Key Employment Areas as shown on the policies map are retained for employment uses and enable the redevelopment, regeneration, intensification and smart-growth of existing sites.
- 5.9 The policy also recognises the important role and contribution that the smaller businesses, but also home working and home based businesses; as well as tourism, play and make towards the district's economy, by supporting them through the provision of accommodation and also encouraging appropriate infrastructure to be provided through development.

Policy 7

Strategic Policy: Economic Growth

Sustainable employment development in Horsham district for the period up to 2031 will be achieved by;

1. **Allocating land for a high quality business park at Land North of Horsham.**
2. **Redevelopment, regeneration, intensification and smart growth of existing employment sites.**
3. **The formation and development of small, start-up and move-on businesses, as well as home working and home based businesses, by encouraging provision of small units through development proposals.**
4. **Encouraging appropriate workspace and ICT infrastructure, such as high speed broadband, as an integral part of development, including residential development to support flexible working, home working and businesses with the flexibility to operate anywhere.**
5. **Retention of Key Employment Areas, for employment uses.**
6. **Promotion of the district as an attractive place to stay and visit to increase the value of the tourism economy.**
7. **Encouraging sustainable local employment growth through Neighbourhood Development Plans.**
8. **Encouraging the expansion of higher education facilities related to research and development and employment training activity.**
9. **Identifying additional employment areas to meet the need for appropriate new business activity.**

University Quarter Mixed Use Development - Policy 8

- 5.10** The former pharmaceutical research, development and manufacturing site presents an opportunity for ongoing use and redevelopment which has been identified as ideally suiting an integrated education and research or similar use. There is an identified need for higher education opportunities in the Gatwick Diamond area that redevelopment of this site would meet, in addition to supporting businesses. The site is well located in close proximity to Horsham town centre with access to a wide range of services and transport links including the train station. The site has some existing buildings which offer the potential to provide a unique combination of high quality modern research and teaching facilities as well as impressive, high quality industrial era historic buildings set within established landscaping. The policies for this site have a flexible approach encouraging mixed use development with an element of student accommodation to support the education facilities. There is also an opportunity through the future reuse and adaption of the site for the area to connect better with the town centre and enhance the accessibility of the historic buildings on site for wider community benefit and enjoyment.

Policy 8

Strategic Allocation: University Quarter Mixed Use Development

Land at the former pharmaceutical research development and manufacturing site bounded by Wimblehurst Road and Parsonage Road and the railway lines, as indicated on the policies Map, is allocated for re-use as comprehensive, mixed use strategic development for a higher education facility including supporting facilities, complementary employment uses and associated infrastructure.

Development shall be provided in accordance with the principles of development set out below:

1. The redevelopment shall principally be used for education and research with complementary employment uses.
2. The development shall provide for onsite residential accommodation for students, which equates to around 200 housing units, to ensure that the housing needs of the education facility are met on site rather than creating a significant additional residential need in the district.

Design

3. The design of the development shall reflect the previous use of the site as a successful research centre and create an environment which reflects its new role as an environment for learning whilst respecting its location in the heart of an existing community.
4. The layout and intensity of uses on the site shall be led by a Masterplan that identifies focal points, key views and locations where low, medium and high density uses may be accommodated. Higher density uses should be accommodated adjacent to the railway line.
5. The historic buildings, which reflect the local community's past industrial heritage, shall be a focal point of the development by retaining the key Art Deco buildings and their landscape setting using the existing layout as a design feature and focal point.
6. The design shall take particular account of public views; primarily from Wimblehurst Road and seek to enhance the Parsonage Road frontage.

Supporting uses

7. In addition to educational uses, the site is suitable for employment and residential use to meet the needs of an educational and research facility. Limited retail and other complementary uses will also be supported provided that they are directly related to the educational, business or residential use of the site and do not adversely affect the current and future vitality and viability of Horsham town centre.

8. The scale of future development of this site will be suitable as a “campus” education facility rather than a stand-alone University, so development shall demonstrate how it seeks to enhance and complement community facilities and services in the surrounding community; seeking shared or enhanced facilities that may help to meet the needs of the campus alongside local needs.

Sustainability

9. The site shall be designed to enhance and complement the existing road, footpath, cycleway and public transport connections; reflecting its location in the heart of Horsham town in close proximity to the train station.
10. The future use as a higher education facility shall require that the transport links and facilities reflect the use by students by providing suitable safe sustainable transport design in particular seeking to provide and enhance alternative modes of transport the car. There shall be a parking provision and future management plan to address how the needs of students and staff are met and the impact on the surrounding neighbours.
11. In addition to the overall sustainability requirements of the plan the development shall seek to achieve re-use of the modern laboratories and associated facilities as well as the existing historic buildings.

The existing community

12. The development shall develop close links between the new higher education facility and local communities through sharing education and community facilities and developing local opportunities for training and learning.
13. The re-development of the site shall support and enhance the employment and training opportunities in the district and the wider Gatwick Diamond economic area.

Future use of the site

14. The capacity of the site and level of development shall be set out and if there are any change in courses that increases numbers of students on the site this will require further agreement with the Council.
15. If the site is not developed for a higher education use by 2021 the future redevelopment of the site can be provided by other uses in a sequential test with a combined training and employment use first and employment use solely secondly.

Employment Development - Policy 9

- 5.11** This policy seeks to balance the need to ensure protection of valued employment and commercial sites to ensure there are sufficient local employment opportunities to meet the needs of the District, whilst enabling sites which are no longer economically viable to be considered for other appropriate uses.
- 5.12** This policy requires that a sequential approach be applied for development proposals within identified Key Employment Areas which are identified on the Policies Map. The sequential approach being: employment based redevelopment in the first instance; mixed-use or other employment creating use redevelopment in the second instance; and lastly alternative non-employment use based redevelopment.
- 5.13** This policy also seeks to ensure that there is flexibility in accommodating business needs in terms of commercial floorspace and allows for the development of small businesses which are playing an increasingly important part in creating a sustainable local economy.

Policy 9

Employment Development

- 1. Redevelopment in the Key Employment Areas must not result in the overall loss of employment floorspace. Proposals for alternative uses within the Key Employment Areas will be allowed where it can be demonstrated that the sequential approach has been applied to the redevelopment of the site, and the proposals support their integrity and function as centres of employment.**
- 2. Redevelopment of employment sites and premises outside Key Employment Areas, must demonstrate that the site/premises is no longer needed and/or viable for employment use.**
- 3. In the case of relocation from a Key Employment Area or other employment areas within a built-up area boundary, the proposal must demonstrate that the sequential approach has been applied, and that development will be in a suitable new location and will resolve any existing issues arising from badly sited uses. In addition an acceptable future use of the vacated site must be secured.**
- 4. Expansion of existing employment sites and premises within the built-up area boundary will be supported where the business requirements cannot be met within the existing site/premises, through acceptable on-site expansion or intensification; and that relocation to existing stock is not preferable.**
- 5. Provision of small, start-up and move-on business units will be supported to enable them to reach their fullest potential.**

Rural Economic Development - Policy 10

- 5.14** Horsham district has a diverse urban and rural economy. It is predominantly rural in character with the main market town of Horsham set within rural surroundings supported by a network of settlements and small villages located throughout the district.
- 5.15** In addition to the contribution that Horsham district makes to the Gatwick Diamond, it is important to recognise that the rural character of the district means that the wider rural economy is also important. This includes the economies of smaller villages and towns, agricultural and other land based businesses as well as tourism and leisure developments.
- 5.16** Over half of the Small Medium Enterprise's (SME's) in the UK are home based and in our district many of these businesses are in rural areas providing the only employment in villages and hamlets. We need to retain this valued employment by affording these businesses the opportunity to expand in the vicinity of their home.
- 5.17** Maintaining the rural economy through appropriate development will be considered positively where it can be shown to support the meeting of rural community needs, and enabling the rural towns and villages in the district to remain self sufficient and economically vibrant.
- 5.18** There is an ongoing need to maintain enhance the rural economy. This includes diversification of rural employment space and maximising visit spending through tourism across the district. The diversification of the use of farm buildings for communities and rural businesses will play a role in allowing local economies to continue to grow and expand and change to meet modern demands. This diversification allows for the positive reuse of buildings along with the sustainable use of resources which has less impact on the rural landscape.
- 5.19** The need for and benefits arising from visibility of business premises to provide essential profile for commercial viability and economic importance is recognised by the Council. Therefore, in some cases, it may be considered appropriate to take these needs into account in the determination of a Planning Application.
- 5.20** Neighbourhood Planning will also play a central role in identifying and promoting sustainable economic growth at the local level.

Policy 10

Rural Economic Development

Sustainable rural economic development and enterprise within the district will be encouraged in order to generate local employment opportunities and economic, social and environmental benefits for local communities.

In the countryside, 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 must:

- 1. Contribute to the diverse and sustainable farming enterprises within the district or, in the case of other countryside-based enterprises and activities, contribute to the wider rural economy and/or promote recreation in, and the enjoyment of, the countryside; and either**
 - a. Be contained wherever possible within suitably located buildings which are appropriate for conversion or, in the case of an established rural industrial estate, within the existing boundaries of the estate; or**
 - b. Result in substantial environmental improvement and reduce the impact on the countryside particularly if there are exceptional cases where new or replacement buildings are involved. New buildings or development in the rural area will be acceptable provided that it supports sustainable economic growth towards balanced living and working communities and criteria a) has been considered first.**
- 2. Demonstrate that car parking requirements can be accommodated satisfactorily within the immediate surrounds of the buildings, or an alternative, logical solution is proposed.**

Proposals for the conversion of rural buildings to business and commercial uses will be considered favourably over residential in the first instance.

Tourism and Cultural Facilities - Policy 11

- 5.21** Tourism is a source of local employment, and around 5% of those employed in the district work in this sector. Although it is a small proportion of total, local employment this is higher than the south east and national average. A recent Economic Impact of Tourism report identifies a total of 2237 tourism based jobs with the annual visitor spend of £177,263,000 (2012). The District has a rich and diverse offer of cultural and leisure activities. The Council has invested in and residents benefit from good quality cultural assets. Horsham town is the focus for cultural facilities such as the Capitol Theatre and museum. There are also main town centre leisure activities such as cinema, bowling, main sports facilities and hotels. The rural area has facilities such as Southwater Country Park and the Downs Link, a strategic recreation route that passes across the District from the Surrey Hills to the coast. The South Downs National Park adjoins many of the settlements in the south of the district which have the potential to benefit from the visitor economy in this area.
- 5.22** Tourism plays a big a role in our economy but we need more accommodation as we have very few hotels. For this reason our visitors are mostly day visitors however with more accommodation we would increase our visitor economy.
- 5.23** The promotion of tourism often provides the means of conserving the heritage and enriching the quality of life. There are opportunities to improve the tourism 'product' of the district through appropriate management and promotional initiatives; equally it will be important to encourage the retention of existing facilities and new development which meets the objective of facilitating sustainable tourism and economic growth within the district.
- 5.24** We will aim to take a proactive stance to encourage local tourism within the district. Within this overall philosophy, the approach towards the encouraging tourism will vary across the District according to the characteristics of the local area. The emphasis is on;
- maintaining and enhancing the role of Horsham town as the focal point for tourism and cultural facilities in the district,
 - supported by appropriate facilities in the settlements and villages in the rest of the district and maximising the potential of villages such as Pulborough, Storrington, and Steyning to benefit from their proximity to the South Downs National Park; and
 - facilities that are in keeping with and complement the rural hinterland that surround Horsham town and the other settlements.
- 5.25** In the rural areas we will support initiatives which seek to develop the tourism opportunities associated with rural diversification, including recreation-based farm diversification, provided that they are of a scale and type appropriate to their location.

Policy 11

Tourism and Cultural Facilities

Measures which promote tourism and enhance local cultural facilities, including recreation based rural diversification, will be encouraged. Any development should be of a scale and type appropriate to the location and should increase the range, or improve the quality of accommodation, attraction or experiences for tourists, day visitors, business visitors, and residents in the District. Support will particularly be given to proposals which:

- 1. Reinforce the local distinctiveness and improve existing facilities;**
- 2. Focuses major tourism and cultural facilities in Horsham town centre;**
- 3. Seek to ensure that facilities are available within the towns and villages in the district and are in keeping with their relationship with the urban area and countryside around them especially in and around the High Weald AONB and the South Downs National Park;**
- 4. Develop the opportunities associated with rural diversification and 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; and**
- 5. Do not result in the loss of a cultural resource.**

Retail

The following issues have been identified and will be addressed through the policies in this strategy.

- *Horsham Town is the main retail centre in the district. It serves as a hub for many other settlements in the district, as well as being a destination of shopping choice for some parts of Surrey and West Sussex.*
- *Distinct areas of Horsham town centre such as East Street and Market Square (The Quarter) have been successfully promoted and add to the vibrancy and success of the town.*
- *The Conservation Area, pedestrianisation, markets, outdoor events and entertainment, cultural facilities and Horsham Park all contribute to the ambiance and visitor experience in Horsham Town. These matters all need to be taken into account when considering development of Horsham town centre.*
- *Independent retailers, markets, cafes and restaurants are distinctive features in Horsham 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.*

- 5.26** The Horsham District Retail Needs Study was published in 2010, followed by The Future Prosperity of Horsham Town Report 2011 and the Billingshurst Retail Study 2012. The evidence from these studies indicates that, in general, town and village settlements in the District are functioning well with the capacity for some additional retail development. Retailing is identified as an important part of the wider economy of the district, in addition to providing a number of key goods and services to residents and other businesses in the District.
- 5.27** Horsham Town was found to be an attractive and welcoming town centre with a robust presence, performing well in the current economic climate and with strong prospects for maintaining and enhancing its competitive position in the sub-region. The reports identify a number of positive features for Horsham town centre including a high number of attractive independent retailers, cafes and restaurants and an attractive historic environment. In conjunction with stakeholders and through collaboration and active measures such as town centre management the role of the centre servicing Horsham district will be reinforced. Some smaller centres, and in particular Billingshurst, have a need and scope for improvement of their retail mix.
- 5.28** There are significant changes and uncertainties in the economic prospects facing centres and their continuing vitality and viability is dependent upon attracting and retaining customers and other users. The active promotion of a Town Centres First strategy will best serve the economic health of our town and village centres and the longer term interests of customers and other town centre users in the face of

future economic changes and competitive challenges. In smaller towns and villages maintaining a retail presence may be a challenge, given that there is a need for some adjustment in order to best serve customers with competitive locations that can reflect ongoing changes in the nature of demand and the pattern of supply in the delivery of local goods and services (eg the increased role of Internet shopping).

- 5.29** These policies seek to improve the vitality and viability of the existing centres in the district to meet their role in meeting needs and acting as the focus for a range of activities. It is also recognised that centres created through new development also play an important part within the district in meeting communities' needs.

Vitality and Viability of Existing Retail Centres - Policy 12

- 5.30** This policy establishes a hierarchy of retail centres in the district to assist in improving the vitality and viability of these centres, and to assist in their role in meeting needs and acting as the focus for a range of activities for our local communities.
- 5.31** The retail centres will be supported and enhanced through a number of positive and promotional measures which seek to support the centres, recognising that the role of retail centres is changing and that centres should be made up of a variety of uses, but still maintaining a high level of retail use. It is also important that these centres respect the unique historic character of the District's centres in which these uses and activities sit.
- 5.32** Proposals for town centre uses will be assessed according to the sequential test set out under Policy 12, where in all instances Town Centre uses will normally be expected to be located within the defined town centre boundaries.
- 5.33** Exceptions to this policy may be acceptable where it can be demonstrated that specific objectives would be met and where opportunities would be seized for enhanced retailing and wider community benefits.
- 5.34** In order to meet these objectives, the use of conditions and agreements may be used to ensure the “town centre first” principles are maintained.

Policy 12

Strategic Policy: Vitality and Viability of Existing Retail Centres

Recognising the development hierarchy for the District, the hierarchy for the district's town and village centres is established as follows:

- **Primary centre: Horsham town**
- **Secondary centres: Billingshurst, Henfield, Pulborough, Southwater, Steyning and Storrington**
- **Tertiary centres and outlying small retail units: Smaller village centres and shops**

The hierarchy of retail centres will be supported and enhanced through;

1. **Positive measures to improve Horsham town centre as the primary centre. The other town and village centres within the district will be encouraged to help sustain their roles in meeting needs and acting as a focus for a range of activities, including retail, leisure, and recreation appropriate to the scale and character of the centre.**
2. **Promotion and encouragement of activities in town and village centres so they continue to be the prime focus for community life in the district by:**
 - a. **Maintaining a diverse range and choice of suitable uses including retail, leisure, entertainment, sports and recreation, arts, culture, business and commercial uses as well as residential use.**
 - b. **A well designed and maintained attractive public realm.**
 - c. **Promotions, outdoor events and entertainment and markets.**
 - d. **A choice of accessible and affordable means of travel including public transport and adequate and convenient car parking.**
 - e. **Respect for historic character and good urban design principles.**
 - f. **A convenient, cohesive and concentrated primary area which contains a high proportion of retail (A1) uses where this has reasonable prospects for remaining viable.**
 - g. **In the larger centres encouragement for variety in the "offer" which for Horsham town centre has meant the identification of distinct "quarters" that define character and ambiance.**
 - h. **For the secondary areas defined within larger town centres a wider range of class A uses as well as other use classes can be located.**
 - i. **Suitable residential use in existing older and new buildings.**

- j. **A vibrant and regulated evening economy compatible with adjoining uses.**
- k. **Encouragement in innovation and support for improvements in retailing activity.**

Town Centre Uses - Policy 13

- 5.35** Our town and village centres provide essential hubs as the focus for community life, providing for a range of uses and services for both everyday domestic and other needs in an accessible and convenient form, usable by a wide cross section of the community and underpinning the attractiveness and historic character which the community cherishes.
- 5.36** Retailing has been the traditional predominate function of town and village centres but all centres are facing future challenges and varying degrees of uncertainty about their future role together with concerns over viability with emerging retail trends, patterns of economic prosperity and rationalisation in the forms of service distribution. This policy therefore recognises a “town centres first” approach and the need for adjustment, diversification and innovation in the range of uses in town and village centres.
- 5.37** The policy supports the ongoing vitality and viability of centres by encouraging appropriate development which is accessible and well connected, encouraging larger floorplates in Horsham town, and managing the change of use of units. It also empowers communities to plan for needs in their settlements.
- 5.38** A proposal for a town centre use will be assessed according to a sequential test, where in all instances town centre uses will normally be expected to be located within the defined town centre boundaries.
- 5.39** Where this cannot be achieved because suitable sites are not available to meet an identified need and this cannot be resolved by flexibility in terms of format and scale and other issues such as car parking, proposals will be expected to locate on suitable sites adjacent to the town centre, which are easily accessible from the town centre and where they can be well served by public transport.
- 5.40** Out of centre sites will not normally be considered suitable for town centre uses.

