



Horsham District Local Development Framework

Sustainability Appraisal of the Horsham Town Plan Supplementary Planning Document

September 2012

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Chapter 1: Introduction

- 1.1 The Future Prosperity of Horsham Project is an initiative developed by Horsham District Council and West Sussex County Council to take a proactive approach to the future development and growth of Horsham town. As part of the project, consultants were commissioned to produce a 'Town Framework Report' to identify existing strengths and areas for improvement within the town and formulate a vision and strategy for the future. This report forms the basis of the Horsham Town Plan Supplementary Planning Document (SPD), which sets out planning guidance for future retail, commercial and leisure development in Horsham Town centre.
- 1.2 Changes that occur within Horsham Town centre as a result of the Future Prosperity of Horsham Project have the potential to generate wider social, environmental and economic effects. In line with planning and environmental legislation the Council has therefore undertaken an assessment of what impacts the SPD would have on environmental, economic and social issues (including health and equalities), and made recommendations as to how any adverse effects could be prevented or minimised.
- 1.3 This process is commonly known as Sustainability Appraisal, although in this instance it has also incorporated the similar processes of Strategic Environmental Assessment, Health Impact and Equalities Impact Assessments into its methodology.
- 1.4 This document sets out the results of the Sustainability Appraisal of the Horsham Town Plan SPD.

A Definition of Sustainable Development / Sustainability

- 1.5 Over the years the terms 'sustainable development' and 'sustainability' have been widely used in a number of different contexts. A recent study by Action in Rural Sussex has identified that many local communities in West Sussex have difficulty defining the term sustainability, with the word having different meanings for different individuals and organisations. It is therefore considered helpful to outline the definition of sustainability that will be used in this document.

Sustainable Development / Sustainability

Development that meets the needs of the present with out compromising the ability of future generations to meet their own needs. (Our Common Future (The Brundtland Report)' – Report of the 1987 World Commission on Environment and Development)

This definition of sustainability has been expanded and in PPS1 sustainable development is defined as:

- Social progress which recognised the needs of everyone
- Effective protection of the environment
- Prudent use of natural resources
- Maintenance of high and stable levels of economic growth and employment

It is also useful to consider the definition of sustainability in the draft National Planning Policy Framework. This document states that:

For the planning system delivering sustainable development means:

- **planning for prosperity (an economic role)** – using the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- **planning for people (a social role)** – using the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the communities' needs and supports its health and well-being; and
- **planning for places (an environmental role)** – using the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy.

Chapter 2: Sustainability Appraisal Process

2.1 Undertaking a Sustainability Appraisal involves a number of different stages which are outlined in the table below.

| The Sustainability Appraisal Process | |
|--------------------------------------|--|
| Screening | This stage of the process considers whether a Sustainability Appraisal is needed. It takes into account a number of issues such as legal requirements and the scale and nature of the proposed plan. |
| Scoping | This stage identifies: <ol style="list-style-type: none"> 1. Existing plans, policies and programmes. Any existing requirements that need to be taken into account or incorporated into the plan are identified. 2. Existing baseline information. Data about environmental, social and economic issues is collected, together with an indication as to how this may change in the future without the plan or programme under preparation. 3. Any Significant Sustainability Issues – the review of plans and policies, together with the baseline information are used to identify the key sustainability issues which need to be considered when preparing the plan or programme. 4. Consultation on points 1-3. |
| Assessment | <ol style="list-style-type: none"> 1. Identification of alternative options. There are usually a number of alternatives options that could be pursued when preparing a plan or programme. This can include the 'do – nothing' or 'business as usual' approach. There could also be different methods of preparing the plan, or a range of options as to the policies it could contain. 2. Testing of options – the different plan options should be assessed to identify any significant impacts on key sustainability issues identified. |
| Recommendations | Measures to prevent, reduce, or offset any significant negative impacts arising from the Plan are identified and set out. |

| The Sustainability Appraisal Process | |
|--------------------------------------|--|
| Reporting | The findings of the Assessment, together with the recommendations are set out in a report to communicate of the results of the Sustainability Appraisal process to decision makers, key stakeholders and the wider public. |
| Monitoring | Following adoption of the Plan, its outcomes are measured, including its impact on sustainability issues. The Results are fed into future plans and sustainability appraisals. |

- 2.2** The process outlined in the table above also incorporates the separate Environmental (known as Strategic Environmental Assessment or SEA), Equalities and Health assessment procedures which have also been considered as part of this Sustainability Appraisal process. Further information on the Equalities and Health Assessment procedures can be found in the Horsham District Planning Framework Sustainability Appraisal Scoping Report Update 2012.

Chapter 3: Horsham Town Plan SPD

- 3.1** Within Horsham District, the overarching local framework which governs how development can take place is set out in the Council's Core Strategy, together with more detailed policies set out in other supporting documents such as the General Development Control Policies document. Both these documents were adopted in 2007.
- 3.2** It is important that the planning framework for the District is as up to date as possible, in order to ensure that the changing needs of residents and businesses are met. The Council is therefore in the process of reviewing the current Core Strategy. In addition however, there may be some issues which arise within the lifespan of the current Core Strategy that need to be addressed in the shorter term than the Core Strategy Review process. In these instances it can be appropriate to produce Supplementary Planning Documents which build on existing planning policies and provide further guidance on a specific issue.
- 3.3** Since the publication of the Core Strategy, a number of studies have provided new information about how Horsham town centre is functioning, including how it is performing in relation to other nearby towns and how this may change in the future. This information led to the commissioning of the Town Framework Report which identified three key areas as being important to the future prosperity of the town. The three areas are:
- Horsham Town Centre
 - Hurst Road Area
 - Broadbridge Heath Quadrant
- 3.4** The Town Framework report also identifies a vision for the town and a number of key development principles which are summarised as follows:
1. Expand the retail offer and promote Horsham to a wider audience
 2. Enhance connections and permeability
 3. Soften the urban transition at key gateways into the town centre
 4. Promote a plan-led town centre first approach
 5. Support the careful growth of the evening economy
 6. Enable Horsham to be a flexible, adaptable location
 7. Respond to Horsham's fine grain historic context
 8. Realise opportunities for Horsham to be a green and eco-friendly location

The vision and principles set out above have been incorporated into the Horsham Town Plan SPD. This SPD focuses on the two key areas identified in the Town Framework – Horsham Town Centre and the Hurst Road area. The Broadbridge Heath Quadrant issues will be addressed in a separate SPD.

- 3.5** The aim of the Horsham Town Plan SPD is to provide a planning structure for the town centre based on the Council's findings, aspirations, priorities and interests to maintain and enhance the area for the future in the most effective manner. In addition to more generalised policy guidance, the SPD also identifies a number of key areas with more specific guidance. These are: Albion Way, the Quarter, Hurst Road, the Bishopric, the Forum, West Street and Swan Walk.

- 3.6** Further information on the background to the SPD, its vision and Future Prosperity of Horsham Town Framework Report can be found in the main SPD documentation.

Chapter 4: Screening and Scoping of the Sustainability Appraisal

Screening

- 4.1** As has already been stated the Horsham Town Plan SPD sets out guidance for a number of areas within the Horsham town centre. This guidance will guide development that will help work towards the vision for the town in both the shorter and longer term. In achieving the vision and aims for the town centre, there may be areas where significant development or change takes place, which either individually or cumulatively may have significant impacts on the economy, social factors as well as the environment. As a result it is necessary to undertake a Strategic Environmental Assessment (SEA) to meet the requirements of EU and UK legislation. In addition to the SEA, it is also appropriate to undertake a wider Sustainability Appraisal in accordance with planning legislation, together with a Health Impact Assessment and Equalities Impact Assessment in order to assess the wider social, economic, health and equalities issues that could arise from the SPD. These various appraisal strands have been combined, and for ease are collectively referred to as Sustainability Appraisal.
- 4.2** In addition to the need for an SEA, it is considered that the SPD has the potential to have wider impacts on social and economic issues including health and equalities. It is therefore appropriate to undertake a wider Sustainability Appraisal, incorporating health and equalities impact assessment into the process.
- 4.3** As part of the Strategic Environmental Assessment process, it is necessary to consult on the scope of the Sustainability Appraisal (i.e. what should be studied and how). This document is based on the Sustainability Appraisal of the Core Strategy, and the Scoping Report of the Core Strategy Review Consultation Document (published in September 2009). Both these documents have provided opportunities to comment on how the SA process should be undertaken, and this has been incorporated into this document where appropriate. In addition, this document has been published in draft format during the periods of consultation, and has therefore provided further opportunities for consultees to comment on the scope of this study.

Existing Plans, Policies and Programmes

- 4.4** A key requirement of the Sustainability Appraisal process is the identification of other existing plans and policies that are relevant to the document that is being prepared. The documents relevant to the Core Strategy Review have already been identified and were set out in the Scoping Report published in September 2009. This information has now been reviewed, and the key documents that are relevant to the Horsham Town Plan identified overleaf.

Table 2: Existing Plans and Policies relevant to the Horsham Town Plan SPD

| Document | Broad Aims of Plan / Policy |
|--|--|
| European Directive 2001/42/EC – The Environmental Assessment of Plans and Programmes, 2004 | Requires that the environmental effects of certain plans and programmes are assessed, documented and mitigated against where necessary. |
| National Planning Policy Framework, 2012 | Requires that the principles of sustainable development are incorporated into development plans. The principles of sustainable development therefore need to be considered when deciding where to locate development. Strategic Environmental Assessments must also be undertaken. Requires that Local Authorities plan for town centre growth / expansion and regeneration as appropriate. |
| South East Plan | Horsham is identified as part of the strategic network of town centres within the south east. Policy TC2 requires that authorities undertake studies to assess future floorspace need and set out a vision and strategy for the town. |
| All Our Futures: The Sustainable Community Strategy for Horsham District 2009-2026 | Identifies four key goals: <ul style="list-style-type: none"> • A better place to live. • Opportunity for all • Better Health for all • Staying and Feeling safe. <p>Under each goal are a number of themes (e.g. Our Environment), and the strategy identifies a number of objectives to help attain the goals. This includes objectives such as positively promoting the District as a location for business and improving access to leisure facilities.</p> |
| The Core Strategy, HDC, 2007 | Sets the Planning Framework for the District until 2018. It includes a number of environmental, social and economic policies. It includes policy CP17 which provides a Framework in which the vitality and viability of existing town centres can be retained. |
| General Development Control Policies, HDC, 2007 | Sets out a number of more detailed policies in a number of areas in order to help guide development in the District. This includes DC12 on Conservation Areas, and DC14 which places controls on shop fronts and advertisements. |

- 4.5** The key requirements arising from the policy documents identified above is the need to provide a framework in which town centres can grow and change in order to meet modern requirements, but also to ensure that existing character and important places and buildings are retained, protected, and where appropriate, enhanced.

Baseline information and identification of key sustainability issues

- 4.6** A large amount of information is available about the current state of Horsham District. This information (or baseline data) has already been collected, and was set out in the Core Strategy Review Consultation Document Scoping Report published in September 2009. This information has been reviewed, and where applicable updated, and the data that is most relevant to the Future Prosperity of Horsham Town is summarised below under a number of different topic headings. The results of any studies and surveys that have taken place in the last year have also been incorporated where relevant.

SOCIAL ISSUES

Population

- Population of Horsham town is 47,418 (WSCC Population estimate for 2011). It is anticipated that this figure will increase as a result of the West of Horsham development identified in Core Strategy.
- Horsham town also serves a wider population, for example residents of Southwater use the town for certain goods and services. Any increases in the population of these settlements in the longer term will also have an impact on future pressures in the town centre.
- The population is ageing with a steady increase in the proportion of the population aged 65 or more. At the same time the number of young people (16-24) is falling (as they move away to attend university). This could impact on the nature of homes, services and facilities that need to be provided, the nature of retail that is provided and its accessibility.

Housing

- Housing in Horsham town is predominantly owner occupied. Dwellings are predominantly, detached (40.2%) or semidetached (27.6%) dwellings. Average house prices in the town in April 2011 were £284,706, a 1% fall from the previous year. House prices are broadly similar to the average price in West Sussex as a whole.
- There are low levels of social housing. However numbers in need of affordable housing are high and the recent recession has increased pressure on these services.
- It is increasingly difficult for people, especially the young, low-earners and first time buyers to move onto the property ladder in Horsham.
- Recent studies show that there may be a need for up to 620 dwellings to be built in the District each year.

Education and Skills

- Overall the workforce is well educated with 50% of the local workforce is educated to degree level or above. High levels of education tend often act as

an indicator for high levels of wealth which may impact on the type and nature of retail that is offered in the town.

Leisure and Recreation

- Horsham town has a number of leisure and recreational opportunities to suit a range of interests. This includes the town Park, the Pavilions in the Park swimming pool and gymnastics complex. The town has good access to greenspace, with sites including Owlbeech Woods, Chesworth Farm and the Arun riverside walk. Horsham also has a night-time economy that includes a number of restaurants, bars and cafes, particularly in 'the Quarter' area of the town.

Human Health

- Overall, the health of the population living in Horsham District is very good. Life expectancy rates are high and indicators of health such as the low rate of smoking correlate with this. Horsham specific figures are not available but it is likely that overall levels of health are consistent with the District average.

Community Safety/ Crime

- Horsham is a safe place to live and work. Rates of crime are low (e.g. no burglaries were reported in the town in June 2011). Recent crime statistics released in July 2011 also indicate that crime rates are falling across Sussex as a whole.
- One key area of concern is the incidence of antisocial behaviour. Tackling this has been identified as a priority by both the public and the police, who are helping to reduce incidences of such crime, for example through employing PCSOs and street wardens. Across Sussex rates of antisocial behaviour have been recorded as falling by 9% in the last year, which is more than the national average.

Equalities, Social Inclusion and Deprivation

- Overall the level of deprivation in Horsham District is considered to be low with only 17 Local Authorities in the rest of the UK considered to be less deprived. However pockets of deprivation do exist and include parts of Horsham town.
- Horsham town has a lower percentage of over 65s than in much of the rest of the District, and a higher percentage of young adults. This may mean that pressures on services resulting from the aging population may be lower than in other parts of the District.
- In the 2001 Census the majority (97.8%) of the District's population is white British, Irish or Other. Only a small proportion of residents (2.2%) consider themselves to be Black or of Minority Ethnic origin.
- The dominant religion in Horsham is Christianity (76%); however there are also a significant minority (15.4%) have no religion at all.
- In 2001 there were 154 persons living in a same sex couples in the District. This equates to 0.02% of the population.
- The 2006-2009 Disability Equality Scheme identified that 13.5% of the local population has a limiting long term illness.
- The PPG17 Open Space Assessment undertaken in 2005 noted a District wide problem was the lack of accessibility to village halls for wheelchair users.

ENVIRONMENTAL ISSUES

Biodiversity, Flora and Fauna

- Horsham District supports a wide variety of plant and animal life. Towns such as Horsham play an important role for biodiversity. Parks, gardens and street trees can provide habitats for a range of species and can act as green corridors through which species can travel. There are a number of key green areas and habitats in the Horsham town area, including Warnham Nature reserve, Horsham Park, Rookwood Golf course, Chesworth Farm and Owlbeech Woods. The river Arun is also a key biodiversity resource.

Landscape, Cultural Heritage and Archaeology

Within the built area of Horsham, the urban landscape is inextricably linked with the heritage and archaeology of the town. These issues are therefore covered together.

- Horsham town is surrounded by an attractive landscape, including the High Weald AONB which adjoins the town's eastern boundary. The landscape is an important asset, attracting people to live work and visit the town.
- Horsham has in many places has retained its links to countryside with an attractive rural urban fringe. This has been lost in some places often as a result of recent development.
- Horsham town has a rich and varied heritage, including medieval buildings, Georgian and Victorian developments and well as more recent development.
- There are many listed buildings, 2 Conservation Areas,
- Townscape is an important factor in making the town what it is and making it an attractive place to visit.
- History can conflict with needs of modern businesses, with for example many larger retail businesses preferring more modern buildings.

Soil / Minerals and Waste

- Wastewater that arises at Horsham is treated at the nearby water treatment works just outside the town. This site is currently operating near capacity.
- There may be some areas within the town where the ground is contaminated as a result of past uses. This could include land on in the railway good yard area.

Air

- The Local Air Quality Management Progress Report, 2010, identified no exceedences of the UK Air Quality Objectives in the Horsham town. In the future parts of Horsham town may exceed air quality levels. The high levels of Nitrogen dioxide are primarily generated by traffic.
- Noise (defined as unwanted sound) levels are generally low within the District. There is some potential for changes to the town to change impacts of noise on surrounding communities.