Policy 13

Town Centre Uses

Proposals for town centres uses including new retail and change of use

Main town centre uses will be encouraged within the defined areas of town and village centres in accordance with the Council's "Town Centres First" strategy. Town and Village Centre boundaries, Primary Shopping Area and Primary and Secondary Retail Frontages have been identified for large town and village centres in the District to reinforce the vitality, viability and character of the centre.

Neighbourhood Development Plans may review and where appropriate revise these boundaries and definitions where this would assist in the vitality, viability and character of a specific centre.

Proposals for main town centre uses will be allowed within the defined town and village centre boundary, provided that:

1. Proposals are of an appropriate scale to the centres;
2. The proposal will complement the vitality and viability of the centre;
3. The proposal is accessible, relates to and is well connected to the defined Frontage(s) and Primary Shopping Area(s) of the centre where these exist; and
4. The proposal will improve the character, quality and function of the centre as a whole.

Changes from A1 to other A class uses, at ground floor level, within the designated Primary and Secondary retail frontages will normally be allowed provided that:

1. In Primary frontages, the proposal is of an A2 or A3 use, and would result in no greater than 30% of a designated retail frontage length being taken up by non-retail use.
2. In Secondary frontages, the proposal is of an A2, A3, A4 or A5 uses and result in no greater than 50% of a designated frontage length being taken up by non-retail use.
3. Unless it can be demonstrated by the applicant that the proposed change of use would contribute to the vitality and viability of the town centre.

Applications where an A3, A4 or A5 use is proposed must be accompanied by a statement giving full details of means of control of emission of fumes, storage and disposal of refuse and means of insulation.

Consideration will be given to the impact of the proposed non-commercial use in terms of its importance within any given frontage. Evidence of the appropriate marketing of empty properties will be required.

Exceptions to this policy may be acceptable where specific town centre or village objectives would be met which would benefit the identified requirements of this part of a centre or settlement.

Out of centre locations

Proposals for main town centre uses, including new retail warehouses, superstores, extensions to existing retail units, recreation, leisure and entertainment uses should be located in town centres and at an appropriate scale in village centres in accordance with the Council's Town Centre First strategy.

Proposals for main town centre uses outside the defined town and village centres will be permitted only when a sequential test has been applied.

Broadbridge Heath is recognised as the only "out of centre" location for main Town Centre uses in the District and where redevelopment opportunities are to be seized for both enhanced retailing and wider community requirements – Policy 6 applies.

Small scale development

Proposals for small scale retail development or extensions to existing village shops and retail units, outside the defined town and village centre boundaries, will be allowed where it will not significantly undermine the vitality and viability of the nearest defined retail frontage or town and village centre.

The Council will favour change of use of A1 to other A class uses over change of use to residential in the first instance and A5 will only be appropriate where it does not lead to an over concentration of this use. Proposals for other A Class uses and proposals for residential must demonstrate that the retail unit is no longer viable.

Shop Fronts and Advertisements - Policy 14

- 5.41** Shop fronts, including temporary shop fronts, and advertising help contribute to the 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 Listed Buildings.
- 5.42** 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 the Horsham District Council Design Guide No 2: Shop Fronts, as well as any other Council guidance.

Policy 14

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, colours and illuminations.**
- 2. Within Conservation Areas or on Listed Buildings, 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, traditionally painted fascias and hanging signs with muted colours. In some cases, discreet externally illuminated signs may be acceptable.**
- 3. Advertisements, including hoardings, illumination of hoardings and illuminated fascia signs should be sensitively designed, of an appropriate size and appropriately located. Advertisements should not be detrimental to the visual amenity of the buildings or area by reason of its scale, detail, character, design or illumination; impair on pedestrian or highway safety; or result in, or compound, the perception of clutter on the street scene.**
- 4. 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 6: Housing

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

- *The population of the district will continue to rise. There is a need to ensure that everyone can access good quality housing to meet the needs of a mixed population and support the local economy.*
- *The population of the district is ageing faster than the national average, and 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 that meet the needs of the elderly.*
- *People are living longer in the district which will result in far more people in our community aged over 70. This could result in less homes for working age people unless sufficient housing provision is made. It may also result in community that has a high proportion of people enjoying retirement.*
- *Although there is a high percentage of elderly residents, there are also a large numbers of families. Housing that is provided must also meet the needs of families.*
- *The high cost of housing can act as a barrier to suitable housing for many people who wish to live and work in the district (eg young people). Housing needs to be available to all. This includes providing social rented housing but also looking at measures to ensure that housing is more generally affordable (e.g. to first time buyers) and through other mechanisms including self and custom build.*
- *The settlements of Billingshurst, Broadbridge Heath and Southwater have taken large development in recent years; care needs to be taken to ensure communities can absorb changes which have taken place to allow stable cohesive communities to thrive.*

- 6.1** At the time of the 2011 Census, there were 131,300 people living in Horsham district, in 54,900 households. Since 2001, there has been a clear reduction in the proportion of 30-40 year olds in the District. In 2001, the 30-34 age group made up approximately 7% of the population, and by 2011 it was 5.1%. The percentage of 35-39 year olds has reduced even more, falling from approximately 8.4% in 2001 to 6.2% in 2011. A similar trend has been experienced in West Sussex and the South East, but to a lesser extent. This may be indicative of high house prices creating difficulties in accessing a home in the area. The Council's updated Strategic Housing Market Assessment (SHMA) 2012, indicated that the average house price was above £327,000.
- 6.2** The 2011 Census also shows that the population profile of the UK as a whole, as well as Horsham district has continued to age. Within Horsham district, there has been an increase in the percentage of 60-64 year olds since 2001. Again a similar

trend has been experienced in West Sussex and the South East. This will impact upon many areas of society including the type of services and facilities that are needed as well as the type of housing that is required.

6.3 The population of the district will continue rise over the next 20 years, which will also lead to an increase in the demand for housing. The demand for housing is directly linked to the number of households, and the formation of these is increasing. This is due to the ageing population and an increasing number of people choosing to live separately. This means that the number of homes needed to accommodate future households is rising at a faster rate than the increase in population. The ageing population means that a larger proportion of the housing stock will be taken up by people who do not work, so in order to maintain even the current size of the workforce, more homes will need to be built. If the district wishes to promote economic growth without needing people to commute in to fill the jobs further additional homes are required. Much work has been completed in the district to understand the housing need over the coming years in order to direct the Horsham District Planning Framework. Evidence documents include the Locally Generated Needs Study and updates, and the Strategic Housing Market Assessment (SHMA). This study did not include the SDNP area. This shows that the housing number comprises the following elements;

- Sufficient homes per year to house the existing population,
- Houses that are needed to allow for population change, household change and maintain the same size workforce,
- The lowest level of housing that would be needed to allow for population and household change as well as economic growth.
- Additional homes that are needed for the housing market area centred on Gatwick, plus a small allowance for the Coastal housing market area.
- For this reason a figure of 800 homes per year has been proposed as a housing target to allow for increases in the population, support economic growth and also to support the wider economy of the Gatwick Diamond and beyond. This will deliver 16,000 homes over the next 20 years. This target has been assessed with regard to other constraints such as the environmental capacity of the area to accommodate development, and the housing target that has been identified will therefore meet these needs sustainably.

6.4 The high cost of housing means that it is difficult for first time buyers to purchase a home, as they will need around ten times their income to afford a home at the bottom of the housing ladder. It is calculated that to keep the number of people on the Council's housing register stable there is a requirement of affordable homes of around 240 units per year. Planning for housing in the district will help to provide homes which local people can afford; meet the needs of the community and support the economy.

Housing Provision - Policy 15

- 6.5** As set out in earlier paragraphs, in the next 20 years, there will be an need for additional housing in order to meet the increased demand which has arisen from both an increase in population and number of households. In addition, the district wishes to promote economic growth without needing people to commute long distances to fill the jobs, so further additional homes will be provided to meet this need and in order to support the wider economy of the Gatwick Diamond and beyond. This will deliver 16,000 homes over the next 20 years. The objectively assessed needs for both market and affordable housing for the district in the plan period to 2031 will be met through this housing target.
- 6.6** The district has had a pattern of in-migration due to both the attractiveness of the area as a place to live and work, and the buoyant economy which has ridden out the economic downturn well. The pattern of in-migration reflects the growth that Horsham has planned for and experienced over the last 20 years. The growth of Horsham district has been greater than that in surrounding areas such as the coastal settlements to the south and the authorities to the north constrained by land designated as Metropolitan Green Belt. The significant growth required by nearby Crawley has been accommodated in its boundaries in the past, as well as in the new neighbourhood of Kilnwood Vale, which is located in Horsham district. Over the next 10 years, Crawley will be reaching its capacity within its boundary which is drawn tightly around the town. Under the Duty to Cooperate Horsham District Council has sought to plan for growth from these constrained areas. This will maintain, as far as possible the ability to accommodate growth by continuing to plan for in-migration which reflects the key functional linkages between where people live and work with in the district and the housing market areas beyond the district boundary. This will contribute to meeting the housing need of other local authorities including those generated by London.

Policy 15

Strategic Policy: Housing Provision

Provision is made for the development of at least 16,000 homes and associated infrastructure within the period 2011-2031, at an average of 800 homes per annum. This figure will be achieved by:

- 1. Housing completions for the period 2011 – 2015;**
- 2. Homes that are already permitted or agreed for release;**
- 3. Strategic Sites:**
 - a. At least 2,500 homes at Land North of Horsham**
 - b. Around 600 homes at Land West of Southwater**
 - c. Around 150 homes at Land South of Billingshurst**
- 4. The provision of at least 1500 homes throughout the district in accordance with the settlement hierarchy, allocated through Neighbourhood Planning.**
- 5. 750 windfall units**

Meeting Local Housing Needs - Policy 16

- 6.7** This policy is seeking 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) in order to create sustainable and balanced communities, including a need to meet the housing needs of an increasing elderly population. Consultation feedback and evidence suggests that there is a desire by some elderly residents to move out of their large homes which would free up family sized homes. However, there is a lack of homes that are attractive to the elderly for downsizing that could achieve this. Local communities may wish to identify sites for new elderly downsizing accommodation as part of their preparation of Neighbourhood Plans.
- 6.8** This policy sets the Council's thresholds and targets for affordable housing. Affordable housing is subsidised to enable the purchase or rental price to be substantially lower than the prevailing market prices, and where mechanisms exist to ensure the housing continues to remain affordable for those who cannot compete in the housing market. The overall housing tenure target is to provide 70% of the total as Social / Affordable rented properties and 30% as Intermediate / shared ownership properties. However, the tenure split on each site will be determined in the light of up-to-date information, particularly on local need and supply. It is expected that affordable housing will be delivered as units built on development sites, and will normally be in conjunction with Registered Providers. Although a significant amount of affordable housing will continue to be delivered through planning

obligations in addition to those requirements and in order to further increase the supply, 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. In exceptional circumstances, such as where there are overriding site constraints, which inhibit the provision of affordable housing, or where provision can be better met on an alternative site in the district, off-site contributions may be accepted as an alternative.

Policy 16

Strategic Policy: Meeting Local Housing Needs

1. Development should provide a mix of housing sizes, types and tenures to meet the needs of the district's communities as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities.
2. The appropriate mix of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme.
3. In order to meet the proven needs of people who are not able to compete in the general housing market, all residential developments of 5 dwellings or more will be expected to include an appropriate proportion of affordable homes in accordance with the following thresholds and targets:
 - a. On sites providing 15 or more dwellings, or on sites over 0.5 hectares, the Council will require 35% of dwellings to be affordable.
 - b. On sites providing between 5 and 14 dwellings, the Council will require 20% of dwellings to be affordable or where on-site provision is not achievable a financial contribution equivalent to the cost of the developer of providing the units on site.
4. If a development site is sub-divided so as to create two or more separate development schemes one or more of which falls below the relevant threshold, the Council will seek an appropriate level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the site.
5. The Council will support schemes being brought forward through Neighbourhood Plans.

Implementation

The mechanisms for calculating financial contributions in lieu of on site provision will be set out in separate guidance.

The affordable housing thresholds and targets will apply to all new homes that are being proposed.

In seeking affordable housing provision the Council will assess each schemes viability, including assessing the overall mix of affordable unit size and tenure, to ensure they meet local need as evidenced by the latest SHMA.

Exceptions Housing Schemes - Policy 17

- 6.9** This policy is required to allow sites in rural areas near existing settlements that would not normally be considered acceptable to come forward to provide affordable housing as a response to an identified local need.

Policy 17**Exceptions Housing Schemes**

In exceptional circumstances limited amounts of greenfield land, that would not otherwise be released for general market housing, may be released for the development of affordable homes provided that:

1. There is an identified local need for such homes and no suitable alternatives exist within the locality to meet that need;
2. The development would solely meet the needs of a particular parish (or that parish plus its immediately adjoining parishes within Horsham district) and that the needs identified comprise housing for:
 - a. Existing residents of the parish in unsuitable accommodation or needing separate accommodation in the area (excluding existing owner occupiers).
 - b. People whose work provides important services and who need to live in the parish.
 - c. People who may no longer be resident in the parish but have longstanding 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.
3. The development would provide subsidised housing in perpetuity which will normally be managed by a provider that is registered with the Homes and Community Agency.

Retirement Housing and Specialist Care - Policy 18

- 6.10** As has already been indicated, the population of the district is ageing and is expected to continue to rise. This will result in a continuing need to provide a range of appropriate retirement accommodation in suitable locations. There is also a need to consider the needs of people with other specialist care requirements who are not necessarily elderly.
- 6.11** In addition to ensuring that development is designed to be as flexible as possible to accommodate a wide range of needs. We wish to be able to support applications for a variety of specialist care housing accommodation in and around the district. These will be monitored and safeguarded through the Annual Monitoring Report. This policy does not direct this specialist accommodation to any particular locations, but sets preferred criteria that need to be met to ensure that such developments are in the most suitable location, close to shops and amenities. This recognises the fact that while residents of retirement housing schemes in particular are often still very mobile they may not have access to a car, and proximity to services within walking distance or on bus routes are therefore an important consideration.
- 6.12** Continuing care retirement communities seek to provide care for the growing elderly population from independent living and sheltered housing through to full nursing care. The developments are often more 'self contained' and therefore must provide most of the facilities and services required by the residents as well as opening these facilities to residents of the local areas.

Policy 18**Retirement Housing and Specialist Care**

1. **Proposals for development which provide retirement housing and specialist care housing will be encouraged and supported where it is accessible by foot or public transport to local shops, services, community facilities and the wider public transport network. The Council will particularly encourage schemes that meet identified local needs for those on lower incomes and provide affordable accommodation for rent or shared ownership/equity.**
2. **Large scale 'continuing care retirement communities' will be supported in appropriate locations, normally within defined built-up areas, where they can be justified in terms of meeting identified need, and:**
 - a. **Provide accommodation for a full range of needs, including care provision separate from the self-contained accommodation;**
 - b. **Include 'affordable' provision to meet identified local needs, or where this is not possible, provide an appropriate commuted sum in lieu of on site units; and**
 - c. **Include appropriate services and facilities, including transport, to meet the needs of residents/staff and which contribute to the wider economy.**

Park Homes and Residential Caravan Sites - Policy 19

- 6.13** The continued development of park homes/residential caravans has a role to play in providing a form of low cost housing in the district. This form of development is not out of character in the district and has considerable appeal to many local residents. The need and demand for this type of accommodation will be closely monitored in the future to see whether it is still meeting the demand for low cost accommodation. The provision of this type of accommodation in the district enables a wide variety of housing types to be provided to meet housing need. Any proposal should where possible have been prepared in partnership with the local community.

Policy 19

Park Homes and Residential Caravan Sites

Proposals for the provision of park homes/residential caravans to meet a local district wide housing need will be supported provided that the development:

- 1. Is provided to meet a local housing need; there will be a requirement for them to be marketed in the first instance for a reasonable period of time to residents of Horsham district;**
- 2. The park homes/residential caravans shall be used for permanent accommodation; and**
- 3. No significant barriers exist in terms of flooding, poor drainage and poor ground stability.**

Subsequent proposals for permanent housing development on the site or use as holiday accommodation will not be supported whilst the need for such accommodation exists.

Conversion of existing holiday accommodation will have to meet the above criteria and continuous use of the site must not cause unacceptable harm to the amenity of occupiers/users of nearby property and land, or damage to the environment.

Rural Workers Accommodation - Policy 20

- 6.14** Rural accommodation supports the rural economy and enables people to live close to where they work which is particularly necessary in the more remote rural areas in the district. In some circumstances it will be appropriate to allow for the development of accommodation to house workers in the rural economy. To prevent to sporadic development, the use or redevelopment of existing buildings will be encouraged to bring redundant buildings back into use. Where a building of heritage value would be reused or renovated for rural workers accommodation this will be viewed positively.
- 6.15** New isolated houses in the countryside will normally be avoided. 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, and therefore help to support the rural economy. It is therefore appropriate to allow for the development of accommodation to house rural workers where it can be justified, and in these instances, the occupation of the dwelling will be tied by a condition to the established business use.

Policy 20**Rural Workers Accommodation**

Outside the defined built-up area new housing for rural workers will be supported provided that;

- 1. There is a functional need for the dwelling and the occupation of the dwelling is to support the established business use.**
- 2. Evidence is submitted to demonstrate the viability of the rural business for which the housing is required.**

Chapter 7: Strategic Allocations

Introduction

- 7.1** This chapter sets out the key principles and provides a detailed planning framework for the development of the strategic sites identified in the Key Diagram at Land North of Horsham, Land West of Southwater and Land South of Billingshurst.
- 7.2** This chapter does not repeat other policies in the Horsham District Planning Framework, and this chapter and concept Masterplan Maps should be read in conjunction with the whole document.

Land North of Horsham - Policy SD1

Policy SD1

Strategic Policy: Land North of Horsham

Land North of Horsham, comprising the area north of the A264, between Langhurstwood Road and Wimlands Road, is allocated for mixed use strategic development to accommodate at least at least 2,500 homes and associated infrastructure within the area identified on the concept Masterplan Map.

The comprehensive development of this area will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the community. Development will be programmed in order to enable its completion by 2031.