Water

- The river Arun and its tributaries are flow through parts of Horsham town. In general water quality in this section of the river is good, but there is potential for it to be adversely affected by human activity in Horsham itself.
- The Strategic Flood Risk Assessment identified the Arun and Adur as the predominant sources of flood risk in the District. Other flood risks include groundwater, surface water and sewer flooding. Areas at risk from flooding may increase in the future as a result of climate change.
- Water use is rising - customers of Southern Water using an average of 160 litres each day (southernwater.co.uk). Southern water is undertaking a program to install water meters in all residences which should help to reduce rates of water consumption. There is currently capacity at the sewage works in Horsham for development within the town, although this may be limited in the future.

Climate Change, Energy Efficiency and Renewable Energy and Resource Use

- Horsham District had the highest tonnage of carbon dioxide emitted compared with all the District/Borough Councils in West Sussex. Per capita emissions are also high. This may be due to reliance on private car use in the District due to its rural nature.
- The recently introduced Code for Sustainable Homes helps to help reduce carbon emissions, and minimise resource use and improve energy efficiency. HDC now place a planning condition on all permissions for new housing of 10 dwellings or more (private sector and Housing Association) requiring them to meet a minimum of Code level 3 in the CSH. In addition, HDC requires that all commercial developments meet a minimum BREEAM standard of 'Very Good'.

Transport

- Horsham District has high levels of car ownership: 47.7% of households own two or more cars, compared with 29.5% in the rest of the south east (Census, 2001).
- There is an expected 15-20% growth in road traffic at peak hours within the next 15 years. Road safety has been flagged as an issue for the District.
- Parking at and public access to stations in the District is seen as a deterrent to people using trains as a method of transport. However, there is an increasing demand in train use at Horsham. Improvements to the facilities and layout at Horsham station are currently underway.
- Horsham town has a network of cycle paths, but these vary in quality and condition. Recent town centre redevelopments have provided limited provision for cycling which has limited the effectiveness of promoting alternative and more sustainable methods of transport than the car.
- Bus services are more frequent than in other settlements in the District and some services (e.g. 98) run every 15 minutes during the day. The frequency of services may however be limited in the future as a result of budget cuts.
- Horsham town is a key employment centre within the District, and 44% of the towns residents live and work in the town. Public transport and close proximity to work also mean that a greater proportion of the town's population travel to work without using the car than other towns and villages in the District.

ECONOMIC ISSUES

Economic Development and Material Assets

- Horsham has a relatively buoyant economy with lower than average rates of unemployment.
- A key employment area is professional and business services. There is also a high number of small businesses and those who work from home.
- The workforce is well qualified. A high number work in professional and managerial posts.
- Within the District office provision is good, but a number of units are currently vacant including buildings within Horsham town.
- There is a demand for smaller business start-up units.
- There are areas in the town where opportunities for renewal and change exist. This includes the Hurst Road area. Modern business requirements may also result in a need for change.

Retail

- Horsham town is currently performing well as a secondary regional centre. It has a number of individual and niche market stores which help the town to retain its strong appeal. The town competes with Worthing in the south of the District, and Crawley in the north east.
- The town has a strong niche element with a number of independent stores which make the town an attractive place to visit.
- The evening economy is also an important element of the town's economy. A number of restaurants have located in 'The Quarter' in and around the East Street area.
- The recent retail health check study indicates that the retail health of Horsham, whilst currently good could lose out in future unless continued there is continued investment to ensure that modern retail needs are met.
- There is a need to ensure that the development of out of town shopping facilities are correctly managed to ensure that they do not have an adverse impact on the health and vitality of the town centre.
- The recent Future Prosperity Of Horsham Town Framework Report question the legibility and appearance of some areas of the town. This includes Albion Way which is considered to act as a barrier hiding the attractiveness of the town centre.

Key Sustainability Issues for the Horsham Town Plan SPD

- 4.7** The requirements set out in the existing plans and policies, together with the baseline information enable the key sustainability issues for the Horsham town to be identified. These are set out below:

Key Sustainability Issues for the Horsham Town Plan SPD

Population

The population of Horsham town is set to increase as a result of strategic development to the west of the town. The aging population and the age structure of the town with a relatively low proportion of 15-24 year olds may lead to a demand for certain retail requirements and housing needs.

Housing

There is a continued need for housing development in order to meet the needs of the local population. This includes an identified need for affordable housing.

The ageing population may generate a need for more 'sheltered' accommodation.

Leisure and Recreation

There is a need to ensure that leisure and recreation opportunities are provided in order to contribute to the future prosperity of the town. This includes enhancing / improving links to from the town to Horsham park and nearby leisure centres. Retail facilities, cafes and restaurants will also contribute to leisure and recreational opportunities.

Human Health

Any redevelopment proposals should take into account the need to maximise opportunities to improve health – e.g. pedestrian and cycle routes, links to green areas and sporting facilities.

Community Safety/ Crime

Fear of crime and antisocial behaviour are the key areas of concern within Horsham. Development that takes place in Horsham needs to take account of these issues - e.g. there is the risk that the evening economy could lead to more incidents of antisocial behaviour.

Equalities, Social Inclusion and Deprivation

Any development needs to ensure that it can meet the needs of all sections of the population, and seek to minimise inequalities. A particular area of concern is to ensure that there is equal access to services and facilities.

Biodiversity, Flora and Fauna

Existing areas of biodiversity should be protected and enhanced. Development should also provide opportunities to provide opportunities for wildlife.

Landscape & Townscape, Archaeology & Cultural Heritage

Development has the potential to adversely impact townscape character, and its archaeological and cultural heritage through land take or more indirect impacts such as increased traffic.

Soil / Minerals and Waste

Any development sites will need to be assessed for any risk of contamination, and remediated if necessary.

Air

Development has the potential to result in increased traffic. This could lead to future exceedences of Air Quality Management objectives in Horsham town.

Water

It will be necessary to ensure that development does not increase the risk of flooding. The increased risk of flood events arising in the future as a result of climate change must be taken into account.

Development will increase demand for water – water efficiency measures should be a fundamental part of all development

Climate Change, Energy Efficiency and Renewable Energy and Resource Use

Development will increase the demand for energy, increasing and CO2 emissions, and contributing to climate change. Development will need to be constructed to be as sustainable as possible, minimising demands on energy and reducing greenhouse gas emissions. Renewable energy should be incorporated into developments where feasible.

Transport

Development may contribute to increased traffic movements – and mechanisms to minimise this should be provided as part of the new developments.

Economic Development, Material Assets and Retail

Without investment and change the ability of Horsham town to remain competitive will be compromised, and its future prosperity more limited.

There is a need to provide enhanced facilities for businesses.

Chapter 5: Identification and Assessment of Sustainability Impacts

Once the key sustainability issues have been determined, the next stage in the Sustainability Appraisal process is to identify the different options that the SPD could pursue, and then test them against a range of social, environmental and economic criteria to investigate the impact they will have on the key sustainability issues. The results from the assessment process provides information to decision makers about the positives and negatives of the different options, together with advice as to how different proposals can be improved to be made more sustainable.

Alternative Options

Any options that are tested by the Sustainability Appraisal process must be both reasonable and realistic. Options should not therefore be tested if there is no likelihood of it being incorporated into a plan. There are a number of reasons as to why an option may not be valid, including a lack of financial viability. Other options may be ruled out because they are precluded by a higher level plan or strategy that has already been subject to a sustainability appraisal. For example, an existing plan such as a Core Strategy may have already identified areas that are / are not considered suitable for development. Taking into account these considerations, the possible options for the SPD are discussed in more detail in the paragraphs below.

There is already a great deal of information available about the performance and pressures on the Horsham town, and potential opportunities for future development have been identified as part of the consultants study on planning for the Future Prosperity of Horsham town. It is possible that future development proposals could be judged against existing Core Strategy and Development Control Policies, but it may also be appropriate to produce additional more specific guidance against which development proposals for areas of Horsham should be considered against. The two options are therefore:

1. Business as Usual – do not prepare an SPD interim statement, but instead rely on existing policies within the Core Strategy and associated documents.
2. Prepare an SPD to help provide greater detail and clarity regarding the development principles that should be followed for certain identified areas of Horsham town.

Assessment of General Development Guidance

Following on from the assessment of the alternative options for the SPD, the sustainability appraisal has looked at the impacts of the general development guidance (G1 to G8 and S1 to S7) on the key sustainability issues identified for the town.