The principles of development are:

1. The development should form a high quality, sustainable, mixed-use community which reflects the communities' needs. Through the planning, design, phasing and infrastructure provided the development should ensure that the future community has its own identity and character, but have strong, sustainable connections to Horsham;
2. The development shall be locally distinctive and unique through its architecture, urban and landscape design, where residents can become involved in their community and share the benefits of a high quality of life;
3. The development shall have a legible layout that facilitates all modes of sustainable travel, both within the development area and to provide linkages to the existing urban area of Horsham, thus reducing the dependency on the car by providing suitable access to local facilities and services;
4. The impact of the new development on the existing transport network shall be minimised – development will require new pedestrian and cycle crossing points of the A264; bus links and an internal network of bus routes; closure of Langhurstwood Road left in / left out junction onto the A264 and re-alignment of Langhurstwood Road to the east with a new roundabout junction on the A264; improvements to the Rusper Road roundabout; a new secondary junction into the development east of Rusper Road; improvements to the Great Daux roundabout; and improvements to the Moorhead roundabout. Old Holbrook is to be retained as a country lane and not as a vehicular access into the new mixed use community;
5. A business park shall be provided in order to enable the opportunity of working locally, to reflect the needs of the economy;
6. Land to be safeguarded for a parkway railway station and associated uses, adjacent to the business park, to provide a sustainable form of travel to the wider area;

- 7. A Local Centre will be provided which comprises a mix of uses to reflect the needs of the land at North Horsham allocation area; including shops, health care and community facilities;**
- 8. Homes with a mix of housing sizes, types and tenures to meet local needs shall be provided;**
- 9. Two primary schools and a site for a secondary school shall be provided together with provision for Special Education Needs places for 2-19 year olds;**
- 10. Open space and sport and recreation facilities shall be provided to meet the needs of the new community and the wider area and to provide for a balance of development and landscaped open space;**
- 11. A strong 'Landscape Buffer' shall be provided to the open countryside to provide a robust and long term, defensible boundary to the development and to avoid perception of coalescence and to maintain separation between Horsham and Crawley;**
- 12. The development shall take a sequential approach across the site to ensure the most vulnerable uses are placed in the lowest flood risk zone. This approach will ensure the most effective risk management measure is applied to the site as a whole. The development will also make the most of opportunities to manage and reduce flood risk overall; and**
- 13. The development shall be delivered and laid out in accordance with the concept Masterplan Map.**

Policies for Development - Policy SD2 to Policy SD9

Employment and Business Opportunities

- 7.3** The land to the North of Horsham has been allocated to contribute towards meeting the economic development needs of the District and the overall objective of the Horsham district Planning Framework of achieving sustainable economic growth within Horsham district for the next 20 years. This site is the primary location for new employment development in the District and will be developed as a high quality business park. This will provide local employment opportunities for the district's residents, close to where they live. Alongside the development of the business park, a parkway railway station shall be pursued in order to provide a sustainable form of travel and help to decrease the high level of out commuting that currently occurs.
- 7.4** The district is well placed to capture higher value economic growth opportunities, such as those promoted through the Gatwick Diamond and the Local Enterprise Partnership strategies and the allocation of a business park in this location provides scope to broaden the district's business base.

- 7.5 The allocation of this area of business space is required to meet the identified shortfall of employment floorspace to meet the future needs in Horsham district over the plan period, and the a gap in the local commercial property market for higher quality, modern business space that would typically work in an out of centre location in accordance with the Council's Economic Strategy 2013 and the Economic Growth Assessment, 2014. In addition, the allocation of a business park will help to retain the existing supply of highly skilled workers within the district.
- 7.6 The future design and uses in the high quality business park will increase choice and opportunities for businesses within the district wishing to expand and evolve, particularly those seeking a modern and high quality environment, by providing accommodation which meets modern business needs and which also benefits from access to the strategic routes. This will assist in increasing business retention within the district by limiting the numbers of businesses seeking accommodation outside the district, due to a lack of availability of suitable sites within the district.
- 7.7 The business park will also assist in ensuring Horsham district is well placed to undertake its important role in contributing to the aims of the Gatwick Diamond and Local Enterprise Partnership strategies, by attracting additional business and investment into the district.
- 7.8 A flexible approach to the employment floorspace should be provided and it should include a range of unit sizes and provision including small scale start-up units; medium scale units; and larger scale commercial headquarter accommodation.
- 7.9 Employment floorspace is to be provided in the first phase of the development to meet demand including the needs of existing employers within the district that wish to relocate.

Policy SD2

Employment and Business Opportunities

A new high quality business park shall be provided in the area indicated on the concept Masterplan Map for approximately 46,450m² (500,000ft²). Sufficient floorspace is to be provided in the first phase of the development to meet demand including the needs of existing employers within the District that wish to relocate.

Local Centre

- 7.10 A Local Centre will be developed within the strategic site, which will comprise a mix of community facilities, health provision and shops to meet the needs of the new community. The Local Centre should act as the focus for services, facilities, community activity and integration. The Local Centre will be designed and laid out so that it is an attractive, easily accessible and convenient centre for the local residents of the new community, including the business park, but also to the residents of existing residential areas of North Horsham. The Local Centre will be easily accessible by a range of sustainable travel modes and provide adequate parking and facilities to meet the needs of the anticipated users.

- 7.11** To assist in meeting the community and retail needs of the new community, it is considered that a retail food store with a sales floor space area of no more than 6,000m² should be provided as part of the Local Centre. Other local retail shall be provided, as required, in other appropriate locations within the development, to meet everyday needs. The Local Centre should not detract from the vitality and viability of Horsham town centre.
- 7.12** Sufficient local healthcare provision, including dental services, will need to be provided within or adjacent to the Local Centre to meet the needs of the community. The Clinical Commissioning Group has indicated that the development of 2,500 homes would create the requirement for up to 4 GP's; however, the exact requirement, size and type of provision will be determined at the planning application stage to meet the needs of the development's population.
- 7.13** Community centres provide an important focus for communities in providing a social meeting point for residents and their activities. A multi-use community centre will be provided within the Local Centre with flexible space to allow a wide range of community groups to benefit from the centre. If considered appropriate, the community centre provision could be co-located with the education or health provision.
- 7.14** West Sussex County Council have stated a requirement of around 80m² of library facilities will be created from the development. West Sussex County Council has indicated that the preference for library provision is for it to be made within the Local Centre and should be a self-service library facility provided as part of a shared community building. It should be provided at ground floor level to ensure it is easily accessible for all.

Policy SD3

Local Centre

The Local Centre will include:

1. **Retail provision of no more than 6,000m² sales floorspace together with other appropriate local shopping facilities subject to it being demonstrated that there would not be a significant adverse impact on Horsham town centre;**
2. **Sufficient healthcare provision within or adjacent to the Local Centre. The exact size will be determined at the time to meet the needs of the development's population; and**
3. **A multi-use community centre to provide a flexible space to allow a wide range of community groups to benefit from the centre. This provision could be co-located with the education or health provision if appropriate.**

The Local Centre should be delivered alongside the development of housing and be located and designed so that it is accessible to the residents of the new community, those who use the business area but also the existing residential areas of North Horsham.

Housing to meet local needs

- 7.15** A range of housing sizes, types and tenures to meet local housing needs, as identified in the Strategic Housing Market Assessment, should be provided in each phase of the development. This will provide the opportunity for a balanced and sustainable community.
- 7.16** It is recognised that flexibility may be required over the period of development in order to meet housing objectives, to assist housing delivery or to ensure the type and level of housing is delivered in the most sustainable and appropriate locations. Flexibility is therefore key to ensuring that within each phase of development the latest housing market and needs evidence is considered.
- 7.17** The developer will need to indicate at the planning application stage, the nature of the accommodation to be provided within each phase of the development.

Policy SD4**Housing Needs**

For each phase, it shall be demonstrated how a mix of dwelling sizes, types and tenure is to be delivered in the context of the overall comprehensive development, taking into account local demand for custom build and other specialist housing, including extra care housing.

Open Space, Sport and Recreation

- 7.18** The policy approach and concept Masterplan Map has divided open space into two types;
- Formal open space - such as sports pitches, multi-games use areas, allotments, kick-about areas, skate parks and children's play areas; and
 - Informal open space - such as natural and semi-natural open space, parks and green corridors.
- 7.19** The development will include an appropriate quantity and quality of open space across the new community, including a Nature Park. The open space provision will be appropriately split between formal and informal open space and it is recognised that a degree of flexibility is required to ensure the new community's needs are catered for. The exact amount of open space and the balance between informal and formal open space will be in line with the Council's standards set out in the relevant strategies and using up-to-date data when the planning application for each detailed phase is submitted.
- 7.20** In terms of formal open space, emphasis should be placed on the provision of playing pitches and active open space. There is a requirement for 3.2ha of playing pitches for the development and these should be able to accommodate a wide range of activities for all ages and interests and act as focal points for the new community. It is considered appropriate for these to be spread throughout the development as shown by the concept Masterplan Map, however, a degree of

flexibility exists in terms of the final form and location of provision, for example some shared community sport and leisure provision could be delivered on or adjacent to a school site.

- 7.21** There will be at least two neighbourhood play areas developed which can provide a range of facilities for a variety of age groups and opportunities for play trails within green linkages. Regarding the location of these areas, the preference is for them to be accommodated in more substantial areas of green space.
- 7.22** Green infrastructure linkages will be provided between the formal and informal open spaces to enable an easily accessible and legible circuit around the new community. This will also provide an opportunity for habitat and biodiversity creation and migration. The provision of green linkages is also important in provide connections to and from the new community and the existing residential areas of North Horsham. It will be important to ensure that connections to and from the new community and the countryside to the north, east and west are provided, including linkages to the existing Public Rights of Way Network.
- 7.23** Allotments will form part of the overall provision of green space.

Policy SD5

Open Space, Sport and Recreation

Open space, sport and recreation shall be provided within the development in accordance with the following criteria:

- 1. High quality formal and informal open space shall be provided and designed comprehensively to positively contribute to and complement the urban design of the development, as well as meeting the open space quantity requirements of the strategic site;**
- 2. Open space will vary in scale and design but shall include a Nature Park designed and managed to provide natural green space for informal recreation and biodiversity enhancements;**
- 3. An appropriate split between formal and informal open space will be provided to meet local needs;**
- 4. A structured and accessible distribution of open space throughout the new community will be provided, to make it easily accessible and to create parks, green linkages and community focal points; and**
- 5. The design and layout of the open space shall make it suitable for a wide range of activities for all ages and interests.**

Landscape

- 7.24** Four distinctive local landscape character areas have been identified that encompass the strategic site and countryside buffer. The Wimland Road to Castle Copse landscape character area covers the north eastern part of the site and its distinctive characteristics and qualities are its rural character and strong sense of naturalness due to the presence of dense woodland and thick hedgerows, although tranquillity is affected by aircraft noise. The landscape has local amenity value due to the network of rights of way in the area and also derives value from the presence of Ancient Woodland and a Scheduled Ancient Monument in the north west of the area.
- 7.25** The Moated House Farm and Rusper Road landscape character area covers the middle northern portion of the site and has low to moderate tranquillity due to localised urbanising influences such as traffic on Rusper Road and the presence of some unattractive commercial buildings. Distinctive features, however, include the line of mature oak trees along Rusper Road and the historic farm house of Moated House Farm. There is some amenity value of the landscape due to the existing public rights of way and the historic farmstead, Moated House Farm, which is designated for its archaeological interest features in this area.
- 7.26** The Holbrook Park landscape character area covers the western portion of the site and has low to moderate tranquillity due to the proximity of the A264 in the south of the area and unattractive buildings at Morris Farm. The narrow and quiet rural lane of Old Holbrook is, however, a distinctive and attractive feature and there is some amenity value of attractive views of the landscape is provided from public rights of way. Holbrook Park, a Grade II Listed Building, is prominent in views from some public rights of way and there are small areas of Ancient Woodland and parkland trees. It will be important to retain an area of open space immediately to the east of Holbrook Park to preserve its setting.
- 7.27** The Land North of Horsham landscape character area covers the southern portion of the site has a fairly flat topography and has low tranquillity due to the very close proximity to the A264 and the rail corridor. Woodlands and hedgerows following Bush Lane bridleway at the northern boundary of the area are a distinctive and attractive feature.
- 7.28** These landscape character areas have been assessed for their landscape capacity to accommodate housing and employment development. The majority of the site is identified as having moderate, moderate to high and high capacity for development, subject to appropriate mitigation, but with some parts identified as having low to moderate capacity. In terms of visual sensitivity, the sensitivity increases towards the north of the site as the land rises.
- 7.29** The visual impact of the development on the surrounding area, particularly in terms of minimising impact on the open countryside surrounding the site or on longer distance views, and in terms of maintaining a strong separation between Horsham and Crawley, will be addressed through the design and layout of the development, strategic landscape proposals and provision of a substantial Landscape Buffer to the open countryside.

- 7.30** Other land uses, such as woodland and additional natural green space, may be considered appropriate within the 'Landscape Buffer' and provision should be made for new pedestrian, cycle and equestrian routes through the area for informal recreational access, such as the area to the south of Hurst Wood which enjoys views towards Horsham and the surrounding countryside and South Downs.
- 7.31** Provision for a cemetery will be made within the landscape buffer as indicated on the concept Masterplan Map. The Council's Green Space Strategy indicates that a site of up to 10 hectares will be required in the future once existing sites have reached capacity. In addition this area should also be used for allotment and sports provision.
- 7.32** The proposed design, layout and new landscape of the development should respond to and complement the positive characteristics and qualities of each of the identified local landscape character areas, ensure protection of ancient woodland and the setting of any Listed Buildings or Scheduled Ancient Monuments through appropriate buffers; as well as conserve and enhance the existing site network of hedgerows and hedgerow trees, maintaining their connectivity as much as possible, and minimising the impact of new development access roads.
- 7.33** It is expected that two major green corridors will be retained and enhanced within the site; one running north-south associated with the western side of Old Holbrook, and Holbrook Park and one running east to west associated with Bush Lane continued as a new feature westwards to Langhurstwood Road and eastwards to Wimlands Road. High quality multi-purpose green infrastructure connecting the main open spaces, incorporating existing and new woodland, wetlands, hedgerows and diversified wildflower grasslands will be a major feature of the site and the opportunity should be taken for significant enhancement of the biodiversity of the site overall. This may include areas managed to be accessible to the public, as well as areas with more restricted access. Greenways should also be a feature of the principal access roads, bus ways and cycle paths.

Policy SD6**Landscape Buffer, Landscape Character, Biodiversity and Green Infrastructure**

1. A strong 'Landscape Buffer' shall be provided to the open countryside to provide a robust and long term, defensible boundary to the development and to avoid perception of coalescence and to maintain separation between Horsham and Crawley.
2. The development shall respond to and complement the positive landscape characteristics and biodiversity qualities of the site.
3. A 'Nature Park' and the provision of green ways along the principal access roads, bus routes and cycle paths will be delivered as key features of a green infrastructure network.
4. Provision for a cemetery, allotments and sports provision should be made within the 'Landscape Buffer'.
5. The development will enable the retention, enhancement and creation of two major green corridors - north to south at the western side of Old Holbrook and Holbrook Park; and east to west at Bush Lane connecting to Langhurstwood Road and Wimlands Road.
6. Strategic landscape proposals, including advanced planting, shall be provided in key visually sensitive locations and designed to avoid creating the appearance of development along the A264. Proposals shall be delivered to an agreed phasing plan and an appropriate long term landscape management must be agreed.

Design

- 7.34** A high quality, sustainable, new community to the north of Horsham shall be provided which will have its own distinct identity, but that will also respond to and complement the unique character, qualities and local distinctiveness of Horsham and the nearby villages. The majority of the residential development is expected to be well designed medium to high density development, with distinctive character areas and provision of attractive and easily accessible focal points such as parks and open green spaces and a strong street pattern as a fundamental part of the design and layout, whilst making the best use of land.
- 7.35** At the eastern, western and northern boundaries of the site, the design and layout of the development should demonstrate an appropriate transition to the 'Landscape Buffer' and the wider countryside beyond in terms of a reduced scale and lower height and density of development.
- 7.36** High quality contemporary design of the business park, community buildings, railway station and the high density residential development will be sought.

- 7.37** A very high standard of urban, architectural and landscape design will be required which demonstrates best practice design approaches from the UK and Europe.
- 7.38** Design should also embrace the highest standards of sustainability and construction, such as Combined Heat and Power, demonstrating best practice from the UK and Europe, to include innovative sustainable design solutions in respect of low / zero carbon development, renewable energy and sustainable drainage systems (SuDS).

Policy SD7

Design

The design principles below will be accorded to throughout the development in its entirety, and each core phase:

- 1. Development will be high quality and will respond to and complement the unique character, qualities and local distinctiveness of Horsham and the surrounding area.**
- 2. Development will be well designed, with character areas and accessible focal points.**
- 3. The design and layout of the development will provide an appropriate transition to the 'Landscape Buffer' and the wider countryside beyond.**
- 4. Design will demonstrate best practice design and sustainability and construction approaches from the UK and Europe.**

Education Provision

- 7.39** The development will provide for and contribute towards sufficient education infrastructure. The specific level of education infrastructure and services required will be dependent on up-to-date population projections for the development and the specific size and type of dwellings to be built.
- 7.40** As West Sussex County Council plan for and provide for the education needs of the district, they have identified the future needs and requirements for school places to support the needs of the strategic site and the wider district. A number of schools in Horsham are operating at or close to their current pupil capacity; therefore this large scale strategic development is the opportunity to provide for additional primary and secondary school provision.
- 7.41** Two, 2 form of entry primary schools (or equivalent) will be required as part of the development of the strategic site, accommodating up to 420 children at each from age 4 to 11 years. This equates to a site of up to 1.93 hectares each and shall be located as indicated on the concept Masterplan Map to maximise accessibility.
- 7.42** The strategic site has been planned to provide a site to meet the future secondary school needs of the district. This site will accommodate a 6 form of entry secondary school accommodating up to 900 children from aged 11 to 16 years. An additional

2ha will also be provided for the secondary school site for playing fields. This equates to a site of up to 8.91 hectares and shall be located as indicated on the concept Masterplan Map.

- 7.43** Early years provision i.e. nursery / early years centre, accommodating up to 98 places for children aged 2 to 4 years should be provided in accordance with the most recent Department for Education guidance. This equates to a site of 0.13 hectares.
- 7.44** The strategic site will be required to provide for Special Educational Needs in the district, therefore, a Special Educational Needs school accommodating up to 60 children aged 2 to 19 years will be provided. This equates to a site of 0.5 hectares.
- 7.45** It is essential that an appropriate amount of early years, primary and secondary provision is available early in the development of the new community to meet the immediate needs of the residents. It is considered that the early years provision could be flexibly provided throughout the new community, but linking the provision to the neighbourhood centre, open spaces and the primary school provision is preferred. It is also considered that the Special Educational Needs school provision could be co-located with the secondary school provision; and the co-location of primary and secondary provision is a feasible option. This approach reflects West Sussex County Council's view regarding the best location and management arrangements for school provision.
- 7.46** West Sussex County Council will also expect financial contributions towards post-16 education facilities and consideration to be given towards youth provision for the new community.