Assessment of Sustainability Impacts

The results of the assessment of the alternative options for the SPD and its guidance are set out Tables 3 to 5 on the following pages. In each table, the main impacts that the plan or guidance would have on the sustainability issues identified in Chapter 4 are identified. These impacts have then been ascribed a positive, negative or neutral impact. The impacts have been colour coded in order to help compare the overall impact of each option. The key is as follows:

| | |
|--|---|
| | Significant negative Impact |
| | Reduced / negative impact |
| | Neutral Impact |
| | Positive Impact |
| | Significant Positive Impact |
| | Impacts uncertain /unknown / not applicable |

Table 3: Assessment of the Alternative Options for the Horsham Town Plan SPD

| Topic | Business as Usual: Do not prepare an SPD but judge development proposals against existing LDF policy | Produce an SPD providing additional guidance for development proposals in Horsham town |
|-------------------------------|---|--|
| Population | The LDF contains a range of policies which will have an impact on the population of the District. This includes the allocation of strategic housing development sites to the West of Horsham and the West of Crawley. The LDF also recognises that housing development will take place elsewhere in the District including existing built areas including Horsham town. The wider impacts of the increased population were assessed as part of the SA/SEA of the Core Strategy. Not Applicable | The production of an SPD will set out additional guidance relating to the nature and location of development in Horsham town. This development will result in an increase in the population of the town, but this is not in additional housing development that has not been identified as being required in the LDF or South East Plan. Neutral Impact (no further impact) |
| Housing | The LDF contains a number of policies which affect the location, type and design of housing. In particular the policies focus development within existing built-up areas, and seek to ensure that 40% of houses built are affordable. Housing development in the town will need to accord with this principle. Positive Impact | In addition to existing policy, an SPD would help provide additional guidance relating to housing development in Horsham town. It would identify the most suitable locations for housing development to take place and respond to recent issues such as the loss / conversion of office space to housing, and ensure that the town retains a mix of uses. Significant Positive Impact |
| Leisure and Recreation | The LDF contains policies that seek to ensure that existing recreation facilities are retained and protected. There is also a policy that relates to tourism and cultural facilities which supports the provision of a hotel in Horsham town. Positive Impact | In addition to existing policy, an SPD would help provide additional guidance relating to a hotel and other leisure and recreational activities in the town. Significant Positive Impact |

| Topic | Business as Usual: Do not prepare an SPD but judge development proposals against existing LDF policy | Produce an SPD providing additional guidance for development proposals in Horsham town |
|---|--|--|
| Health | A number of policies in the LDF are likely to have an indirect positive impact on health, for example by ensuring that development does not generate pollution, and through the creation of leisure sites and green spaces. Development in Horsham town would need to accord with these policies. Positive Impact | In addition to the existing policy, an SPD providing further would assist in terms of health benefits by setting out more detail regarding opportunities to increase walking and enhance opportunities for leisure and recreation. Positive Impact |
| Community Safety / Crime | A number of policies in the LDF (e.g. CP3 and DC9) require that development that takes place is of high quality and is designed in such a manner to minimise crime. Development in Horsham town would need to accord with these policies. Positive Impact | Development proposals that take place in Horsham town would need to accord to existing design and crime advice. There is however a risk that some elements of an SPD could increase crime and antisocial behaviour. Impacts are however uncertain and difficult to predict. Effects Uncertain |
| Equalities, Social Inclusion and Deprivation | Most land use policies in the district have limited impacts on gender, sexual orientation, religion, or ethnic background. The LDF has a number of policies which seek to reduce inequalities and deprivation and assist those with certain disabilities (e.g. affordable housing, housing for special needs). Proposals for the town centre would be judged against these. Positive Impact | In addition to existing policies the SPD may help provide further guidance and advice that will have a positive impact on groups identified as part of equalities assessments. Positive Impact |

| Topic | Business as Usual: Do not prepare an SPD but judge development proposals against existing LDF policy | Produce an SPD providing additional guidance for development proposals in Horsham town |
|---|---|---|
| Biodiversity | The LDF contains policies which seek to ensure that development does not have an adverse impact on biodiversity. Development in the town would need to accord with these policies. Positive Impact | In addition to LDF policies the SPD could contain guidance regarding Green Infrastructure which is likely to enhance biodiversity within the town. Significant Positive Impact |
| Landscape, townscape, archaeology and Cultural Heritage | The LDF contains policies which seek to ensure that development does not have an adverse impact landscape, townscape and cultural heritage. Development in the town would need to accord with these policies. Positive Impact | In addition to the LDF, an SPD could set out guidance that would provide further guidance that protects and enhances the specific character of the town into the future. Significant Positive Impact |
| Soil – Contamination | Policy CP2 highlights the need for all development to minimise the emission of pollutants. Development must also have regard to other environmental controls outside planning legislation. Development in the town would need to accord with these policies. Positive Impact | Although CP2 highlights the need to minimise pollution, the impacts of contaminated land are not covered in any detail. There is a risk that re-development within the town will be on areas which have been subject to contaminative uses. There is therefore a need to highlight this issue to ensure that future development proposals take this issue into account. Effects uncertain. |
| Air | Policy CP2 highlights the need for all development to minimise the emission of pollutants which includes air. Development must also have regard to other environmental controls outside planning legislation. Positive Impact | Since the adoption of the Core Strategy, air quality monitoring data has shown that Horsham town does not exceed environmental standards, but there is a risk that this may occur in the future. Additional guidance could worsen air quality despite the requirements of CP2. Possible negative impact |

| Topic | Business as Usual: Do not prepare an SPD but judge development proposals against existing LDF policy | Produce an SPD providing additional guidance for development proposals in Horsham town |
|--|--|---|
| Resources – including energy use, water efficiency, climate change considerations and sustainable construction | The LDF contains policies which seek to minimise resource use (including water), encourage sustainable construction, and minimise impacts on climate change. Any town centre policy would need to accord with the requirements of CP2. Positive Impact | In addition to CP2 the SPD would re-iterate the requirement for sustainable design, and highlight specific opportunities for renewable energy schemes which would contribute to a lower carbon economy. Significant Positive Impact |
| Flooding | The LDF contains policies which seek to ensure that development is not affected by flooding, or cause flooding elsewhere. Development in the town would need to accord with these policies. Positive Impact | Although many areas within Horsham are not at direct risk from flooding, redevelopment provides an opportunity to reduce the risk from flooding downstream. There is therefore a need to highlight this issue to ensure that future development proposals take this issue into account. Likely Positive Impact |
| Water Supply / Quality / Wastewater | The LDF contains policies which seek to ensure that water quality and supply is not adversely affected by development. Development in the town would need to accord with these policies. Positive Impact | The SPD focuses on an existing built-up area. Water treatment capacity around the town is limited, and without monitoring there may be a risk that development within the town, cumulatively with other development could exceed existing limits, despite existing policies. Possible negative Impact . |
| Transport | The LDF contains policies (e.g. CP19) which seek to encourage sustainable transport, improve road safety etc. Proposals within Horsham town centre will need to accord with this, but there are specific issues relating to parking that are not addressed in the policy. Positive Impact | The SPD could provide additional guidance relating to car parking facilities in the town. It could also provide guidance on where pedestrian links could be improved, helping to reduce the need for individuals to use the car. Significant Positive Impact |

| | | |
|-------------------------------|---|--|
| <p>Topic</p> | <p>Business as Usual: Do not prepare an SPD but judge development proposals against existing LDF policy</p> | <p>Produce an SPD providing additional guidance for development proposals in Horsham town</p> |
| <p>Economic Issues</p> | <p>The LDF contains policies which seek to ensure that the District remains economically vibrant. These are broad and District wide in nature (and often have a rural focus). These policies while helpful can therefore still have ‘gaps’ when applied at a more local level and may not be as effective as intended. Negative Impact</p> | <p>By providing a range of guidance that relates to Horsham town an SPD would set out clarification and direction as to how development could best take place to ensure that the town remains economically vibrant and competitive in years to come. Significant Positive Impact.</p> |