Policy SD8

Education

The development will include the following education facilities:

- 1. Early year's provision to meet the requirements of the new community;**
- 2. Two, 2 form of entry primary schools (or equivalent);**
- 3. Land and financial contribution for a 6 form of entry secondary school site;**
- 4. Additional land amounting to 2ha for the secondary school campus for playing pitches;**
- 5. Financial contribution towards post 16 education facilities; and**
- 6. A Special Education Needs school accommodating up to 60 children from 2-19 years old.**

The developer will be expected to make land available for the facilities and meet the capital cost of construction of the primary school, early year's and Special Educational Needs provision.

Delivery of the facilities should be phased to ensure early delivery of an appropriate amount of early year's, primary and secondary provision.

Transport Infrastructure

7.47 This section outlines the level, type and scale of highway infrastructure and sustainable transport measures to be delivered in conjunction with the development of the new community.

7.48 The strategic site has been planned on the basis of the following level of development on Land North of Horsham:

- 2,500 homes
- 500,000sq ft of commercial employment floorspace
- Parkway railway station
- Food superstore
- 2 primary schools
- Secondary school
- Local centre / community facilities

7.49 The access infrastructure identified for the site seeks to provide a balance between the highway infrastructure that is required to meet the needs of the development and the access infrastructure that is required to ensure that all opportunities for sustainable transport measures are delivered.

Pedestrian / Cycle

- 7.50** New and safer pedestrian and cycle crossing points of the A264 should be delivered to provide connections from the existing residential areas of North Horsham to facilities within the development, therefore reducing existing travel distances and car trips. The links will also provide access to the development to / from Horsham and provide the existing communities in North Horsham access to the site and the Public Rights of Way network and the countryside to the north. A safe crossing should also be provided for cyclists completing the Horsham to Crawley cycle route.
- 7.51** This should be achieved by delivering 'at-grade' crossings as part of the new and improved junctions and / or footbridges. 'At grade' crossings are considered to be more attractive to pedestrians and cyclists due to reduced distances and avoidance of ramps or stairs, so are the preferred solution. Well designed and integrated footbridges, which follow desire lines and topography, can provide a good alternative, however.

Bus

- 7.52** There are a number of bus services operating in north Horsham which will be utilised and extended to provide sustainable links to Horsham town centre and access to the strategic development. These routes also provide interchange links to locations further afield such as Crawley and Gatwick Airport and should therefore, be enhanced.
- 7.53** Only one existing access into the site from the existing urban area is fully available, from the Rusper Road roundabout. The strategic site presents the opportunity to increase access points for buses and these could be delivered as follows:
- From a dedicated bus link from the new Langhurstwood Road junction from Pondtail Drive;
 - From Rusper Road via improved existing roundabout;
- 7.54** A comprehensive internal network of bus routes will be provided to serve the development and to ensure easy access across the development site, linking all key facilities such as the railway station, business park and Local Centre and providing excellent access to Horsham town centre.

Rail

- 7.55** There are five stations located in relatively close proximity to the site including Warnham, Littlehaven, Horsham, Faygate and Ifield. With Land North of Horsham including a railway line in the south eastern part of the site and the policy context to maximise all opportunities for sustainable transport, it is appropriate that opportunities for providing a new station within the development, and any implications for existing stations have been, and continue to be explored.
- 7.56** Preliminary design and evaluation work has been undertaken which demonstrates that the site could facilitate a new railway station, with the opportunity of associated cycle and car parking and a multi-modal interchange.

- 7.57** It is appropriate that the provision of a new station, as part of the development, continues to be pursued because of the obvious sustainable transport advantages and opportunities for economic growth. Consequently, the land required to deliver a railway station and associated uses is safeguarded, as indicated on the Masterplan Map, pending a definitive decision by Department of Transport regarding the provision of a railway station.
- 7.58** If a station cannot be delivered, it does not undermine the integrity of the Masterplan Map and the vision for a new community on Land North of Horsham. The safeguarded land if a station is not provided will be the subject of detailed discussions with the Council but the most likely uses will be employment and residential uses.

Highways

- 7.59** The site has good road linkages, located adjacent to the A264 which forms part of the strategic road network which provides connections to Crawley; the A24, which links Dorking, the M25 and London to the north and Worthing to the south; and the M23 / A23, which links to Gatwick airport, the M25 and London to the north and Brighton to the south.
- 7.60** The three access junctions to the site from the A264 are:
- A left in / left out junction at Langhurstwood Road
 - A roundabout at Rusper Road; and
 - A left in / left out junction at Wimlands Road.
- 7.61** In addition the existing left in and left out junction at Old Holbrook will be retained for local traffic.
- 7.62** The delivery of development in this location will provide new and improved access junctions to accommodate the development as follows:
- Closure of Langhurstwood Road left in / left out junction onto A264 and re-alignment of Langhurstwood Road to the east with a new roundabout junction on the A264. The re-aligned Langhurstwood Road should bypass the existing properties at the southern end of the road. This should remove u-turning traffic from the adjacent roundabouts on the A264;
 - Improvements to the Rusper Road roundabout; and
 - A new secondary junction into the development east of Rusper Road.
- 7.63** Development in this location will also provide for off-site junction improvements as follows:
- Improvements to the Great Daux roundabout; and
 - Improvements to the Moorhead roundabout.
- 7.64** In terms of internal access arrangements, the development should include a network of pedestrian, cycle and bridleway routes, providing direct quality links between the residential areas, open spaces, the Local Centre, business park and railway station. A network of green linkages should also be provided in accordance with Policy SD5 – Open Space, Sport and Recreation, including a circuit around the development.

- 7.65** The layout and design of internal roads will discourage through traffic along the rural roads between Horsham and Crawley and Langhurstwood Road and retain Old Holbrook as a country lane to maintain its existing character and the setting of Old Holbrook to serve the existing properties.
- 7.66** West to east connectivity through the site is shown on the concept Masterplan Map to the north of the site. The site boundary in this location defines the limit of the potential route for the west to east connectivity of the site between the west and east of the development.
- 7.67** In the course of the development of the strategic site it may be considered appropriate to provide an access road, bus and cycle link through Landscape Buffer to the west of the site to enable access to Station Road subject to careful design and integration of a north–south crossing of the 'Landscape Buffer' in this area.
- 7.68** As part of the package of sustainable transport measures, the development should be accompanied by a Travel Plan Strategy. The Travel Plan Strategy should require measures to encourage new residents to minimise the number of car trips made and should be a key component of the overall transport strategy for the development. This could include provision of a Car Club facility and the integration of Electric Vehicle (EV) charging points throughout the development.

Policy SD9

Transport Infrastructure

The following transport infrastructure shall be delivered in conjunction with the development and the appropriate phase:

Pedestrian and Cycle

1. **New and where the opportunity arises, safer pedestrian and cycle crossing points of the A264 to provide connections from existing residential areas to potential facilities and to give access to the development to / from Horsham and provide the existing communities in North Horsham access to the site and the Public Rights of Way network and the countryside to the north;**
2. **A safe crossing for cyclists completing the Horsham to Crawley cycle route.**

Bus

3. **Appropriate access for buses shall be delivered to ensure easy access to and from the strategic site and to link in with the existing residential areas of North Horsham.**
4. **A comprehensive internal network of roads to accommodate bus routes shall be provided to serve the development and to ensure easy access across the strategic site, linking all key facilities and providing excellent access to Horsham town centre.**

Rail

5. **Land required to deliver a railway station and associated uses including parking and a multi-modal interchange, is safeguarded, as indicated on the Masterplan Map pending a definitive decision for the Department of Transport.**

Highway Improvements

6. **Closure of Langhurstwood Road left in / left out junction onto A264 and re-alignment of Langhurstwood Road to the east with a new roundabout junction on the A264;**
7. **Improvements to the Rusper Road roundabout;**
8. **A new secondary junction into the development east of Rusper Road;**
9. **Improvements to the Great Daux roundabout; and**
10. **Improvements to the Moorhead roundabout.**

11. **Other measures, to be funded by the developer, that address the impact of the development so as to ensure the continued safe and efficient operation of the strategic and local road networks including outside the District boundary.**

General

12. **The design and layout of the transport network shall be designed to discourage through traffic along the rural roads.**
13. **A Travel Plan Strategy shall be provided for the strategic site taking into account the individual uses within the site, the phasing of the development and the different character areas within the development.**
14. **The Horsham District Transport and Development Study indicates that development of the land north of Horsham would result in an increase in vehicle trips travelling north into Surrey towards existing problem locations. A comprehensive transport assessment to demonstrate the additional amounts of traffic movement including but not limited to north on the A24 and the A281 that would be generated by all the residential and business development proposed in the strategic allocation shall be undertaken prior to the determination of planning applications for the site's development. Before undertaking any modelling work to support the transport assessment, applicants will be required to agree trip rates, trip distribution and junction modelling with Surrey and West Sussex County Councils. Should this work reveal the need for highway works or mitigating measures in Surrey taking into account all modes of transport, a suitable mechanism to deliver these works will need to be agreed with Surrey County Council.**

Land West of Southwater - Policy SD10

Southwater

- 7.69 Southwater is a small town / large village to the south of Horsham. At its heart there is a redesigned village centre – Lintot Square. The village was identified as a location for strategic scale future growth in the Core Strategy(2007). The existing built up area has mainly grown up between Worthing Road and the A24 which bounds the eastern edge of the settlement. Lintot Square is accessed from Worthing Road (the main north south road through the village). An area for growth to the west of the village has been identified for development, which adjoins the existing built area and will provide short convenient linkages to the village centre.
- 7.70 Much of the area beyond the existing urban fringe has a sensitive rural landscape, and includes heritage sites such as the Holy Innocent's Church and a Grade II* listed farmhouse (Great House Farm), which will influence how far development can extend north and west. The strategic recreation route of the Downs Link runs through the village from the countryside in the west, and is a key asset that should

be incorporated and enhanced through any future development. Other community facilities, in particular sports fields, will be incorporated in the strategic development to replace and enhance the existing facilities.

- 7.71** The proposed development will integrate with the existing settlement and community. 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 masterplanning this strategic site. In particular, the services, facilities and infrastructure in Southwater and the capacity that they have to accommodate further development was taken into account when considering the scale of this strategic development.

Policy SD10

Strategic Policy: Southwater Strategic site

Land west of Southwater, comprising the area to the west of Worthing Road and south of Church Lane, is allocated for housing, open space and community facilities to accommodate around 600 homes and associated infrastructure within the area identified on the concept Masterplan Map.

Development of this area will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the community. Development shall be designed at an appropriate density and layout which relates to the existing settlement and provides links to existing and new facilities. It will be programmed in order to enable its completion by 2031.

Open space, sport and recreation

1. Replacement and enhancement of the existing playing pitches and sports club pavilion will be provided in addition to further playing pitches and recreation facilities;
2. Informal open space shall be provided to meet the needs of the new community;
3. An extension to the existing allotment provision and land to enable the enhancement of the village hall;
4. The design should pay particular regard to and enhance and improve the Downs Link within the development and link Southwater centre and the surrounding countryside.

Landscape Buffer

5. The design shall ensure that there is an appropriate buffer and transition to the countryside beyond the allocation; and
6. The design and layout will preserve and recognise existing, sensitive heritage assets and their settings as well as conserving and enhancing the biodiversity and green infrastructure network.

Transport Infrastructure

7. The scale of development and access arrangements to Cedar Drive needs to take into account the capacity requirements and existing character of the road;

8. The development should provide for good connectivity between the development to the north and south of Church Lane. The design of the new road layout should also take into account the desire to discourage rat-running through the country lanes to the west of Southwater and the reduction of traffic speeds along Church Lane;
9. The design should also include for the provision of speed reduction measures and improvements to pedestrian footways along Church Lane adjacent to the development area as required;
10. The design should include for highway improvements in the vicinity of the schools in Worthing Road to reduce traffic speeds and to provide a safe dropping off and pick up zone;
11. The development should have a legible layout that facilitates all modes of sustainable travel, both within the development area and to provide linkages to the existing urban area of Southwater, thus reducing the dependency on the car by providing suitable access to local facilities and services; and
12. The new road layout should be designed to provide the ability for the introductions of a circular bus route should this be required.

Land South of Billingshurst - Policy SD11

- 7.72** Billingshurst is a small town/ large village located six miles to the south west of Horsham along the Arun Valley railway line. The historic core of the village is built around the crossroads of the A29 and A272, with more recent, suburban developments surrounding this.
- 7.73** Billingshurst benefits from a wide range of local services and facilities, including primary schools, the Weald Secondary School, dentist and doctors surgeries, local convenience stores, comparison shopping, leisure facilities, pubs and local restaurants. There is also a train station to the south of the village centre with trains running to London and Horsham.
- 7.74** An application for 50 units recently permitted to the south of the village, has left the area to the south east of the site vulnerable to development. A plan led approach enables a comprehensive development of this site and adjoining sites which provides an opportunity to create a landscape buffer to the south of the village providing a clear transition into the open countryside and a strong defensible boundary to the settlement edge. The site is well connected in terms of the existing transport network and benefits from access to the facilities and services on offer in the locality. Surface water flooding is an issue locally and development of the site should make the most of opportunities to manage flood risk. Consideration of impacts on the Mens SAC in relation to Barbastelle bats may also be a consideration.

Policy SD11

Strategic Policy: Land South of Billingshurst

Two parcels of land located to the south of Billingshurst are allocated for housing development and associated infrastructure to accommodate around 150 dwellings. This land comprises the area west of Marringdean Road to the south of Blackthorn Avenue and land to the west of the recently approved A2 Dominion site.

Development of this area will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the community. The development will be designed at an appropriate density and layout which relates to the existing settlement and provides convenient links to existing facilities and services. The development shall be programmed in order to enable its completion by 2031.

Housing Need

1. The development shall provide around 150 homes with a mix of dwelling sizes, types and tenures to reflect local need.

Landscape & Heritage

2. The design shall ensure that there is a landscape buffer to the south of the village providing a clear transition into the open countryside and a strong defensible boundary to the settlement edge; and
3. The design and layout will preserve and recognise existing sensitive heritage assets and their settings, including the listed Great Gillmans Farmhouse, as well as conserving and enhancing the biodiversity and positive landscape qualities of the site.

Transport and Access

4. The development will have a legible layout which facilitates and supports all modes of sustainable transport, providing clear linkages to local services and facilities;
5. Access should be in a safe and convenient location ensuring good visibility in all directions and taking account of the capacity requirements of Marringdean Road; and
6. The internal road layout should be designed to allow the circulation of bus routes should this be required.

Chapter 8: Gypsy and Traveller Accommodation

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

- *The Council must assess the accommodation needs of Gypsies and Travellers and plan for these needs in accordance national guidance.*
- *The current lack of authorised sites means that the Council faces difficulty resisting applications for windfall sites in less suitable or desirable locations.*
- *If enough sites are provided the number of illegal encampments and incursions of Gypsy/Traveller pitches which occur across the district will reduce.*
- *There is a desire for the travelling and settled communities to recognise and appreciate each other's needs and work together to build cohesive communities.*

- 8.1** Planning for Gypsy and Traveller accommodation need is a requirement of national guidance and is considered important by Horsham District Council to ensure that the accommodation needs of Gypsies and Travellers is met, and that unauthorised development is avoided.
- 8.2** Government guidance requires Local Planning Authorities to establish need and identify, and up-date annually, a supply of specific deliverable sites to provide 5 years worth of sites against locally set targets, along with a supply of sites or broad locations for growth to 6 to 10 and where possible 11 to 15 years.
- 8.3** In accordance with government guidance, the Council undertook a Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment. This assessment established a requirement for the provision of an additional 39 pitches up until 2017. As part of this requirement there is an existing need for 29 pitches to address the current backlog of accommodation need arising from sites which may be unauthorised or subject to temporary permissions or through overcrowding. The Needs Assessment revealed that there is an additional accommodation need for a further 10 pitches due to expected new family formations over the period 2012 -2017. An additional need for 18 pitches has been identified between 2018 – 2022 and a need for 21 pitches identified between 2023 – 2027. No additional need was identified for the provision of sites for Travelling Showpeople.
- 8.4** This information will be monitored and updated to ensure that local Gypsy and Traveller and Travelling Showpeople needs are recognised and met.
- 8.5** Previously there have been no public transit sites across West Sussex, which has led to a number of unauthorised encampments. The District Council has worked in partnership with other Local Authorities in West Sussex to jointly fund the provision and running cost of a Transit Site for Gypsies and Travellers. A site within Chichester District has been identified which will provide 9 - 10 pitches.

Gypsy and Traveller Allocations and Gypsy and Traveller Sites - Policy 21 & Policy 22

- 8.6** This policy is seeking to address the accommodation needs of Travellers within the District. It sets a five year target for Gypsy and Traveller pitches, and addresses how the matter will be taken forward through the plan period.
- 8.7** This policy identifies five sites for allocation for use as Gypsy and Traveller sites. The sites identified emerged from the Gypsy, Traveller and Travelling Showpeople Site Study. The majority of the sites identified are existing Gypsy and Traveller sites that are either subject to temporary or personal planning permissions, or are currently unauthorised. It is considered that these sites offer an immediate opportunity to meet the current identified accommodation need.
- 8.8** Further work will need to be undertaken to identify and monitor need and to provide for additional pitches beyond the initial five year planning period. This policy seeks to identify specific sites through a plan-led process which will fulfil the current need for accommodation that has not been met to date, and for future need for site provision in the district.
- 8.9** The current evidence, taking account of local consultation and the way in which these sites are occupied, suggests that there is no current need for further Travelling Showpeople plots within the district, although this will need to be reviewed to identify any future needs.

Policy 21**Strategic Policy: Gypsy and Traveller Sites Allocations**

Provision shall be made for 39 net additional permanent residential pitches for Gypsies and Travellers within the period 2011 – 2017. The Council will make provision for necessary additional pitches for Gypsies, Travellers and Travelling Showpeople in the District over the rest of the plan period.

In order to help fulfil the current backlog of unmet need and future need identified through the Council's Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment, the following sites have been identified and will be allocated for traveller site development as shown below:

Location	Pitches
1. Rowfold Nurseries, Coneyhurst	10
2. Southview, Five Oaks	4
3. Land adjacent Hillside Park, Small Dole	12
4. Lane Top, Pulborough	3
5. Sites that have been granted planning permission since the study	13

Policy 22

Gypsy and Traveller Sites

- 1. Existing authorised sites for Gypsies, Travellers and Travelling Showpeople will be safeguarded from development that would preclude the continued occupation by these groups, unless the site is no longer required to meet identified need.**
- 2. The provision of sites to meet the objectively assessed needs beyond 2017 will be identified in a Site Allocations DPD. Further sites may be provided:**
 - a. On windfall sites through the planning process in accordance with the criteria in this policy. These will be identified and safeguarded through the Annual Monitoring Report.**
 - b. Extensions to existing sites.**
 - c. The redevelopment and redesign of existing sites to provide more efficient use of the site to deliver additional pitches.**
 - d. The allocation of sites in strategic development sites or stand alone allocations.**
 - e. The use of public owned land to be developed for publicly managed traveller provision.**
 - f. The release of public owned land to be used as a site available to be purchased and occupied by a Gypsy, Traveller or Travelling Showpeople family.**
- 3. The Council will work with neighbouring authorities to make appropriate provision to meet the requirements for Gypsies and Travellers.**

Gypsy and Traveller Site Accommodation - Policy 23

- 8.10** This policy sets out the criteria for determining the allocation of land for Gypsy and Traveller and Travelling Showpeople sites and assessing any planning applications for Gypsy and Travellers and Travelling Showpeople on non-allocated sites.

Policy 23**Strategic Policy: Gypsy and Traveller Accommodation**

1. The following criteria will be taken into consideration when determining the allocation of land for Gypsies, Travellers and Travelling Showpeople and any planning applications for non-allocated sites:
 - a. There must be no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where conventional housing would not be suitable;
 - b. The site is served by a safe and convenient vehicular and pedestrian access. The proposal should not result in significant hazard to other road users;
 - c. The site can be properly serviced and is supplied with essential services, such as water, power, sewerage and drainage, and waste disposal. The site must also be large enough to provide adequate vehicle parking, including circulation space, along with residential amenity and play areas;
 - d. The site is located in or near to existing settlements, or is part of an allocated strategic location, within reasonable distance of a range of local services and community facilities, in particular schools and essential health services;
 - e. The development will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties, and is sensitively designed to mitigate any impact on its surroundings.
2. In assessing sites for Travelling Showpeople or where mixed-uses are proposed, the site and its surrounding context must be suitable for mixed residential and business uses, including storage required and/or land required for exercising animals, and would not result in an unacceptable loss of amenity and adverse impact on the safety and amenity of the site's occupants and neighbouring properties.

Chapter 9: Conserving and Enhancing the Natural and Built Environment

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

- *The high quality environment makes Horsham district a pleasant place to live and work. As well as contributing to the high quality of life, it plays an important role in attracting and retaining businesses. It is therefore important to ensure that it is maintained and enhanced.*
- *Increased traffic is decreasing air quality in the district, and 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 generally moderate to good. New development will need to ensure that increased levels of wastewater are treated to ensure that there is no deterioration in these levels.*
- *The district has a predominantly rural character containing a network of villages and towns, each with their own character. Development proposals will need to consider how this character can be maintained and where possible enhanced.*
- *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's boundaries.*
- *The population should be given the opportunity to access a high quality natural environment without damaging it.*
- *In order to ensure that the high quality of life in the district is maintained for existing and future residents, development will need to be designed to ensure that it is of a high quality.*
- *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 however in combination they have a high local value.*
- *Any proposals for development should consider the impact on the historic evolution of the district.*
- *The district has a number of significant heritage assets which need to be conserved in order for future generations to enjoy them.*

Environmental Quality

- 9.1** 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 Monitoring 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.
- 9.2** Water quality in the district is in general good, but there is a need to accord with the Water Framework Directive and ensure that water quality is maintained or enhanced. There is the potential for water quality to be adversely affected as a result of development, for example from increased demand on waste water treatment works. The land in the district is also of high quality overall, 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

- 9.3** 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 together with the built features, with settlements of different sizes and building style, together with historical features and the range of different building materials which includes, sandstone and flint, to tile hanging and the distinctive Horsham stone, which is used as a roofing material in many villages across the district.
- 9.4** Many of the features that contribute to the overall character of Horsham district have been recognised for their importance in terms of their contribution to the landscape and nature conservation. For example, around 8% of the land has been designated as of importance for nature conservation, as well as supporting 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.
- 9.5** Areas that are outside designations are still important to the overall character of Horsham district, and it is highly valued by those who live and work here. The recent Landscape Capacity Assessment 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, by providing 'services' such as flood protection, fuel sources, food, and help 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.

Heritage and Design

- 9.6** The district has a rich history with Saxon estates and medieval villages. Horsham became a market borough in the 14th Century. The north of the district grew through the development of the Wealden iron industry, whilst the south grew through the wool 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 in the late 20th Century. This is reflected in the buildings in Horsham town and the villages. It is home to 1,860 listed buildings, 39 Conservation Areas, 77 Scheduled Ancient Monuments and 252 sites of archaeological interest as well as historic parks and gardens.
- 9.7** Understanding the cultural heritage of the district is important as it guides settlement patterns, 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, with historic buildings in town centres attracting businesses and shoppers, and stately homes and parks which are often a tourist attraction.
- 9.8** For development to be sustainable, good design is essential. It will need to draw on the local, social and environmental characteristics being considered alongside visual and functional concerns. Good design will ensure that development enhances and complements local character, landscape and open spaces and can also ensure that environmental mitigation is incorporated into development. Ultimately good design should ensure that vibrant and functional communities with a distinctive 'sense of place' is achieved.

Environmental Protection - Policy 24

- 9.9** In order to maintain, and where necessary improve, the quality of the environment in Horsham district, the potential for development to generate pollution will need to be considered and appropriately mitigated where necessary.
- 9.10** The Council will seek to ensure that surface water flooding is managed to prevent the contamination of water courses. Where necessary, contaminated land should be remediated, and the appropriate types and locations of lighting should be used, so as not to give rise to unnecessary light pollution, particularly in rural areas.
- 9.11** Noise pollution can have a significant impact on the quality of life and health of individuals and communities. To help avoid adverse noise impacts from development, authorities in both East and West Sussex have produced a Planning Guidance Document on this issue. Applicants should therefore address the issues raised in this document prior to making an application.
- 9.12** The air quality in Horsham District is a particular concern, and can lead to a number of health problems, including respiratory infections. When air quality falls below certain thresholds, Council's must declare Air Quality Management Areas (AQMA's) and prepare Air Quality Action Plans to address the air quality issues in these areas. Two areas have been declared in the District, in Storrington and Cowfold.
- 9.13** The most common source of air pollution in Horsham District is from vehicle emissions. Due to the existing areas of poor air quality and the potential for traffic increases arising from new development the Council has taken the decision to declare the whole District an 'Emission Reduction Area'. This means all developments in Horsham district must make reasonable endeavours to minimise emissions, and where necessary, offset the impact of that development on the environment. To provide further information on this issue, the Council has prepared the '*Planning Advice Document: Air Quality & Emissions Reduction*'. This guidance recommends that all developments carry out an Air Quality Assessment, and sets out a range of locally specific measures to guide applicants on minimising and/or offset the emissions from new development, including the consideration of cumulative impacts.

Policy 24

Strategic Policy: Environmental Protection

The high quality of the district's environment will be protected through the planning process and the provision of local guidance documents. Taking into account any relevant Planning Guidance Documents, developments will be expected to minimise exposure to and the emission of pollutants including noise, odour, air and light pollution and ensure that they:

1. Address land contamination by promoting the appropriate re-use of sites and requiring the delivery of appropriate remediation;
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 prevents contaminated run-off to surface water sewers;
4. Minimise the air pollution and greenhouse gas emissions in order to protect human health and the environment;
5. Contribute to the implementation of local Air Quality Action Plans and do not conflict with its objectives;
6. Maintain or reduce the number of people exposed to poor air quality including odour. Consideration should be given to development that will result in new public exposure, particularly where vulnerable people (e.g. the elderly, care homes or schools) would be exposed to the areas of poor air quality; and
7. Ensure that the cumulative impact of all relevant committed developments is appropriately assessed.

District Character and the Natural Environment - Policy 25

- 9.14** As set out in the introduction to this chapter, the rural qualities of Horsham district are highly valued by those who live and work here, and the landscape and environment also contribute to the economy of the district, both directly and indirectly. The Council is seeking to maintain and where appropriate 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 which 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. In addition to the protected landscapes, as shown on the Policies map, Neighbourhood Plans and other development proposals will need to demonstrate that proposals conserve and enhance the character of the district as identified in documents such as the Horsham District Landscape Character Assessment 2003, and that development is located in areas with the greatest landscape capacity to accommodate development, as indicated in the Landscape Capacity Assessment 2014. Where appropriate, local greenspace designations may also have a role in conserving and enhancing the character of the district, where it can be demonstrated that they are special to the local community.
- 9.15** Consideration of the townscape character of settlements will be informed by broad based studies of historic character, Conservation Area Appraisals, Village or Parish design statements and any emerging Neighbourhood Plans. Maintenance of the existing settlement pattern is a key objective for the Council, and in particular maintaining the separation between settlements.
- 9.16** Neighbourhood Plans and development proposals will also 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. It includes trees, parks, road verges, allotments, cemeteries, woodlands, rivers and wetlands. The Council's Green Infrastructure Strategy identifies current and potential future provision of Green Infrastructure. This includes the opportunity to enhance existing biodiversity in identified opportunity areas or any subsequent updates. Neighbourhood Plans and development proposals will also be required to demonstrate that existing biodiversity is protected and enhanced, including the hierarchy of designated sites indicated on the proposals maps and where necessary, demonstrate the requirements of the Habitats Regulations have been met.
- 9.17** Whilst it is recognised that the undeveloped nature of rural areas must be protected, it is acknowledged that there may be circumstances where development is necessary to ensure the continued sustainable development of rural areas. This might include development which is required to sustain social and economic needs of rural communities, such as subsidised housing, business uses, community, leisure, cultural and tourism facilities, and necessary upgrades to infrastructure, such as water supplies, or high speed broadband and renewable energy.

Policy 25

Strategic Policy: 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 support development proposals which:

1. Protects, conserves and enhances the landscape and townscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintains settlement separation.
2. Maintain and enhances the Green Infrastructure Network and addresses any identified deficiencies in the District.
3. Maintains and enhances the existing network of geological sites and biodiversity, including safeguarding existing designated sites and species, and ensures no net loss of wider biodiversity and provides net gains in biodiversity where possible.
4. Conserve and where possible enhance the setting of the South Downs National Park.

Countryside Protection - Policy 26

9.18 Horsham district covers a large area and contains a diverse range of characteristics, from the heavily wooded character in the north, to more open river floodplains in the south. The Council is seeking to identify the most valued parts of the district for protection, as well as maintain and enhance this natural beauty and the amenity of the district's countryside. It is considered important that the unique characteristics of the district's landscapes are retained and where practicable, enhanced. It will be necessary to ensure that development proposals take into account the key characteristics of the landscape character areas.

Policy 26

Strategic Policy: Countryside Protection

Outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Any proposal must be essential to its countryside location, and in addition meet one of the following criteria:

- 1. Support the needs of agriculture or forestry;**
- 2. Enable the extraction of minerals or the disposal of waste;**
- 3. Provide for quiet informal recreational use; or**
- 4. Enable the sustainable development of rural areas.**

In addition, proposals must 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, and/or conserves, and/or enhances, the key features and characteristics of the landscape character area in which it is located, including;

- 1. The development pattern of the area, its historical and ecological qualities, tranquillity and sensitivity to change;**
- 2. The pattern of woodlands, fields, hedgerows, trees, waterbodies and other features; and**
- 3. The landform of the area.**

Settlement Coalescence - Policy 27

- 9.19** Horsham district is characterised by rural countryside interspersed with a network of market towns, villages and small hamlets. There is a need to retain the network of rural settlements and their separate identities, and it is important to contain the rural settlements and retain 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 is the A264 between north eastern edge of Horsham and Crawley. Other communities in the district have raised concerns about the potential for other settlements to merge, including Southwater and Horsham.
- 9.20** Whilst the existing situation cannot be addressed by planning policy, further urbanisation can be resisted. This policy will ensure that settlements retain their unique identity and the undeveloped nature of the landscape between towns and villages will be retained. 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 therefore maintain the break between settlements. It will also seek to limit other urbanising impacts including increased lighting, traffic movements and ribbon development along road corridors.

Policy 27**Strategic Policy: Settlement Coalescence**

Landscapes will be protected from development which would result in the coalescence of settlements.

Development between settlements will be resisted unless it can be demonstrated that:

- 1. There is no significant reduction in the openness and 'break' between settlements.**
- 2. It does not generate urbanising effects within the settlement gap, including artificial lighting, development along key road corridors, and traffic movements.**
- 3. 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.**
- 4. Proposals contribute to the conservation, enhancement and amenity of the countryside, including where appropriate enhancements to the Green Infrastructure network or provide opportunities for quiet informal recreation.**

Replacement Dwellings and House Extensions in the Countryside - Policy 28

- 9.21** This policy is seeking to ensure that any replacement dwellings, house extensions, outbuildings and ancillary accommodation 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 remains in the district as without this policy all rural dwellings may be extended to become large homes that are beyond the reach of rural residents.

Policy 28

Replacement Dwellings and House Extensions in the Countryside

Outside the defined built-up areas, house extensions, replacement dwellings and ancillary accommodation will be supported if the development can be accommodated appropriately within the curtilage of the existing dwelling. In addition:

- 1. Replacement dwellings will only be supported on a one for one basis and if it can be demonstrated that the property is not derelict.**
- 2. Replacement dwellings should not be disproportionate to the size of the existing dwelling whilst extensions should also, and in addition, be in keeping with the scale and character of the existing dwelling. The cumulative impact of existing extensions will be taken into account.**
- 3. Ancillary accommodation and garaging will be required to meet with all other appropriate policies, particularly design principles, and demonstrate that the need for additional space cannot be met from an existing dwelling or buildings suitable of conversion on the site. The size of any new outbuilding should have regard to the dwelling they serve and should be grouped with the house. The use of ancillary accommodation as a separate dwelling will not be supported, and**
- 4. Garages and any new outbuildings should have regard to the dwelling they serve and should be grouped with the house. The use of ancillary accommodation as a separate dwelling will not be supported.**
- 5. Subsequent extensions to converted agricultural buildings which detract from the original form and character will be resisted.**

Equestrian Development - Policy 29

- 9.22** 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 areas such as the High Weald Areas of Outstanding Natural Beauty (AONB).

Policy 29**Equestrian Development**

Development for equestrian related development will be supported provided that:

- 1. It can be demonstrated that the re-use of existing buildings on site for related equestrian use is not appropriate; before new or replacement buildings are considered.**
- 2. The proposal would be appropriate in scale and level of activity, and be in keeping with it's location and surroundings, and where possible is well related to existing buildings;**
- 3. The proposal should where possible be well related to a bridleway network.**

Protected Landscapes - Policy 30

- 9.23** Designated for their national importance in terms of landscape and scenic quality, sections of both the High Weald Area of Outstanding Natural Beauty (AONB) and the South Downs National Park fall within the administrative area of Horsham district. The South Downs National Park Authority is the Planning Authority for the National Park Area of Horsham district, and this policy, in common with all others in this plan does not apply to the land within the National Park Area.
- 9.24** It is essential that the key qualities of these protected landscapes are conserved and enhanced. In the AONB, this includes the heavily wooded character, gill streams, and historic farmsteads and into the locally distinctive hammer ponds whereas a key feature of the South Downs are the steep scarp slopes which form a backdrop to many of the settlements in the south of the district. The conservation and enhancement of protected landscapes will be actively supported, particularly as defined in the High Weald AONB Management Plan and the South Downs Integrated Assessment Plan or any other relevant updates to these documents.
- 9.25** Development has the potential to harm protected landscapes. Major development will not normally be permitted, and will need to demonstrate that the need for development cannot be met elsewhere or in another way, and that the development is in the public interest. It is however acknowledged that protected landscapes need to be able to adapt to cope with new pressures and meet the needs of residents in the area, and there may be cases where small scale development that helps to maintain economic or social well being in or adjoining these landscapes is necessary.
- 9.26** Development close to the edge of both the AONB and the South Downs National Park has the potential to have adverse impacts on the qualities of these landscapes, and applicants will need to be mindful of this in relation to any proposals close to the boundary of either of these protected landscapes.

Policy 30

Protected Landscapes

1. The natural beauty and public enjoyment of the High Weald AONB and the adjoining South Downs National Park will be conserved and enhanced and opportunities for the understanding and enjoyment of their special qualities will be promoted. Development proposals will be supported in or close to protected landscapes where it can be demonstrated that there will be no adverse impacts to the natural beauty and public enjoyment of these landscapes as well as any relevant cross boundary linkages.
2. Proposals should have regard to any management plans for these areas and must demonstrate:
 - a. How the key landscape features or components of natural beauty will be conserved and enhanced. This includes maintaining local distinctiveness, sense of place and setting of the protected landscapes, and if necessary providing mitigation or compensation measures.
 - b. How the public enjoyment of these landscapes will be retained.
 - c. How the proposal supports the economy of the protected landscape and will contribute to the social wellbeing of the population who live and work in these areas.
3. In the case of major development proposals in or adjoining protected areas, applicants will also be required to demonstrate why the proposal is in the public interest and what alternatives to the scheme have been considered.

Green Infrastructure and Biodiversity - Policy 31

Green Infrastructure

- 9.27** Green Infrastructure is a term used to describe a multi-functional and connected network of green spaces, water and other environmental features in urban and rural areas. It includes trees, parks, road verges, allotments, cemeteries, woodlands, rivers and wetlands. 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, landscape and nature conservation. Without these services, life as we know it would not be possible, and increased flooding or drought episodes will have severe economic consequences.
- 9.28** The Council has identified the key strategic Green Infrastructure Assets and opportunities in the district. In addition to existing features such as woodland and rivers, there are also new opportunity areas where new elements of green infrastructure could be provided in the future. It should also be recognised that 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, and new developments can also provide new green infrastructure through the provision of sustainable drainage systems that can also be used as green spaces, or by providing new recreation routes that are planted to benefit biodiversity.
- 9.29** The network of Green Infrastructure within the district must be maintained and enhanced. Further detail on the precise location of the strategic green infrastructure assets is available in the Council's Green Infrastructure strategy documentation. Applicants will also need to be mindful of other policies in this document which also contribute to the provision of Green Infrastructure.