Table 4a: Sustainability Appraisal of the General Development Guidance principles G1 to G4

| Topic | G1 – Retail Uses | G2 – Commercial Uses | G3 – Leisure and Cultural Uses | G4 – Townscape Character and Design |
|-------------------|--|--|---|---|
| Population | Proposals to provide for a mix of larger and smaller retail uses are unlikely to have an impact on the overall population of the town. No Impact | Commercial development is unlikely to have an impact on the population of the town. The Hurst road area has been identified for mixed use development. Impacts of any population increase are covered under the assessment of S3. | N/A – This guidance principle primarily relates to the provision of hotels / restaurants. | This guiding principle primarily focuses on maintaining the historic character of the core of the town. There is some potential that housing could be incorporated into some proposals, particularly those in areas of low townscape quality. The impacts of population increase are addressed elsewhere in this appraisal. |
| Housing | Some retail uses may be associated with mixed use developments or incorporate an element of ‘living over the shop’. Overall, however this guidance focuses on enhancing existing retail facilities (large and small) and does not have a direct impact on this issue. No Impact | Provision of housing as part of mixed use development or through the conversion of offices to this use would help to meet housing needs in the District. There is also the potential for this housing to be affordable in nature. Positive Impact | No Impact - This guidance relates to the provision of hotels / restaurants. | Some retail uses may be associated with mixed use developments or incorporate an element of ‘living over the shop’. Overall, however this guidance principle focuses on protecting and enhancing the character of the town. Some proposals may include an element of housing, including some affordable housing. Small positive impact |

| Topic | G1 – Retail Uses | G2 – Commercial Uses | G3 – Leisure and Cultural Uses | G4 – Townscape Character and Design |
|-------------------------------|--|--|--|---|
| Leisure and Recreation | Depending on its nature / purpose, shopping can be regarded for some individuals as a leisure / recreational activity. Enabling a greater mix of more modern shops and the smaller more historical outlets will improve the attractiveness of the town as a place to visit for those individuals. Positive Impact | The guidance for commercial uses does not focus on leisure and recreation as this is addressed later in the document. The use of the site for commercial purposes has no direct impact on leisure and recreation. No impact | The provision of a hotel and restaurant offer will help present Horsham as an attractive place to visit, providing a place to stay and an evening economy. Limited mention is given to how other leisure proposals (e.g. museums, or links to other facilities are received but overall there will be a Positive Impact | This guidance principle does not specifically focus on Leisure and Recreation. However extending the pedestrian environment will help ensure the town remains an attractive place to visit for leisure purposes and may also improve links to other parts of the town which have a role in leisure and recreation, such as HorshamPark. Positive Impact. |
| Health | This guidance principle does not have an impact on health. No Impact | This guidance principle does not have an impact on health No Impact | Restaurants and hotels can serve food which if eaten regularly would not constitute a healthy diet. Meals and trips out are not an everyday activity and therefore any adverse impact on health will be negligible. No Impact | Extension of the high quality pedestrian environment as set out in this guidance principle may have the benefit of encouraging walking within the town centre and also to / from locations beyond it. This is likely to have a positive impact on health. Positive Impact |

| Topic | G1 – Retail Uses | G2 – Commercial Uses | G3 – Leisure and Cultural Uses | G4 – Townscape Character and Design |
|--|---|---|---|--|
| Community Safety / Crime | It is unlikely that guidance on the mix of retail units will have a significant impact on existing levels of community safety or crime. No Impact | Impacts on crime and community safety resulting from any redevelopment within the Hurst Road area are hard to predict at this stage, as the design and layout of any development has not yet been determined. Impacts uncertain | There is the possibility that increasing the provision of bars, restaurants and cafes in the Quarter could result in an increase in crime and antisocial behaviour, as a result of the consumption of excess alcohol, particularly if it is focussed in one area. Care is therefore needed as to the nature of restaurant provision. Negative Impact | Protecting and enhancing the character of the town centre is unlikely to have significant impacts on community safety / crime. Neutral Impact |
| Equalities Social Inclusion and Deprivation | Retaining a balance of larger and smaller retail units will not impact on social inclusion, gender, sexual orientation, religion, ethnic background or deprivation. Larger floorplates may be easier to access for those with mobility problems including the elderly, but legislation already seeks to ensure that shops are accessible for all. This guidance is therefore considered to have a neutral impact . | The use of the Hurst Road for commercial development will not impact on social inclusion, gender, religion, ethnic background or deprivation. There is some possibility that the loss of town centre office space could have an impact on those with disabilities, e.g. new offices in areas away from good public transport, could be inaccessible to those with visual impairments if they are unable to drive. Slight negative impact | The provision of hotels and restaurants will not have any impact on social inclusion, gender, religion, ethnic background or disability. The provision will also not generate deprivation, but those from more deprived backgrounds are less likely to be able to access restaurants and hotels. No Impact | Protecting and enhancing the character of the town centre will not impact on social inclusion, gender, religion, ethnic background or deprivation. Older buildings and layouts can be less wheelchair friendly than more modern designs, but legislation seeks to ensure access for all. Neutral Impact |

| Topic | G1 – Retail Uses | G2 – Commercial Uses | G3 – Leisure and Cultural Uses | G4 – Townscape Character and Design |
|--|--|--|---|---|
| Biodiversity | The redevelopment areas are generally more modern buildings with limited existing biodiversity opportunities. Older buildings in the town centre may provide roosts for bats or nest sites for birds. Good design of new development and careful maintenance of existing properties could enhance biodiversity, but if this is not achieved biodiversity could be reduced. Neutral Impact | TheHurst Roadand Nightingale road area is already developed with limited opportunities for biodiversity. Redevelopment in the area is unlikely to negatively impact the existing situation, and well designed commercial development that incorporates ‘greening’ into its design could have a positive impact on biodiversity. Positive impact | The provision of a hotel and restaurants are likely to take place in existing buildings or built areas, and will therefore have limited impact on biodiversity. Neutral Impact | Protection and enhancement of the town centre may have a positive impact on biodiversity by retaining older buildings which may provide bat roosts or nest sites for birds. Redevelopment proposals would however require careful design. Positive Impact |
| Landscape, Townscape, Archaeology & Cultural Heritage | Significant Positive Effect | This guidance will help to maintain the historical character and pattern of development in the town retainingHurst Roadas a key area for commercial development. It also retains the focus of the railway in this area which was historically an important driver for development in the town. Positive Impact. | | This guiding principle will help to ensure that the landscape and townscape of the town, together with its archaeology and cultural heritage is protected, and seeks to enhance the townscape by encouraging development in locations which are currently of poor quality. Significant Positive Effect |

| Topic | G1 – Retail Uses | G2 – Commercial Uses | G3 – Leisure and Cultural Uses | G4 – Townscape Character and Design |
|--|---|---|---|--|
| Soil – Contamination | Maintenance and modernisation of the existing retail settlements is not likely to impact on / be impacted by soil contamination. Neutral impact | Some of the previous activities on the land in this area (particularly in the Goods Yard area) may be contaminated. This would need to be investigated and mitigated as necessary. Small risk of negative impact | It is unlikely that the re-use of existing sites for restaurants / hotels would be on or impacted by contaminated land. The area of Hurst Road that would be used for a hotel is unlikely to have been subject to past contamination, but any risk would need to be ruled out prior to development. No Impact | Protecting and enhancing existing buildings will not be impacted by soil contamination. No Impact. |
| Air | The layout and design of retail units in Horsham town is unlikely to have any direct impact on air quality. The overall level of traffic generated is uncertain as it will depend on the nature of the shops, their size and turnover rates. It is however likely that traffic levels will be similar to those at the current time. Neutral Impact | The layout and design of commercial units in Hurst Road is unlikely to have a significant impact on air quality. The overall level of traffic generated is uncertain as it will depend on the nature of the development. It is however likely that traffic levels will be similar to those at the current time. Neutral Impact | Hotels and restaurants will result in traffic journeys from those visiting or staying in the town. Hotels and restaurants will also require deliveries. Vehicle journeys can impact air quality, but as most journeys from restaurants and some from hotels are not made in peak time, the impact on air quality is unlikely to be significant. Neutral Impact | A principle which seeks to ensure that the historic character of the town centre is preserved is unlikely to have an adverse impact on air quality; Improved pedestrian links could have a positive impact by encouraging walking and lowering the number of car journeys. Positive Impact. |
| Resources – including energy use, | Any new build or refurbishment of existing shops will result in the use of | Any new build or refurbishment of existing units will result in the use of | Any new build or refurbishment of existing units will result in the use of | Any new build or refurbishment of existing units will result in the use of |