Biodiversity

- 9.30** Forming part of the Green Infrastructure network of the district, Horsham district contains a rich network of biodiversity (variety of life). The nature of the habitats and species found across the District is very varied, but key characteristics include the network of woodland habitats, which is particularly dense in the north of the district. Much of this woodland has been present since at least 1600. Designated as ancient woodland, these areas are of particular importance to wildlife and are irreplaceable. As identified by the Local Economic Partnership, woodland has the potential to play a key economic role in the district in the future, providing a low carbon fuel source together with biodiversity benefits. Another key habitat in the District is the dense network of hedgerows, which support a range of wildlife in their own right, and act as corridors, linking wildlife habitats across the district. The floodplains of the Arun and Adur are also distinctive habitats within the district, and the Arun Valley is of both national and international importance for nature conservation. Farmland is another key habitat across the district, and the south-west of the district provide an important feeding ground for the internationally important Barbastelle bats.
- 9.31** 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, for example by planting native species as part of site landscaping, or incorporating features such as bat or bird boxes.

- 9.32** This policy seeks to ensure that development does not cause a net loss in biodiversity, and provides net gains in biodiversity where possible. 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) available in the Council's Green Infrastructure Strategy and the Sussex Biodiversity Action Plan. Further information on habitats and species that have been recorded in the District is available from the Sussex Biodiversity Record Centre.
- 9.33** Development proposals must provide sufficient information to assess the effects of development on biodiversity, and should provide any necessary ecological surveys together with any proposed prevention, mitigation or compensation measures. All development proposals should seek to enhance biodiversity through a range of measures, including enhancements either on or off the site, and provide buffer strips around protected sites, including Ancient woodland and other vulnerable habitats, and maintain, re-instate and enhance wildlife corridors. Applicants will also need to be mindful of the presence of any invasive species on the site and seek to remove these in accordance with any relevant legislation.
- 9.34** Although located in the South Downs National Park, applicants will need to be particularly mindful of the impact development within Horsham district could have on Arun Valley Special Protection Area (SPA) and The Mens Special Area for Conservation (SAC). Both these sites are of international importance for nature conservation, and applicants will need to demonstrate that development does not have adverse impacts on either of these sites in accordance with relevant legislation. In the case of Arun Valley, proposals must demonstrate that they will avoid harm to the water quality and water levels on the site. In the case of The Mens, development must not impact on bat flight paths in the district. As recommended in the Council's Habitat Regulations Assessment of this plan, 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 any development.
- 9.35** In addition to the wider importance of woodland and Ancient Woodland identified above, individual trees, including 'veteran trees' are also important contributors to the character and biodiversity of the District, and many are protected by Tree Preservation Orders. It should be recognised that it may sometimes be necessary to undertake work on or fell protected trees (eg 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.

Policy 31

Green Infrastructure and Biodiversity

- 1. Development will be supported where it can demonstrate that it maintains or enhances the existing network of green infrastructure. Proposals that would result in the loss of existing green infrastructure will be resisted unless it can be demonstrated that new opportunities will be provided that mitigates or compensates for this loss, and ensures that the ecosystem services of the area are retained.**
- 2. Development proposals will be required to contribute to the enhancement of existing biodiversity, and should create and manage new habitats where appropriate. The Council will support new development which retains and /or enhances significant features of nature conservation on development sites. The Council will also support development which makes a positive contribution to biodiversity through the creation of green spaces, and linkages between habitats to create local and regional ecological networks.**
- 3. Where felling of protected trees is necessary, replacement planting with a suitable species will be required.**
- 4. a) Particular consideration will be given to the hierarchy of sites and habitats in the district as follows:**
 - i. Special Protection Area (SPA) and Special Areas of Conservation (SAC)**
 - ii. Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs)**
 - iii. Sites of Nature Conservation Importance (SNCIs), Local Nature Reserves (LNRs) and any areas of Ancient woodland, local geodiversity or other irreplaceable habitats not already identified in i & ii above.**

b) Where development is anticipated to have a direct or indirect adverse impact on sites or features for biodiversity, development will be refused unless it can be demonstrated that:

 - i. The reason for the development clearly outweighs the need to protect the value of the site; and,**
 - ii. That appropriate mitigation and compensation measures are provided.**
- 5. Any development with the potential to impact Arun Valley SPA or the Mens SAC will be subject to a HRA to determine the need for an Appropriate Assessment. In addition, development will be required to be in accordance with the necessary mitigation measures for development set out in the HRA of this plan.**

The Quality of New Development - Policy 32

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

Policy 32**Strategic Policy: The Quality of New Development**

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 for development. In particular, development will be expected to:

1. Provide an attractive, functional, accessible, safe and adaptable environment;
2. Complement locally distinctive characters and heritage of the district;
3. Contribute a sense of place both in the buildings and spaces themselves and in the way they integrate with their surroundings and the historic landscape in which they sit;
4. Optimise the potential of the site to accommodate development and contribute to the support for suitable complementary facilities and uses; and
5. Help secure a framework of high quality open spaces which meets the identified needs of the community.

Development Principles - Policy 33

- 9.37** To ensure that development is of high quality, well designed and takes account of the existing character of the area the following design policy will apply to all new development. Applicants must consider the relevance of all the criteria within this policy to their proposal, and may be asked to justify why they do not consider a specific element relevant to their application.

Policy 33

Development Principles

In order to conserve and enhance the natural and built environment developments shall be required to:

- 1. Make efficient use of land, and prioritise the use of previously developed land and buildings whilst respecting any constraints that exist;**
- 2. Ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or noise, whilst having regard to the sensitivities of surrounding development;**
- 3. Ensure that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant 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;**
- 4. Are locally distinctive in character, respect the character of the surrounding area (including its overall setting, townscape features, views and green corridors) and, where available and applicable, take account of the recommendations/policies of the relevant Design Statements and Character Assessments;**
- 5. Use high standards of building materials, finishes and landscaping; and includes the provision of street furniture and public art where appropriate;**
- 6. Presume in favour of the retention of existing important landscape and natural features, for example trees, hedges, banks and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development; and,**
- 7. Ensure buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, unless this conflicts with the character of the surrounding townscape, landscape or topography where it is of good quality.**

Proposals will also need to take the following into account where relevant:

- 8. Incorporate where appropriate convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling facilities without dominating the development or its surroundings;**
- 9. Incorporate measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area; and create visually attractive frontages where adjoining streets and public spaces, including appropriate windows and doors to assist in the informal surveillance of public areas by occupants of the site;**
- 10. Contribute to the removal of physical barriers; and,**
- 11. Make a clear distinction between the public and private spaces within the site.**

Heritage Assets and Managing Change within the Historic Environment - Policy 34

- 9.38** The historic environment is one of the district's greatest assets. It is rich and varied through both the urban and rural contexts of the district, with many high quality historic places which have formed part of the landscape for thousands of years. In many places throughout the District, the historic environment is the district's environment, with farms, hamlets, villages and towns forming the core of this district's historic development and character.
- 9.39** 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 and an environment which is unique to the district.
- 9.40** The historic environment is recognised and conserved through local and statutory designations and the District is home to over 1,860 listed building, 39 conservation areas, 77 Scheduled Ancient Monuments, 252 Sites of Archaeological Interest and a number of registered historic parks and gardens, including Leonardslee Gardens, Parham House, St Mary's House and Horsham Park.
- 9.41** Local heritage is recognised through "Locally Listed" buildings and designated archaeological areas as well as similar assets which come to light during the course of development and discovery. Collectively, the district's historic environment is its "heritage assets" and these elements carry weight in the consideration of planning and development matters.
- 9.42** The aim of the historic environment policy is to sustain and where appropriate, enhance the significance of the district's heritage assets, including where those qualities which make the asset special and historic. Significance is the sum of the architectural, historic, artistic, communal, social and archaeological qualities of a designated and undesignated heritage asset.

Policy 34

Cultural and Heritage Assets

The Council recognises that heritage assets are an irreplaceable resource, and as such the Council will sustain and enhance its historic environment through positive management of development affecting heritage assets. Applications for such development will be required to:

1. **Make reference to the significance of the asset, including drawing from research and documentation such as the West Sussex Historic Environment Record;**
2. **Reflect the current best practice guidance produced by English Heritage and Conservation Area Character Statements;**
3. **Reinforce the special character of the district's historic environment through appropriate siting, scale, form and design; including the use of traditional materials and techniques;**
4. **Make a positive contribution to the character and distinctiveness of the area, and ensuring that development in conservation areas is consistent with the special character of those areas;**
5. **Preserve, and ensure clear legibility of, locally distinctive vernacular building forms and their settings, features, fabric and materials;**
6. **Secure the viable and sustainable future of heritage assets through continued preservation by uses that are consistent with the significance of the heritage asset;**
7. **Retain and improves the setting of heritage assets, including views, public rights of way, trees and landscape features, including historic public realm features; and**
8. **Ensure appropriate archaeological research, investigation, recording and reporting of both above and below-ground archaeology, and retention where required, with any assessment provided as appropriate.**

Chapter 10: Climate Change

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

- *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 rising temperatures.*
- *Renewable technologies should be incorporated into new developments, including district heating schemes or solar energy.*
- *An increase in pressure for renewable energy provision may conflict with landscape character.*
- *A key mechanism to address climate change will be to ensure that new developments are built to high sustainability standards, to reduce the demand for, and emission of, greenhouse gases. Reduction in the demand for transport should also be incorporated where possible to reduce the impacts of traffic on climate change.*
- *Development will place increased pressure on water resources. Changing weather conditions as a result of climate change (such as hotter summers) may also increase demand.*
- *Any development proposals will need to consider the capacity on existing wastewater treatment works and the ability of these sites to expand in the future.*
- *Climate change has the potential to increase the area at risk of flooding. Development will need to be located away from areas at risk of flooding and incorporate measures to avoid increasing the risk of flooding downstream.*
- *Development also has the potential to increase flood risk by increasing the speed and quantity of run-off into rivers and streams. Development must incorporate appropriate flood attenuation measures to manage such runoff.*

10.1 It is widely accepted that climate change is being generated by increasing levels of carbon dioxide (CO₂) in the atmosphere. In Horsham district, these emissions arise from a range of sources, including homes, businesses and transport. Climate change will impact the district in a number of ways including drought, flooding and an increase in the number of heatwave events. These impacts have the potential to affect business and public health. There is therefore a need for the Horsham District Planning Framework to recognise the effects of climate change and consider ways the district can adapt to the changes already taking place.

- 10.2** Horsham District Council is committed to reducing CO₂ emissions by 26% by 2020 and 80% by 2050 to meet the commitments set out in the 'Acting Together on Climate Change Strategy, 2009. The need to mitigate and adapt to climate change is therefore a key objective of this plan. A key way this could be met is by providing more local employment and reducing commuting distances.
- 10.3** 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. These Statements should set out a comprehensive approach to how the development has taken measures to mitigate and adapt to the effects of climate change, how the development has considered the energy hierarchy and heating and cooling hierarchy, if appropriate, and how sustainable design and construction measures have been incorporated into development design, and address how any potential flood risk will be mitigated, as set out in the policies within this plan. Positive weight will be given to low carbon and renewable energy schemes that have clear evidence of local community involvement. 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.

Climate Change - Policy 35

- 10.4** Planning can have a key role in shaping places to help minimise vulnerability and provide resilience to the effects of climate change. This policy is an overarching policy, designed to ensure the impacts of climate change are fully considered and that all development is future proofed and able to recover from extreme weather events such as flooding, drought and heatwaves.
- 10.5** Developments should avoid adapting to the impacts of climate change in ways that would increase CO₂ emissions, for example through the widespread use of mechanical ventilation.

Policy 35**Strategic Policy: Climate Change**

Development will be supported where it makes a clear contribution to mitigating and adapting to the impacts of climate change and to meeting the district's carbon reduction targets as set out in the Council's Acting Together on Climate Change Strategy, 2009.

Measures which should be used to mitigate the effects of climate change include;

1. Reduced energy use in construction;
2. Improved energy efficiency in new developments, including influencing the behaviour of occupants to reduce energy use;
3. The use of decentralised, renewable and low carbon energy supply systems;
4. The use of patterns of development which reduce the need to travel, encourage walking and cycling and include good accessibility to public transport and other forms of sustainable transport; and
5. Measures which reduce the amount of biodegradable waste sent to landfill.

Development must be designed so that it can adapt to the impacts of climate change, reducing vulnerability, particularly in terms of flood risk, water supply and changes to the district's landscape. Developments should adapt to climate change using the following measures:

1. Provision of appropriate flood storage capacity in new building development;
2. Use of green infrastructure and dual use SuDS to help absorb heat, reduce surface water runoff, provide flood storage capacity and assist habitat migration;
3. Use of measures which promote the conservation of water and/or grey water recycling; and
4. Use of site layout, design measures and construction techniques that provide resilience to climate change (opportunities for natural ventilation and solar gain).

If it is not possible to incorporate the adaption and mitigation measures proposed, an explanation should be provided as to why this is the case.

Appropriate Energy Use - Policy 36

- 10.6** The development of renewable and low carbon energy is a key means of reducing the district's contribution to climate change. This policy sets out the requirement for development to minimise its energy use in accordance with the energy hierarchy and to incorporate renewable and low carbon energy supplies where technically and financially feasible. This policy will benefit residents and businesses in the following ways:
- Reduced energy costs for businesses and residents;
 - Improved energy security for Horsham by reducing the dependence on fossil fuels;
 - Reduced fuel poverty and increased health benefits;
 - Reduction in CO₂ emissions and pollution energy generated through fossil fuels;
 - Reduced vulnerability to climate change; and
 - Local job creation and the development of a low carbon economy.
- 10.7** 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 heatpumps.
- 10.8** The West Sussex Sustainable Energy Study, 2009 provides a resource assessment of the capacity of each of various renewable technologies. As a largely rural area, with a number of areas of high landscape sensitivity, the study found that there were limited opportunities for energy installations which require extensive land areas such as large scale wind farms.
- 10.9** Given the relative lack of opportunities for large scale renewable and low carbon energy generation in Horsham district, the West Sussex Sustainable Energy Study recommended a hierarchical approach be applied to the use of energy and energy technologies such as combined heat and power. Using these hierarchies will ensure the lowest carbon outcomes are achieved in any given context.
- 10.10** Because there are variations in the suitability, type and scale of energy resources which could be used throughout the district, the Sustainable Energy Study recommended a flexible approach to energy targets, in order to ensure opportunities for greater carbon savings are maximised where they exist, without placing undue pressure on areas where savings may not be technically or financially feasible.
- 10.11** The Study identified the use of district heating including CHP and CCHP as a cost effective means of providing low carbon energy in identified Heat Priority Areas. Outside these areas the focus should be on other types of renewable and low carbon technologies such as solar thermal, photovoltaic and ground source heat pumps.
- 10.12** 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. In addition, programmed changes to Building Regulations in 2016 will ensure

that carbon savings are made on small scale development where the provision of on-site renewable energy may not be technically feasible. If further local guidance is needed the Council will prepare this to guide developers.

- 10.13** The evidence base supporting this plan (the West Sussex Sustainable Energy Study), identified limited capacity for wind turbine development due to the landscape constraints of the district. Any wind turbine proposals will be considered against the written Ministerial Statement concerning Energy and Climate Change, published on the 18th June 2015 or latest government guidance thereafter.
- 10.14** The development of district heating networks in new developments will be encouraged. New development in Heat Priority Areas will be expected to maximise opportunities for the development of a district heating network which may include the incorporation of sites and buildings in areas where district heating has yet to be developed.
- 10.15** Planning obligations or the Community Infrastructure Levy (CIL) may in some cases be used to contribute towards the delivery of strategic district heating infrastructure.
- 10.16** Renewable energy proposals will need to take into account 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. Applicants should also refer to Policy 30 - Protected Landscapes.

Policy 36

Strategic Policy: Appropriate Energy Use

Energy hierarchy

All development will be required to contribute to clean, efficient energy in Horsham based on the following hierarchy:

1. **Lean – use less energy – e.g. through demand reduction**
2. **Clean – supply energy efficiently – e.g. through heat networks**
3. **Green – use renewable energy sources**

District Heating and Cooling

Commercial and residential developments in Heat Priority Areas or the strategic development locations will be expected to connect to district heating networks where they exist using the following hierarchy, or incorporate the necessary infrastructure for connection to future network.

Development should demonstrate that the heating and cooling systems have been selected in accordance with the following heating and cooling hierarchy;

1. **Connection to existing (C)CHP distribution networks**
2. **Site wide renewable (C)CHP**
3. **Site wide gas-fired (C)CHP**
4. **Site wide renewable community heating/cooling**
5. **Site wide gas-fired community heating/cooling**
6. **Individual building renewable heating**
7. **Individual building heating, with the exception of electric heating**

All (C)CHP must be of a scale and operated to maximise the potential for carbon reduction. Where site-wide (C)CHP is proposed, consideration must be given to extending the network to adjacent sites.

Energy Statements

All applications for residential or commercial development must include an Energy Statement demonstrating and quantifying how the development will comply with the Energy Hierarchy.

Developments in Heat Priority Areas and strategic developments should demonstrate and quantify how the development will comply with the heating and cooling hierarchy. Horsham District Council will work proactively with applicants on major developments to ensure these requirements are met.

Renewable energy schemes

The Council will permit schemes for renewable energy (e.g. solar) where they do not have a significant adverse effect on landscape and townscape character, biodiversity, heritage or cultural assets or amenity value. Community initiatives which seek to deliver renewable and low carbon energy will be encouraged.

Sustainable Design and Construction - Policy 37

- 10.17** Sustainable design has a key role to play in mitigating the environmental impact of new development both at the time of construction and in the future. This policy seeks to ensure new development is designed and constructed in a way that minimises its impact on the environment and contributes to meeting the district's carbon reduction target and reduce the amount of waste sent to landfill. The policy also seeks to deliver flexibility in development design to enable buildings to be easily adapted, either to respond to a changing climate or to reflect changing lifestyle needs.
- 10.18** Water is a key resource in the district and has a fundamental part to play in contributing to the economy, ecosystems and overall health of the district's population. Much of the South East has now been designated as an 'area of serious water stress' by the Environment Agency. This is something which is recognised in the Water Resource Management Plans (WRMP) of the two water companies operating in the District; Southern Water and Thames Water. Climate change has the potential to place further stress on this supply, causing longer periods of drought and reducing river flow which could impact the quality of the district's rivers. On the basis of this, Horsham District Council have taken the decision to implement the tighter level of water efficiency as set out in the Housing Standards Review. This requires developments to limit water usage to 110 litres/person/day and will be enforced through building regulations.

Policy 37

Sustainable Construction

Proposals must seek to improve the sustainability of development. To deliver sustainable design, development should incorporate the following measures where appropriate according to the type of development and location:

- 1. Maximise energy efficiency and integrate the use of decentralised, renewable and low carbon energy;**
- 2. Limit water use to 110 litres/person/day;**
- 3. Use design measures to minimise vulnerability to flooding and heatwave events;**
- 4. Be designed to encourage the use of natural lighting and ventilation;**
- 5. Be designed to encourage walking, cycling, cycle storage and accessibility to sustainable forms of transport;**
- 6. Minimise construction and demolition waste and utilise recycled and low-impact materials;**
- 7. Be flexible to allow future modification of use or layout, facilitating future adaptation, refurbishment and retrofitting;**
- 8. Incorporate measures which enhance the biodiversity value of development.**

All new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral part of design.

New homes and workplaces should include the provision of high-speed broadband access and enable provision of future technologies where available.

Flooding - Policy 38

10.19 This policy is designed to ensure development adapts to the likely changes in the future climate and flood risk is not increased.

10.20 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 surface or from rising groundwater levels, overwhelmed sewers and drainage systems. In the future the risk of flooding is likely 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.

- 10.21** The Council has undertaken a Strategic Flood Risk Assessment (SFRA) which covers the Adur and Arun catchment areas. The recommendations of the revised 2010 SFRA findings have informed this policy to ensure flood risk is appropriately managed in the district.
- 10.22** Approximately 6% of the district is classed as flood zone 3a or 3b which is considered the 'functional floodplain'. Development activity should to be located away from these areas and in addition will need to undertake site specific flood risk assessments (FRA's) that
- Meet the recommendations of the revised 2010 SFRA
 - Assess the risk of all forms of flooding
 - Investigate groundwater flooding in detail in the south of the district or where a site is located in groundwater emergence zone
 - Identify options for mitigation
- 10.23** 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 also be required to incorporate measures such as 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, improves water resources and enhances amenity. It is important SuDS are appropriate in scale and location. They should be incorporated in to the Council's Green Infrastructure network where appropriate.
- 10.24** 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 liaison with the appropriate flood risk management authority on SuDS for appropriate management techniques will be required.
- 10.25** Where appropriate development will be encouraged to look for ways to improve water quality to ensure the objectives of the Water Framework Directive can be met.

Policy 38

Strategic Policy: Flooding

1. Development proposals will follow a sequential approach to flood risk management, giving priority to development sites with the lowest risk of flooding and making required development safe without increasing flood risk elsewhere. Development proposals will;
 - a. take a sequential approach to ensure most vulnerable uses are placed in the lowest risk areas.
 - b. avoid the functional floodplain (Flood zone 3b) except for water-compatible uses and essential infrastructure.
 - c. only be acceptable in Flood Zone 2 and 3 following completion of a sequential test and exceptions test if necessary.
 - d. require a site-specific Flood Risk Assessments for all developments over 1 hectare in Flood Zone 1 and all proposals in Flood Zone 2 and 3.
2. Comply with the tests and recommendations set out in the Horsham District Strategic Flood Risk Assessment (SFRA).
3. Where there is the potential to increase flood risk, proposals must incorporate the use of sustainable drainage systems (SuDS) where technically feasible, or incorporate water management measures which reduce the risk of flooding and ensure flood risk is not increased elsewhere.
4. Consider the vulnerability and importance of local ecological resources such as water quality and biodiversity when determining the suitability of SuDS. New development should undertake more detailed assessments to consider the most appropriate SuDS methods for each site. Consideration should also be given to amenity value and green infrastructure.
5. Utilise drainage techniques that mimic natural drainage patterns and manage surface water as close to its source as possible will be required where technically feasible.
6. Be in accordance with the objective of the Water Framework Directive, and accord 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.

Chapter 11: Infrastructure, Transport and Healthy Communities

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

- *There is a need to ensure that development provides for community facilities, services and infrastructure to meet need and ensure thriving healthy communities. In some areas there is a deficiency or backlog of infrastructure.*
- *As part of any new development proposals, provision will need to be made for access to healthcare facilities. The ageing structure of the population will increase the pressure for health care services for the elderly and their carers. There will still need to be a focus on providing health services for other sectors of the population, particularly teenagers / young adults. In the future, properties need to be designed to be adaptable for all ages and needs of the wider community.*
- *There is a need to provide the opportunity to have access to local services, facilities and jobs by a range of means. Some places are only accessible by private car. The rural character of much of the district can make transport access to GPs, hospitals and other health care services particularly difficult for many.*
- *The HDPF will need to ensure that land is provided for primary and secondary schools that may be necessary as a result of additional housing development. The location of these schools should be in close proximity to areas of family housing.*
- *Given the impact of car travel on air quality and climate change, the Local Plan should seek to minimise the need for car travel as far as possible. This includes provision of other forms of transport, but also by providing services and facilities that minimise the need for travel.*
- *The impact of increased traffic generation on parking provision and the wider road network beyond the district (particularly the A23/ M23) should be taken into account.*
- *Parking in Horsham town centre as well as the larger village centres has an effect on how well they perform and needs to be addressed, and in addition adequate and well located parking must be provided within new developments.*
- *Community facilities and public rights of way and green recreation links contribute to Green Infrastructure provision. The delivery of Green Infrastructure in the plan will help to build healthy communities.*

- 11.1** There is a need to plan for new infrastructure, largely funded by new development, to serve a growing population to ensure that there is adequate capacity to support growth. This will include the provision of schools, health care, sport and recreation facilities, community centres as well as transport infrastructure.

- 11.2** Most of the primary schools have catchment areas which serve the local village, although some children have to travel a distance to school. Secondary schools are fewer in number, and the rural nature of the district requires that many children travel long distances to reach their school once they reach secondary level. A number of schools are operating at or close to their current pupil capacity. Any further large scale development would therefore require additional primary and secondary school provision.

Infrastructure Provision - Policy 39

- 11.3** This policy is fundamental to the delivery of sustainable development in the District. Developers working in conjunction with the Council and service providers should demonstrate that there is adequate capacity both on site and off site to serve the development and that it would not lead to problems for existing users. Studies to determine whether the proposed development will lead to overloading of existing infrastructure may be required to support planning applications.

Policy 39

Strategic Policy: 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 obligation / 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.**

Sustainable Transport - Policy 40

- 11.4** Transport access and ease of movement is a key factor in the performance of the local economy, enabling residents to travel to their place of work, and also allow the movement of goods and services. The proximity of Gatwick Airport to the district is a key factor in the success of the wider economy of this area. A key transport characteristic for Horsham district is its high levels of car ownership and car use. In 2011, 48.6% of households owned two or more cars compared with the south east average of 39.7%. Only 11.8% of the district's residents didn't own a car, which may make access to services and facilities, particularly in rural areas more difficult.

- 11.5** Travel to work data from the 2011 census shows that 61% of residents travelled to work by car, 9% walked, 7% travelled by train, 2% by bus and 2% cycled. It should however be recognised that of these who travel to work, 76% do so by car which is the same level which was identified in 2001. Outside the towns, bus services in the district are often limited, and cuts in funding may affect this further in the future. The Arun Valley railway line runs through the district and there are seven stations which have relatively frequent services, with the exception of Faygate, at which very few trains stop.
- 11.6** The dispersed rural settlements combined with limited public transport result in a population which is highly reliant on the car and is likely to continue to do so because the dispersed nature of the district settlements makes public transport economically difficult to sustain. The high percentage of car users in the district means that parking provision is important near to homes, work places in towns and at stations.
- 11.7** This policy will encourage more transport choice including community transport where appropriate, a reduction in private car use and greater accessibility to more sustainable modes of transport. The district has a good rail network so the increased use of stations will be encouraged through better pedestrian and cycle links and improved station vehicle and cycle parking.
- 11.8** This policy will result in 'people living healthier lives' through increased sustainable travel and safe access. It will lead to less congestion on the roads caused by fewer additional trips which will free up capacity on the existing network. For developments which generate significant amounts of movement the application of the above measures should be documented in a Transport Assessment submitted in support of the application. Impacts on the wider strategic road network may also need to be considered.

Policy 40

Sustainable Transport

There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

- 1. Is appropriate and in scale to the existing transport infrastructure, including public transport.**
- 2. Maintains and improves the existing transport system (road, rail, cycle).**
- 3. Is integrated with the wider network of routes, including public rights of way and cycle paths.**
- 4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.**
- 5. Is located in areas where there are, or will be a choice in the modes of transport available.**
- 6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.**
- 7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.**
- 8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.**
- 9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.**
- 10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.**

Parking - Policy 41

- 11.9** This policy seeks to find the right balance between ensuring that adequate parking is provided to support new development whilst ensuring that it is suitably located and does not conflict with other uses. It also seeks to address the provision of off-airport parking.

Policy 41**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 and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.**
- 3. 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.**
- 4. Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined.**

Inclusive Communities - 42

- 11.10** Overall, the health of the people living in Horsham district is very good. Average life expectancy reported by the Office for National Statistics shows 81 years for men and 84 years for women, which is higher than the national average.
- 11.11** Overall the level of deprivation in the district is considered to be low, with few Local Authority areas considered to be less deprived. Within the district there are however areas which contain pockets of deprivation. These areas include certain parts of Billingshurst and Shipley, Steyning and Chantry, Horsham Park and Roffey South wards.
- 11.12** Christianity is the dominant religion in the district, (63.5% of residents at the 2011 census). A significant minority (26.9%) considered themselves to have no religion. There is however a continued need to recognise the requirement of different faith groups in the district.

- 11.13** In terms of ethnic background the majority of the population (96.1%) described themselves as white British, Irish or Other, with just 2.7% of residents describing themselves as of Black or of Minority Ethnic origin. 1.4% are of mixed ethnic origin. Recent work undertaken by the District Council indicates that many of these groups are well integrated into communities in the District. One group where specific provision needs to be made is for Gypsies and Travellers. Their need for accommodation is specifically addressed in Chapter 8.
- 11.14** Access to health care facilities can be difficult for rural residents, particularly where there is limited access to a car. Many residents are also concerned about the lack of access to a major hospital in the district. The nature of health care provision is changing, and the need for a hospital has not been identified by health care providers. Dialogue with health care providers will however continue, particularly in relation to Accident and Emergency Provision in the district. The rising age structure for the district will have implications for long term health, illnesses and disabilities, particularly in relation to social and health care facilities.
- 11.15** It is important that development should contribute towards meeting the needs of all sections of the community and help to encourage social cohesion. We will therefore seek to ensure that opportunities are taken to address identified needs and that the services which promote and support health and well-being are accessible and effective, having regard to the circumstances of the people for whom they are provided.

Policy 42

Strategic Policy: Inclusive Communities

Positive measures which help create a socially inclusive and adaptable environment for a range of occupiers and users to meet their long term needs will be encouraged and supported. Particular account will be taken of the need to address the requirements stemming from:

- 1. The needs of an ageing population, particularly in terms of housing and health;**
- 2. People with additional needs, including the disabled or those with learning disabilities;**
- 3. The requirements of rural workers or essential workers in rural areas;**
- 4. The co-ordination of services to fulfil the needs of young people;**
- 5. The specific needs of minority groups within the district, including Gypsies and Travellers; and**
- 6. The specific needs of faith and other community groups.**

Community Facilities, Leisure and Recreation - Policy 43

11.16 Overall, the district has a good quality, quantity and accessibility to existing leisure and recreation sites, with a range of facilities including three swimming pools, leisure centres, playing fields and parks, allotments and childrens' play areas. There is also a theatre, cinema and a number of museums, libraries, restaurants and pubs across the district. 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.

11.17 The Sport Open Space and Recreation study 2014 sets out the existing level of provision of built and more informal recreation facilities from allotments to green spaces and sports centres and village halls. Some shortages in leisure and recreational provision have been identified and this study also sets out standards for new provision for these facilities. In addition to these facilities, the night-time economy, which includes theatres, cinemas and restaurants, has also been identified as an area with potential for expansion.

11.18 Communities will only be sustainable if they are fully inclusive and deliver the necessary standards of services and facilities. This policy seeks to retain and enhance existing facilities and services, and ensure that new facilities are provided at an appropriate level of provision where a need is identified. It should be recognised that the provision of community leisure and recreation facilities will contribute to the provision of Green Infrastructure, and this should be incorporated into development proposals.

Policy 43

Community Facilities, Leisure and Recreation

- 1. The provision of new or improved community facilities or services will be supported, particularly where they meet the identified needs of local communities as indicated in the current Sport, Open Space and Recreation Study and other relevant studies, or contribute to the provision of Green Infrastructure.**
- 2. In addition to supporting facilities or services located in accordance with the Development Hierarchy and Strategic Development locations, sites located outside built-up areas will be supported where this is the only practicable option and where a suitable site well-related to an existing settlement exists.**
- 3. Proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services, leisure or cultural activities for the community will be resisted unless equally usable facilities can be conveniently provided nearby. It will be necessary to demonstrate that continued use of a community facility or service is no longer feasible, taking into account factors such as; appropriate marketing, the demand for the use of the site or premises, its quality and usability, and the identification of a potential future occupier. Where it cannot be demonstrated that such a loss is surplus to requirements, a loss may be considered acceptable provided that:**
 - a. an alternative facility of equivalent or better quality and scale to meet community needs is available, or will be provided at an equally accessible location within the vicinity; or**
 - b. a significant enhancement to the nature and quality of an existing facility will result from the redevelopment for alternative uses on an appropriate proportion of the site.**

Chapter 12: Monitoring Framework

- 12.1** This chapter proposes how each of the policies set out in this document will be monitored. The table below identifies indicators for each policy, together with any targets and the organisation responsible for providing the data. The outcomes from this monitoring will be set out in the Authority Monitoring Report which the Council produces in December each year. The latest monitoring Framework is now available as a separate document.

Policy	Indicators	Target to be achieved	Notes	Responsible Authority/ Agency
1. Strategic Policy: Sustainable Development	N/A	N/A	Overarching policy set by Government. Unable to monitor at a District level	N/A
2. Strategic Policy: Strategic Development	N/A		Overarching policy monitored in more detail through the policies in the HDPF	N/A
3. Strategic Policy: Development Hierarchy	No. of completions outside BUAB	No development to be delivered outside BUAB unless through Neighbourhood Development Plans		HDC
4. Strategic Policy: Settlement Expansion	No. Of units allocated through Neighbourhood Development Plans	To meet identified needs	Housing trajectory showing actual and projected dwelling completions	WSSC facilitated by District Council
5. Strategic Policy: Horsham Town	<ul style="list-style-type: none"> Amount of new retail floorspace in town & village centres Number of retail units converted to other uses Amount of retail permitted outside the defined town and village centres 	To promote and maintain the prosperity of Horsham town	WSSC CIL LA information Horsham Residents Survey	District Council monitored through planning applications

	<ul style="list-style-type: none"> Retail vacancy rates / Retail vitality Total amount of floorspace for 'town centre uses' 				
6. Strategic Policy: Broadbridge Heath Quadrant		Delivery of development in accordance with policy		District Authority	
7. Strategic Policy: Economic Growth	<ul style="list-style-type: none"> Amount of land developed for employment land / land supply by type (B1 / B2 / B8), particularly in strategic locations Amount of employment land lost from Key Employment Areas Amount of employment land lost to residential development Total number of jobs in Horsham District Levels of Unemployment 			CIL LA figures from WSCC and planning applications	

	<ul style="list-style-type: none"> • Average annual income • Employment land available 				
8. Strategic Allocation: University Quarter mixed use development					
9. Employment Development	<ul style="list-style-type: none"> • Amount of land developed for employment land / land supply by type (B1 / B2 / B8), particularly in any strategic locations • Amount of employment land lost from Key Employment Areas • Amount of employment land lost to residential development • Levels of Unemployment 				CIL LA figures from WSCC and planning applications

	<ul style="list-style-type: none"> • Average annual income • Employment land available 				
10. Rural Economic Development	Number of business use permission granted in rural locations.	To support rural businesses	HDC to analyse business permissions	District Council	
11. Tourism and Cultural Facilities	Number of C1, D1, D2 uses granted permission			District Council	
12. Strategic Policy: Vitality and viability of existing retail centres	<ul style="list-style-type: none"> • Amount of new retail, office and leisure floorspace in town and village centres • Number of retail units converted to other uses • Amount of retail permitted outside the defined town and village centres • Retail vacancy rates / Retail vitality • Mix of uses- A3 / A1 split • Monitor usage of car parks • Average number of market stalls sold 			CIL LA figures from WSCC and planning applications	

	through HDC contract				CIL LA figures from WSCC and planning applications
13. Town centre uses	<ul style="list-style-type: none"> Amount of new retail, office and leisure floorspace in town and village centres Number of retail units converted to other uses Amount of retail permitted outside the defined town and village centres Retail vacancy rates / Retail vitality Mix of uses- A3 / A1 split Average number of market stalls sold through HDC contract Annual number of market stalls sold per event 				
14. Shop Fronts and Advertisements	No of applications for new, temporary or replacement shop fronts granted and refused			Permissions granted show the policy is being successful	HDC

15. Strategic Policy: Housing Provision	<ul style="list-style-type: none"> • Housing completions • Average house prices • Affordable Housing Completions • Affordable housing schemes granted permission • Number of people on Housing waiting list • % of households which are owner occupied • Total number of house sales • Number of windfall sites granted permission • Number of units granted through Neighbourhood Development Plans 		Number of non-allocated or identified commitments	WSCC HDC Zoopla.com
16. Strategic Policy: Meeting Local Housing Needs	Affordable Housing Completions Affordable housing schemes granted permission	35% affordable housing on residential development of 15 or more dwelling and 20% affordable housing on site between 5-15 dwellings		District Council Registered Affordable Housing Providers

	Housing permissions by dwelling size and type				
17. Exception Housing Schemes	Number of dwellings granted permission in accordance with policy 16			HDC monitoring of decision notices	District Council
18. Retirement Housing and Specialist Care	Number of retirement dwellings/care home permitted.				District Council
19. Park Homes and Residential Caravans	Number of permitted sites				District Council
20. Rural Workers Accommodation	Number of permissions for dwellings outside BUAB				District Council
SD1. Strategic Policy: Land North of Horsham	Policy monitored through other indicators				
SD10. Strategic Policy: Southwater Strategic Site	Policy monitored through other indicators				
SD11. Strategic Policy: Land South of Billingshurst					