| Topic | G1 – Retail Uses | G2 – Commercial Uses | G3 – Leisure and Cultural Uses | G4 – Townscape Character and Design |
|--|---|---|--|--|
| water efficiency, climate change considerations and sustainable construction | resources. When operational, modern shops can be energy intensive e.g. heating, air conditioning and lighting, all of which can increase CO ₂ emissions. This is however mitigated by G5. Neutral Impact. | resources. When operational, buildings will use energy e.g. heating, air conditioning and lighting, all of which can increase CO ₂ emissions. This is however mitigated by G5. Neutral Impact | resources. When operational, buildings will use energy e.g. heating, air conditioning and lighting, all of which can increase CO ₂ emissions. In addition there is the potential that a hotel in Hurst road could use energy from a CHP plant. Other resource impacts area offset by G5 Neutral Impact | resources. When operational, buildings will use energy e.g. heating, air conditioning and lighting, all of which can increase CO ₂ emissions. Improved pedestrian links could reduce car journeys which would minimise climate change impacts as do the provisions of G5. Neutral Impact |
| Flooding | This guidance will not have an impact on flooding – No Impact | This guidance will not have an impact on flooding – No Impact | This guidance will not have an impact on flooding – No Impact | This guidance will not have an impact on flooding – No Impact |
| Water Supply / Wastewater | This guidance is not likely to have an impact on existing water supplies or waste water No Impact | This guidance is not likely to have an impact on existing water supplies or waste water No Impact | This guidance is not likely to have an impact on existing water supplies or waste water No Impact | This guidance is not likely to have an impact on existing water supplies or waste water No Impact |
| Transport | New and existing outlets will require deliveries of stock. Most of these are likely to be made in lorries or vans and will use the wider road network. The overall level of | Commercial development in the Hurst Road area will need transport access in order to ensure business needs are met. It is likely that a portion of this need will be met by | Development of hotel and restaurant facilities will require service deliveries (food / laundry services etc). In addition it is likely that many customers will drive to the | Proposals which protect and enhance the heritage assets of the town will not in themselves have a direct impact on transport. Improved pedestrian links may |

| Topic | G1 – Retail Uses | G2 – Commercial Uses | G3 – Leisure and Cultural Uses | G4 – Townscape Character and Design |
|------------------------|---|---|--|--|
| Economic Issues | <p>traffic generated is uncertain as it will depend on the nature of the shops, their size and turnover rates. It is however likely that traffic levels will be similar to those at the current time. Neutral to Slight Negative Impact</p> | <p>road transport, but there is also the potential for some of the transport needs for the area to be directly met by rail, given the proximity of the site to the rail network. This may help cancel the impacts of road traffic movements. Neutral Impact</p> | <p>hotel or restaurant, or will require the use of a taxi service. This will all contribute to increased vehicle journeys, but many of these will be made outside peak rush hour, thusly limiting any serious impact on the road network. Neutral Impact</p> | <p>encourage walking, which could help to reduce traffic levels. Positive Impact</p> |
| | <p>Enabling larger retail units to be developed in the more modern areas of the town such as Swan Walk, whilst protecting the historic character of the settlement will have a positive economic impact by enabling the town to remain competitive in the future and an attractive place for visitors to the town. Significant Positive Effect</p> | <p>Focussing future commercial development in theHurst RoadandNightingale Roadarea is likely to have positive impact on the local economy, for example enabling more comprehensive developments that meet modern needs. The loss of office space from the town centre may have more negative impacts, resulting in a loss of attractiveness of the town as a business centre, particularly in the longer term. This guidance note does seek to minimise and control this risk. Positive Impact</p> | <p>Horsham town currently has limited hotel provision, which has been identified as a potential problem for the town, particularly given its proximity to GatwickAirport. This guidance principle seeks to redress this issue, which would be beneficial to the economy of the town. Restaurants will also be beneficial to the town's economy, for example by extending its trading hours into the evening. Significant positive effect.</p> | <p>The historic nature of Horsham's town centre is a key factor in the town's economy, as it helps draw visitors to the town. Ensuring that development proposals protect and enhance the town's heritage will therefore have a positive impact on the economy. Positive Impact</p> |

Table 4b: Sustainability Appraisal of the General Development Guidance principles G5 to G8

| Topic | G5 – Sustainable Design | G6 –Public Spaces and Accessibility | G7 – Parking | G8 – Financial Viability and Deliverability |
|-------------------------------|--|---|---|---|
| Population | This guidance principle has no specific impact on the population size of the town. No impact | This guidance principle has no specific impact on the population size of the town. No impact | This guidance principle has no specific impact on the population size of the town. No impact | This guidance principle has no specific impact on the population size of the town. No impact |
| Housing | This guidance principle does not have any direct impact on the number of houses or the nature of their tenure. No impact | This guidance principle does not have any direct impact on the number of houses or the nature of their tenure. No impact | This guidance principle does not have any direct impact on the number of houses or the nature of their tenure. No impact | In the current financial climate, financial viability may impact the amount of affordable housing that can be delivered. Possible negative impact. |
| Leisure and Recreation | Green Infrastructure incorporates leisure and recreation facilities and can enhance existing facilities. The support of this guidance principle may therefore have a positive impact on this issue. Positive Impact | Improving access and links between different areas of the town will help to ensure that Horsham remains an attractive place to visit for leisure purposes and may also improve links to other parts of the town which have a role in leisure and recreation, such as HorshamPark. Positive Impact. | Ensuring that Horsham remains accessible by car (important as many visitors to the town live rurally in areas with for public transport), and that car parking does not detract from the various attractions will assist the leisure and recreation opportunities in the town. Positive Impact | This guidance principle has no specific impact on leisure and recreation. However viability of schemes could limit the number of leisure and recreational facilities that can be delivered as part of a single scheme. Effects Uncertain |

| Topic | G5 – Sustainable Design | G6 –Public Spaces and Accessibility | G7 – Parking | G8 – Financial Viability and Deliverability |
|--|---|---|--|--|
| Health | A policy which helps to improve green infrastructure is likely to have beneficial impacts on health e.g. street trees can improve air quality. In addition buildings built to sustainable standards can be easier and cheaper to heat, which may prevent fuel poverty and associated ill health. Positive Impact | Improving links between the town centre and other parts of the town, including the station may have the benefit of encouraging walking within the town centre and also to / from locations beyond it. This is likely to have a positive impact on health. Positive Impact | The rural nature of the District means that car based travel is at the current time often a necessity. Provision of adequate car parking is therefore necessary, and given the measures in place to encourage other forms of transport is unlikely to further encourage car travel which could be damaging for health. Neutral Impact | This guidance principle has no specific impact on health issues. No Impact |
| Community Safety / Crime | It is not anticipated that sustainable design techniques will impact crime or community safety. Good provision of green infrastructure can however help create attractive environments which tend to be associated with lower rates of crime. Positive Impact | Although it is difficult to predict future crime rates following developments, it is likely that enhancing links in and around the town centre may help to create a safer environment, particularly in the Albion Way area, which is heavily dominated by vehicular traffic. Positive Impact | Car parks can, without adequate management or surveillance, become a focus for crime. The location, design and management will therefore need to be considered. Possible negative impact | This guidance principle has no specific impact on community safety and crime. However viability of a scheme will inform the design and layout of a development which could in turn impact on crime and community safety issues. Effects Uncertain |
| Equalities Social Inclusion and Deprivation | Sustainable design and green infrastructure will not have any specific impact on social inclusion, gender, sexual orientation, religion, ethnic | Increasing the accessibility of different parts of the town will have a number of benefits. It may assist those who are unable to drive, and could also | Provision of car parking will not have any specific impact on gender, sexual orientation, religion, ethnic background or people with deprivation or people with | This guidance principle has no specific impact on social inclusion, gender, sexual orientation, religion, ethnic background or deprivation or |

| Topic | G5 – Sustainable Design | G6 –Public Spaces and Accessibility | G7 – Parking | G8 – Financial Viability and Deliverability |
|--|--|--|--|---|
| | <p>background or people with disabilities. It may however have a positive impact on deprivation by making heating of properties more affordable. Positive Impact</p> | <p>make getting around easier for those with disabilities or for parents using pushchairs. This guidance principle is however unlikely to impact sexual orientation, religion or ethnic background. Positive Impact</p> | <p>disabilities. It may however assist with social inclusion by ensuring that those in rural communities who may not otherwise be able to access the town (due to poor public transport) can. Positive Impact</p> | <p>people with disabilities. However viability of a scheme will inform the design and layout of a development which could in turn impact on social inclusion and accessibility for the disabled. Effects Uncertain</p> |
| Biodiversity | <p>Sustainable design and green infrastructure will have direct and indirect benefits to biodiversity. Sustainable design and construction requires fewer raw materials and is therefore likely to limit the amount of land which is used for aggregate extraction etc. Green Infrastructure provides habitats for a range of biodiversity. Positive Impact</p> | <p>This guidance principle may have indirect benefits on biodiversity by encouraging walking over car travel. This improves air quality and reduces air pollution, both of which are beneficial for biodiversity. By encouraging proposals which improve the public realm, some of these may be of benefit to biodiversity, e.g. tree planting. Positive Impact</p> | <p>Car parks do not provide habitats for biodiversity. Areas of new car parking are however likely to be in area which have already been subject to built development and negative impacts on biodiversity are likely to be limited. Neutral Impact</p> | <p>In the current financial climate, financial viability may impact the amount of biodiversity improvements that are delivered. Possible negative impact.</p> |
| Landscape, Townscape, Archaeology & Cultural Heritage | <p>Sustainable design often results in innovative design. This can add a new more</p> | <p>This guidance principle will if successful, have a positive impact on landscape and</p> | <p>Depending on their design and location, car parks can have a negative impact on the</p> | <p>This is a key focus for the SPD, and this guidance principle is therefore unlikely to have an impact on</p> |

| Topic | G5 – Sustainable Design | G6 –Public Spaces and Accessibility | G7 – Parking | G8 – Financial Viability and Deliverability |
|-----------------------------|--|---|--|--|
| | modern architecture to the town, but could also clash with the existing heritage in the town centre. A CHP plant could have a visible impact on the town centre depending on the height of any emission stack. Slight Negative Impact | townscape. Enhancements to the Albion Way area will increase the attractiveness of this area which is currently dominated by the road and multi-storey car park. Positive Impact | appearance of the town. This guidance principle seeks to locate car parking outside Albion Road, which would help minimise the impact of cars in the historic town centre. Neutral Impact | landscape, townscape, archaeology or cultural heritage issues. No Impact |
| Soil – Contamination | Sustainable design and green infrastructure will not impact on soil contamination issues. | This guidance principle will not have an impact on soil contamination issues. No Impact | Car parking could possibly generate soil contamination (e.g. oil leakages) depending on the nature of the surfacing. Possible negative impact | This guidance principle is unlikely to have an impact on soil contamination issues. No Impact |
| Air | There is the potential that a CHP plant could have a negative impact on the air quality of the town, depending on its size and nature. Careful mitigation and testing would be needed. Negative Impact | Improved connections between different parts of the town could have a positive impact by encouraging the walking and lowering the number of car journeys. Positive Impact | The guidance principle seeks to ensure that there is an adequate supply of car parking in the town. In doing so, this reduces the risk of queues to get into or leave car parking facilities, both of which could have an adverse impact on local air quality. Positive Impact. | This guidance principle will not have a direct impact on air quality issues, although it is possible that lowered sustainability standards to result in an increase in emissions. Effects Uncertain |

| Topic | G5 – Sustainable Design | G6 –Public Spaces and Accessibility | G7 – Parking | G8 – Financial Viability and Deliverability |
|--|--|--|--|---|
| <p>Resources – including energy use, water efficiency, climate change considerations and sustainable construction</p> | <p>Sustainable design and construction methods could help minimise the uses of resources required for the building and operational stages of a development. A CHP plant has the potential to reduce the amount of fossil fuels that are required in electricity and heating of homes and offices. Significant Positive Impact</p> | <p>Enhanced accessibility between the different parts of the town may require the use of some resources during the construction stage. It is however likely that improved links will encourage visits to the town centre on foot rather than car, and therefore help reduce greenhouse gas emissions. Positive Impact</p> | <p>The construction of any areas of car parking will require the use of materials and energy. Negative Impact</p> | <p>Viability issues have the potential to result in buildings that conform to current environmental standards, rather than those with higher sustainability levels which often have a higher initial cost outlay due to newer technologies. Possible Negative Impact</p> |
| <p>Flooding</p> | <p>Sustainable design techniques include Sustainable Urban Drainage methods which can help minimise the risk of flooding. This aspect of sustainable design is not currently covered in the document and could therefore be missed. Neutral Impact</p> | <p>This guidance will not have an impact on flooding – No Impact</p> | <p>Car parking areas can result in large areas of hardstanding which can increase run-off and cause flash flooding. It is however likely that most areas of the town where new car parks would be constructed are already built up, so the risk will not increase. Neutral Impact</p> | <p>This guidance principle is unlikely to have an impact on flooding issues. No Impact</p> |
| <p>Water Supply /Wastewater</p> | <p>Sustainable design and construction methods should help to minimise the amount of water that a development uses. Positive Impact</p> | <p>This guidance is not likely to have an impact on existing water supplies or waste water No Impact</p> | <p>This guidance is not likely to have an impact on existing water supplies or waste water No Impact</p> | <p>This guidance principle is unlikely to have an impact on water supply issues. No Impact</p> |

| Topic | G5 – Sustainable Design | G6 –Public Spaces and Accessibility | G7 – Parking | G8 – Financial Viability and Deliverability |
|------------------------|---|---|--|--|
| Transport | Sustainable construction methods are not likely in themselves to reduce transport in the town centre. A CHP plant may increase road traffic if deliveries of a fuel source are required. Possible Negative Impact | Improved connections between different parts of the town could have a positive impact by encouraging walking and lowering the number of car journeys. Positive Impact. | The provision of car parking will help ensure that the town remains accessible by car, which is a key mode of transport for the towns and villages in the rural area surrounding Horsham. It is however unlikely that the provision of car parks will in itself increase the number of vehicles entering the town in itself. Neutral Impact | This guidance principle is unlikely to have an impact on transport issues. No Impact |
| Economic Issues | Sustainable design and construction may not have a direct benefit on the economy of the town in terms of its day to day activities, but more widely it is likely to help the growth of the green economy, for example providing a market for new technologies as they become available. Positive Impact | Enhanced connections between different sections of the town will help ensure that the town remains an attractive and easy place to visit. Improvements to Albion Way would also help improve the appearance and 'visibility' of the town, which again is likely to improve trade. Positive Impact | Provision of car parking facilities will help to ensure that Horsham remains an easily accessible place to visit, and this is likely to be beneficial to the economy of the town. Positive Impact | By ensuring that schemes that are submitted to the Council are viable, there is greater certainty that a scheme will go ahead and assists in the longer term planning and economic growth of the town. Positive Impact |

Table 5 – Sustainability Appraisal of the Site Specific Guidance for Key Sites

| Topic | S1 –Albion Way | S2 – The Quarter | S3 –Hurst Road and Nightingale Road area | S4 – Bishopric |
|-------------------|--|---|---|--|
| Population | Proposals for the Albion Way area do not focus on the provision of housing, and it is therefore unlikely that this guidance principle would have an impact on population. No Impact | Although there may be some opportunities for housing above some shops, development in the quarter will primarily be retail or restaurant uses, and as such is unlikely to significantly increase the population of the town. No Impact | The proposals for this area are for mixed uses. A fairly large proportion of this site is suggested for residential, which is therefore likely to increase the population of the town. The impact of this population increase is set out in the rest of this table. | The proposals for this area could include a small element of residential. The impacts of an increased population are set out in the rest of this table. |
| Housing | This guidance principle does not focus on the provision of housing. No Impact | There may be some opportunities for residential uses above some shops or restaurants. Small positive impact . | An increase in housing that would result from redevelopment in this area of town would have a positive impact in meeting the housing requirements for the area. It is well located close to a number of services and facilities. It would be necessary to ensure affordable housing is provided. Significant Positive Impact | The provision of some housing in this area of town would have a positive impact in meeting the housing requirements for the area. It would be necessary to ensure that the housing includes an element of affordable housing in accordance with LDF policies. Positive Impact |

| Topic | S1 –Albion Way | S2 – The Quarter | S3 –Hurst Road andNightingale Roadarea | S4 – Bishopric |
|---------------------------------|---|---|--|--|
| Leisure and Recreation | Enhancements to the appearance and layout of Albion Way would help to improve access from the town centre to the leisure and recreation facilities in the park. Improving the layout would also enhance walking and cycling opportunities and may also increase the attractiveness of the town as a leisure destination. Positive Impact | Improvements to this area will help enhance the attractiveness of Horsham as a place to visit for recreation, for example through the provision of a number of restaurants. Positive Impact | The guidance for this area encourages additional leisure uses such as allotment pitches, and also enhances links to existing facilities such as Horsham park. Positive Impact | This proposal does not focus on leisure and recreation and impacts on this issue are therefore limited. Neutral Impact |
| Health | An improved layout and appearance of Albion Way would help improve opportunities for walking and links to existing recreational activities in the park. This may help to encourage walking, and consequently contribute to improved health levels. Positive Impact | Restaurants and hotels can serve food which if eaten regularly would not constitute a healthy diet. Meals and trips out are not however an everyday activity and therefore any adverse impact on health will be negligible. Neutral Impact | Provision of leisure uses such as allotments, and enhanced pedestrian links to other leisure uses are likely to have beneficial impacts on health. Positive Impact. | Removing some of the barriers to movement in and around the Bishopric area may help to improve pedestrian and cycle access through this area, which would have a beneficial impact on the health of these individuals. Positive Impact. |
| Community Safety / Crime | It is currently recognised that the layout and appearance of Albion Way is not particularly | There is the possibility that increasing the provision of bars, restaurants and cafes in | Impacts on crime and community safety resulting from any redevelopment | Impacts on crime and community safety resulting from any redevelopment of the |