21. Strategic Policy: Gypsy and Traveller Site Allocations	Number of permitted pitches for Gypsies and Travellers on sites allocated	39 pitches up to 2017	District Council WSCC
22. Gypsy and Traveller Sites	Total number of Gypsy and Traveller pitches in District Number of permitted pitches for Gypsies and Travellers and Travelling Showpeople		District Council WSCC
23. Strategic Policy: Gypsy and Traveller Accommodation	Number of permitted pitches for Gypsies and Travellers and Travelling Showpeople	Delivery of sites post 2017 up to 2026	District Council WSCC
24. Strategic Policy: Environmental Protection	<ul style="list-style-type: none"> Exceedances in UK Air Quality Objectives Number of AQMA's in District Number of noise complaints River quality 		District Council Environment Agency

<p>25. Strategic Policy: The Natural Environment and Landscape Character</p>	<ul style="list-style-type: none"> • Condition of landscape character areas • Area of designation / reserve in Horsham infringed by planning applications (ha) • % of designations / reserve in Horsham infringed by planning applications • Area of habitats infringed by planning applications • % of habitats infringed by planning applications • SSSI condition 			<p>Sussex Biodiversity Record Centre</p>
<p>26. Strategic Policy: Countryside Protection</p>	<p>Condition of landscape character areas</p> <p>Number of applications outside BUAB</p>	<p>Ensure appropriate development outside BUAB</p>	<p>District council then to consider why permission was granted outside BUAB</p>	<p>District Council</p>

27. Strategic Policy: Settlement Coalescence	Condition of landscape character areas			District Council
28. Replacement Dwellings and House Extensions in the Countryside	Number of replacement dwellings, house extensions and conversions permitted outside BUAB		District council then to consider why permission was granted outside BUAB	District Council
29. Equestrian Development	Number of permissions for Equestrian development			District Council
30. Protected landscapes	<ul style="list-style-type: none"> Condition of Landscape Character Areas % of District Classified as Ancient Woodland 			District Council
31. Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Condition of SSSI's Permitted applications in designated sites Permitted applications in priority habitats Number of records of protected species within 500m buffer of 			Sussex Biodiversity Record Centre

	<ul style="list-style-type: none"> a planning application Number of records of protected species, bats and notable birds 				
32. Strategic Policy: The Quality of New Development					
33. Development Principles	Gross housing completions on PDL Permitted applications in designated sites Number of Design Statements produced Enforcement against Site Waste Management Plans (SWMP) Incidents of antisocial behaviour Number of recorded offences				District Council Sussex Police

	Number of recorded offences per 1000 population				
34. Cultural and Heritage Assets	<p>Number of sites/buildings on the Heritage at Risk register</p> <p>Number of permissions in Conservation Areas</p> <p>Number of Listed Building Consents granted permission</p> <p>Number of buildings on Local List</p>			District Council	
35. Strategic Policy: Climate Change	<p>Number of District Heating networks in District</p> <p>Total emissions of CO2</p> <p>Carbon emissions by sector (Industrial & Commercial, Domestic and Road) and per capita</p> <p>Tonnage of non-inert waste sent to landfill</p>			<p>District Council</p> <p>WSCC</p> <p>DECC</p>	

36: Strategic Policy: Appropriate Energy Use	<p>Number of District Heating networks in District</p> <p>Total emissions of CO2</p> <p>Carbon emissions by sector (Industrial & Commercial, Domestic and Road) and per capita</p> <p>Number of permissions for renewable energy installations</p>			WSCC
37. Sustainable Design and Construction	<p>Percentage of inert waste sent to landfill</p> <p>District recycling rates</p>			
38. Strategic Policy: Flooding	<p>Percentage of new development located in floodplain</p> <p>Permissions granted contrary to advice of EA on flooding and water quality grounds</p>	Development over 1 hectare in flood zone 1 and all development within flood zone 2 & 3		<p>District Council</p> <p>Environment Agency</p> <p>West Sussex Lead</p> <p>Local Flood Authority</p>

39. Strategic Policy: Infrastructure Provision	Total revenue from CIL Contributions Total revenue from S106	Monitor the collection of S106 and CIL monies against the infrastructure in the Infrastructure Delivery Plan.	District Council / WSCC
40. Sustainable Transport	Number of Green Travel Plans submitted Proportion of households with two or more cars Travel to work data (mode and distance) Number of tickets sold for Park and Ride Number of bus routes provided throughout District	Annual monitoring to assess demand/capacity and respond accordingly	Census Data Bus companies
41. Parking	Monitor usage of car parks Number of tickets sold for Park and Ride	Annual monitoring to assess demand/capacity and respond accordingly	District Council/ WSCC
42. Strategic Policy: Inclusive communities	Indices of Multiple Deprivation		

	Employment rates based on gender, age, race and ethnicity Number of Gypsy and Traveller pitches granted permission Percentage of housing stock in fuel poverty Number of permissions for D1 uses which meet the needs for faith and o			
43. Community Facilities, Leisure and Recreation	Visitor numbers to HDC Sport facilities Amount of new leisure space in town & village centres			

Appendix 1: Glossary

Ad-Hoc Development: This is unplanned development, a reactive rather 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).

Affordable Housing: Housing provided with a subsidy to enable the sale price or rent to be substantially lower than the prevailing market prices or rents in the locality, and where mechanisms exist to ensure that the housing remains affordable for those who cannot afford to access the market housing. The subsidy will be provided from the public and/or private sector. The definition of 'affordable housing' includes key worker housing and shared ownership homes.

Air Quality Management Strategy (AQMS): A designation made by a local authority where an assessment of air quality results in the need to devise an action plan to improve the quality of air.

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.

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

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 1st April to 31st March.

Appropriate Assessment (AA): See Habitat Regulations Assessment

Appeal: The process whereby a planning applicant can challenge an adverse decision, including 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: Arboriculture is 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 West Sussex County Archaeologist, from whom advice on the form and nature of the assessment may be sought.

Area Action Plan: See *Joint Area Action Plan*

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

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

Biodiversity: The whole variety of life on earth. It includes all species of plants and animals, their genetic variation and the ecosystems of which they are a part.

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

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/ 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.

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 and other open space. Identified built-up area boundaries do not necessarily include all existing developed areas.

Capacity (in retailing terms): Money available within the catchment area with which to support existing and additional retail floorspace.

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.

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.

Combined Heat and Power (CHP): The combined production of heat, usually in the form of steam, and power, usually in the form of electricity. Often regarded as a result of human activity and fossil fuel consumption.

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 new 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. There are several stages in the introduction of this levy, including consultation on the levy of charge proposed on new development. The charging schedule goes through independent examination before being adopted by the Council and applied to new development.

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.

Conditions (or 'planning condition'): Requirements attached to a planning permission to limit or direct the manner in which a development is carried out.

Conservation Area: Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

Contextual indicators: Indicators that measure change in the wider social, economic, and environmental background against which policies operate. As such they help to relate policy outputs to the local area.

Conversions: Generally means the change of use of a building from a particular use, classified in the use classes order, to another use. 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.

The 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 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: People building their own dwelling to meet their individual needs.

Defensible Boundary: Examples of a defensible boundary might be a stream, road, or hedgerow.

Defined Retail Frontage: (See Retail Frontage)

Derelict: A building so damaged by neglect that it is incapable of beneficial use without rebuilding.

Department of Communities and Local Government (DCLG): Sets policy on local government, housing urban regeneration, planning and fire and rescue.

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 Cooperate: Local authorities have a duty to cooperate 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.

Ecological (or Ecology): The interactions and relationships between plants, animals and their environment.

Enabling Development: A development that would normally be rejected as contrary to established policy, but which may be permitted because the public benefits would demonstrably outweigh the harm to other material interests.

Examination: See *Independent Examination*

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.

Farm diversification: The introduction of non-agricultural enterprises (such as bed and breakfast) to support an existing farm business.

Gatwick Diamond: An economic area centred on Gatwick Airport which is situated between London and Brighton. It is an important economic area as its wealth generation in terms of GDP makes it one of the first choices in the UK to set up, operate and grow businesses.

General Development Control Policies: These are policies which set out criteria against which planning applications for development and use of land and buildings will be considered. Such policies will ensure that development accords with the spatial vision and objectives set out in the Development Plan.

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.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Greenfield: Land which has not been developed before. This applies to most sites outside built-up area boundaries.

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 the West Sussex Local Transport Plan.

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 climate change.

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 includes corridors, lifts, plant rooms, service accommodation e.g. toilets, but excludes internal walls. The difference between gross internal floorspace and gross external area is typically between 2.5 and 5%.

Habitat: The natural home or environment of a plant or animal.

Habitat Regulations Assessment (HRA) (formerly 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 Growth Scenario: Refers to a potential future development scenario for the Horsham District as identified in the 2008 'Visioning Horsham' document, produced by Experian. The scenario was based on Horsham sharing the benefits of the South East of England region achieving its Regional Economic Strategy targets.

High Weald Joint Advisory Committee: This organisation set up to manage the High Weald AONB.

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.

Home zone: A street or group of streets designed primarily to meet the interests of pedestrians and cyclists rather than motorists, opening up the street for social use.

Horsham District Planning Framework (HDPF): The HDPF will be the overarching planning document for Horsham District, when adopted will replace the Core Strategy and General Development Control Policies documents which were adopted in 2007. The HDPF will set 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.

Horsham Town Neighbourhood Appraisal (HTNA): The HTNA is a form of 'Parish' Plan, including action plans and character assessments for the unparished part of Horsham Town, undertaken by the three Neighbourhood Councils (Denne, Forest and Trafalgar).

Housing trajectory: A graphical tool used to show the past and future housing delivery performance by identifying the predicted provision of housing over the lifespan of the LDF.

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.

Infrastructure: A collective term for services such as roads, electricity, sewerage, water, education and health facilities.

Issues and Options Stage: This is often the first stage in the production of Development Plan Documents in which the Council brings possible issues and options for the district into the public domain, in order to generate responses to aid the development of the 'Preferred Strategy' document. These stages are part of 'early consultation' that leads to a 'Proposed Submission' development document for the statutory public representation period.

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 planned '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 a '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 the 31 July 2009.

Key Employment Areas: Commercial land / premises to be retained for employment use.

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.

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

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 the 15th November 2011.

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 Framework (LDF): The Local Development Framework is not a statutory term. However, it set out the Local Development Documents in the form of a 'portfolio/ folder' which collectively delivered the spatial planning strategy for the local planning authority's area. The LDF comprised Local Development Documents, and Supplementary Planning Documents (SPD's). The LDF also included the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report (AMR). The phrase LDF has now been removed through Government changes, now being referred to as Local Plan, in Horsham District to be referred to as the Horsham District Planning Framework (HDPF).

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 Annual 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 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 Strategic Partnership (LSP): A group of public, private, voluntary and community organisations and individuals that is responsible for preparing the Sustainable Community Strategy. Called the Horsham District Community Partnership in Horsham District.

Low Growth Scenario: Refers to a potential future development scenario for the Horsham District as identified in the 2008 'Visioning Horsham' document, produced by Experian. The scenario was based on the Horsham District not sharing the benefits of the South of England region achieving its Regional Economic Strategy targets.

Local Transport Plan (LTP): Strategies for transport provision prepared by County councils and unitary authorities for their areas (See West Sussex Local Transport Plan).

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.

Milestones: Important stages in the production of Local Plan documents. These are indicated in the Local Development Scheme.

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.

Mitigation: A measure which is carried out to reduce the impact of a certain activities/development on the environment.

Multi-court: A hard-surfaced enclosed ball games court which can be used for a variety of sports.

National Planning Policy Framework (NPPF): Part of the Governments reforms to make the planning system less complex, more accessible and to promote sustainable growth.

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 local 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. They should not cover broader local concerns or strategic issues such as major development or major public transport infrastructure.

Neighbourhood Plan: See *Neighbourhood Development Plan*.

Parish Plan: A document which sets out a vision of how local communities would like their town or village to be.

Parkway Station: Similar to that of a bus based 'Park and Ride' facility. It is a railway station which has parking facilities allowing users 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.

'Part 4 Site': A site included within the annual Gypsy and Travellers count where Gypsies/Travellers are present without authorisation on land owned by a third party.

Passive solar energy: Energy provided by a simple architectural design to capture and store the sun's heat. Examples include a garden greenhouse, or a south-facing window in a dwelling.

Pitch: A plot providing for one Gypsy/Traveller family. A single pitch may be occupied by more than one caravan/mobile home to accommodate an extended family.

Plan, Monitor and Manage: A means of measuring and reviewing policy, involving the adjustment of policy through monitoring if it proves necessary.

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 processes that must be followed to carry out the development. In general however, they are intended to make the development more acceptable.

Planning Obligation: A legally binding agreement between the local planning authority and persons with an interest in a piece of land. Planning obligations are used to secure funds or works for significant and essential elements of a scheme to make it acceptable in planning terms. 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 damaged created by development or to mitigate a development's impact on surrounding built and natural environment. Circular 5/2005 and Community Infrastructure Levy Regulations set out the national policy that regulates these agreements.

Preferred Strategy: This stage of preparing Development Plan Documents is part of 'early involvement' and takes into account the communities comments, having regard to them in the preparation of the next stage which is the 'Proposed Submission' Development Plan Document. The intention is to provide sufficient information to ensure that people can understand the implications of the Preferred Strategy. The aim of the public participation on the Preferred Strategy stage is to give people the opportunity to comment on how the local planning authority is approaching the preparation of the particular Development Plan Document and to ensure that the Council is aware of all possible options before it prepares the final 'Proposed Submission' Development Plan Document.

Primary Retail Frontage: See *Retail Frontage*.

Previously Developed Land: See *Brownfield land*.

Protected Species: Plant and animal species afforded protection under certain Government Acts and Regulations.

Retail Frontage: A street frontage containing retail shops and services. Primary Retail Frontage is found in the town/village centre and includes a high proportion of retail uses. Secondary Retail Frontage contains a greater diversity of uses and may be found outside of the town centre.

Retirement Housing: Housing often as a group of purpose built flats or bungalows, usually for private sale or rent, designed to meet the needs of elderly people by having independent self contained homes with their own front doors, usually with some common facilities that all residents can use, e.g. common room, laundry and sometimes a level of direct support but no on site personal care or medical support.

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 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 list of ancient monuments held by English Heritage, who's preservation is given priority over other land-uses. (See Ancient Monuments and Archaeological Areas Act 1979).

Secondary Retail Frontage: contains a greater diversity of uses and may be found outside of the town centre.

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 function 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.

Sequential Approach: A planning principle that seeks to identify, allocate or develop certain types or 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 use and mixed use over non-employment uses.

Significant effects indicators: An indicator that measures the significant effects of the plan. These effects could be social, economic or environmental and the criteria by which they are judged 'significant' is set out in the SA/SEA.

Smaller Sites: These are site allocations which are below 200 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 surrounding areas.

Soundness: A Development Plan Document is considered sound if it is based upon 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 counties 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.

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 (LDD) and dealing 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 its Statement of Community Involvement will be required for all Local Development Documents.

Strategic Environmental Assessment (SEA): A Strategic Environmental Statement is a European legal obligation which requires that an environmental assessment is carried out for certain plans and programmes, including land use plans, that are likely to have significant impacts upon the environment.

Strategic Housing Land Availability Assessment (SHLAA): An assessment required by national policy to identify land for housing and assess the deliverability and developability of sites. The SHLAA 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. This assessment now considers employment land, and is referred to as a **Strategic Housing and Employment Availability Assessment (SHELAA)**.

Strategic Housing Market Assessment: 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 of around 200 homes or more. Site specific details are specified within policies in the Horsham District Planning Framework.

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

Sui-Generis: Term given to specific uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order, for example theatres, launderettes, car showrooms and filling stations.

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

Sustainable Community Strategy – ‘All Our Futures’: Produced by the Horsham Community Partnership (see Local Strategic Partnership), the Sustainable Community Strategy outlines the needs and priorities of the community, which also shapes the activities of the organisations within the partnerships to fulfil those needs and priorities.

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.

Sustainability: Defined by the World Commission on Environment and Development as ‘development that meets the needs of the present, without compromising the ability of future generations to meet their own need.

Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA): It is a legal requirement that certain documents (e.g. Local Development Documents) are assessed to ensure that they maximise their contribution to Sustainable Development. This is achieved by carrying out a process usually referred to as a Sustainability Appraisal.

The process measures the effect a document will have on a range of social, environmental and economic issues, and suggests measures that would help improve the sustainability of a plan.

Total Access Demand (TAD): A method devised by the County and District Councils in West Sussex to calculate planning obligation contributions for sustainable transport. TAD comprises two interrelated elements: a Sustainable Access contribution in respect of each occupant or employee without a parking space and an infrastructure contribution per occupant or employee with a parking space. The differential between the two elements is designed to encourage the development of accessible sites 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 Centre: Includes a range of different sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a local authority's area.

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.

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.

Tree Preservation Order (TPO): A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value which maybe 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 spreading 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 Order: The Town and Country Planning (Use Classes) Order 1987 (As amended in 1995, 2005 and 2013) puts uses of land and buildings into various categories. Planning Permission is not needed for changes of use within the same use class.

Village Design Statement: A document which describes the visual character of a village as seen through the eyes of its inhabitants. Residents of an interested village volunteer to undertake a study of their village and its 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 to develop its level of commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the existence of the centre.

Ward: A small sub-area of a local authority district.

Waterbody: A distinct and significant volume of fresh water.

Waste Collection Authority (WCA): The local authority that has a duty to collect household waste. They also have a duty to collect commercial waste if requested to do so and may also collect industrial waste. (The WCA may differ from the Waste Disposal Authority). HDC is the WCA in 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. They include 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. Member states must aim to reach good chemical and ecological status in inland and coastal waters by 2015.

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.

Wind farm: Often a group of wind turbines located in areas exposed to wind. A wind farm may vary in terms of the number and size of turbines producing environmentally friendly energy and which can be dismantled often leaving very little trace.

Windfall site: A site not specifically allocated for development in the Local Development Framework which unexpectedly becomes available for development during the lifetime of a plan.

World Heritage Site: A cultural or natural site of outstanding universal value designated ("inscribed") by the "International Council on Monuments and Sites" (ICOMOS), for example Durham Cathedral and Hadrian's Wall.

Written representations: A procedure by which representations on Development Plans and Development Plan Documents can be dealt with without the need for a full public inquiry or independent examination.

Written Statement: A documentary statement supplementing and explaining policy, forming part of a development plan.

Appendix 2: Site Plans

The following masterplan maps are attached for information;

- Land North of Horsham
- Land West of Southwater