| Topic | S1 –Albion Way | S2 – The Quarter | S3 –Hurst RoadandNightingale Roadarea | S4 – Bishopric |
|--|--|---|---|---|
| | attractive to pedestrians or cyclists. Enhancements to this area could improve the feeling of safety for these individuals in this area. Beyond this the impact of any proposals on crime is uncertain. Positive Impact | the Quarter could result in an increase in crime and antisocial behaviour, as a result of the consumption of excess alcohol, particularly if it is focused in one area. Care is therefore needed as to the nature of restaurant provision. Negative Impact | within theHurst Roadarea are hard to predict at this stage, as the design and layout of any development has not yet been determined. Impacts uncertain | Bishopric area are hard to predict at this stage, as the design and layout of any development has not yet been determined. Impacts uncertain |
| Equalities Social Inclusion and Deprivation | Enhancements toAlbion Wayare not likely to have any specific impact on social inclusion, gender, sexual orientation, religion, ethnic background or deprivation or people with disabilities. No Impact | The provision of hotels and restaurants will not have any impact on social inclusion, gender, religion, ethnic background or disability or deprivation. There is however the possibility that any housing that is located above shops or restaurants would not be easily accessible for some disabilities. Small Negative Impact | The use of theHurst Roadfor mixed use development will not impact on social inclusion, disabilities, gender, religion, ethnic background or deprivation. No Impact | The use of theHurst Roadfor mixed use development will not impact on social inclusion, disabilities, gender, religion, ethnic background or deprivation. No Impact |
| Biodiversity | By enhancingAlbion Way, there may be opportunities to undertake planting that contributes to green | Much of the development that would take place in the Quarter would retain existing buildings, which may help retain existing habitats (e.g. | Hurst RoadandNightingale Roadare both areas which are already built up. Guidance for this area highlights the need to protect and enhance | By carrying out improvements to the Bishopric area there may be opportunities to undertake planting that contributes to green |

| Topic | S1 –Albion Way | S2 – The Quarter | S3 –Hurst Road and Nightingale Road area | S4 – Bishopric |
|--|---|--|---|---|
| | infrastructure and biodiversity enhancements. Positive Impact | nest sites) for wildlife. In general however the guidance is for an existing built-area and effects on biodiversity are unlikely to be limited. Neutral Impact | existing green areas. The provision of allotments is also likely to have positive impacts on biodiversity. Residential development may also be beneficial over existing uses with the creation of gardens in areas which do not currently have any green space. Positive Impact | infrastructure and biodiversity enhancements. Positive Impact |
| Landscape, Townscape, Archaeology & Cultural Heritage | It is recognised that currently, the appearance and layout of Albion way does not create a positive entrance to the town, and limits pedestrian access into the historic town centre. Enhancements to Albion Way would therefore improve the townscape of the area and improve the setting of the historic core of the town. Significant Positive Impact | Much of the development within the quarter will be within existing historic buildings, helping to ensure that the townscape and heritage of the town is retained. Positive Impact | The redevelopment of Hurst Road presents an opportunity to improve the character and appearance of this area, which would have a beneficial impact on the townscape. However, a CHP plant may need to be larger with a tall emission stack which could negatively affect the appearance of the area Neutral Impact | |
| Soil – Contamination | The proposed enhancements to Albion Way are unlikely to be impacted by past | The guidance set out for The Quarter focus is unlikely to be impacted by past | Some of the uses in the Nightingale Road/ Goods Yard area may have resulted | The guidance set out for The Bishopric is unlikely to be impacted by past |

| Topic | S1 –Albion Way | S2 – The Quarter | S3 –Hurst Road and Nightingale Road area | S4 – Bishopric |
|--|---|--|---|--|
| | contamination, or generate contamination once complete. No Impact | contamination, or generate contamination once complete. No Impact | in the contamination of the ground. There is therefore the risk that new development could create pathways (e.g. to a new allotment site) to new users of the area. Possible Negative Impact | contamination, or generate contamination once complete. No Impact |
| Air | There is a risk that reducing Albion Way to single lane traffic, in combination with an altered road layout in the Bishopric could result in more queuing vehicles at certain points in the town. This could result in a fall in air quality, and failing air quality standards. Negative Impact | Restaurants and shops will result in traffic journeys from those visiting or staying in the town. These businesses will also require deliveries. Much of this area is already used for this purpose, and redevelopment and the nature of some of the uses (e.g. journeys to / from restaurants) mean that there is unlikely to be a significant change in air quality over the existing situation. Neutral Impact | New residential development is likely to be associated with an increase in the number of vehicles using Hurst Road. A CHP plant may also result in the emission of pollutants (depending on the fuel source, design etc). Some commercial development may also, depending on its nature, result in the emission of air pollutants. Negative Impact | At this stage the impacts of this development are uncertain. As things stand the air quality of Albion Way may deteriorate and these proposals would address this issue. There is however a risk that problems with high traffic levels and poor air quality could move to a different area of the town. Effects Uncertain. |
| Resources – including energy use, water efficiency, | Redevelopment of the Albion Way will require the use of resources during the construction and operational phases of development. This | Any new build or refurbishment of existing units will result in the use of resources. When operational, buildings will use energy e.g. | Any new build or refurbishment of existing units will result in the use of resources. This would however be offset by | Any new build or refurbishment of existing units will result in the use of resources. When operational, buildings will use energy e.g. |

| Topic | S1 –Albion Way | S2 – The Quarter | S3 –Hurst Road andNightingale Roadarea | S4 – Bishopric |
|--|--|---|--|--|
| climate change considerations and sustainable construction | is offset by the requirements of G5 and the LDF, scheme viability issues notwithstanding. Neutral Impact | heating, air conditioning and lighting, all of which can increase CO ₂ emissions. This is offset by the requirements of G5 and the LDF, scheme viability issues notwithstanding. Neutral Impact | requirements for sustainable construction. A CHP plant would however offset the need for carbon based energy, which would have a beneficial impact on climate change. Neutral Impact | heating, air conditioning and lighting, all of which can increase CO ₂ emissions. This is offset by the requirements of G5 and the possibility for some micro generation. Negative Impact |
| Flooding | Albion Ways not currently affected by flooding. The area is already developed and changes to the area are unlikely to significantly impact run off rates etc. Neutral Impact | As most development in the area will involve the re-use of existing buildings, this guidance will not have an impact on flooding – No Impact | This guidance will not have a direct impact on flooding, but there is an opportunity to minimise flood risk elsewhere through SuDs. – No Impact | The river Arun flows along the southern edge of the Bishopric, and there may therefore be some possibility of flooding affecting new development. Possible Negative Impact |
| Water Supply /Wastewater | Additional development inAlbion Waymay generate some additional water supply needs and generate additional waste water. The overall scale of development in this area will be relatively low, and is unlikely to have a significant impact on this issue when compared with the existing | This guidance is not likely to have an impact over the existing requirements for water supplies or waste water, given that the proposals for this area relate to the re-use of existing buildings Neutral Impact | Residential and commercial development in the Hurst road area will both require water and generate waste water which would need to be treated at the Horsham water treatment works. It would need to be ascertained that increase in residential development in particular | Residential and commercial development in the Hurst road area will both require water and generate waste water which would need to be treated at the Horsham water treatment works. It would need to be ascertained that increase in residential development in particular |

| Topic | S1 –Albion Way | S2 – The Quarter | S3 –Hurst RoadandNightingale Roadarea | S4 – Bishopric |
|------------------------|---|--|---|---|
| | <p>situation which is already subject to built development. Neutral Impact</p> | | <p>could be accommodated when considered cumulatively with other residential development around the town. Impacts Uncertain</p> | <p>could be accommodated when considered cumulatively with other residential development around the town. Impacts Uncertain</p> |
| Transport | <p>The proposals forAlbion Waycould result in a changed layout for the road together with those in the Bishopric. The guidance indicates that this will only be acceptable if this does not significantly reduce transport capacity. Extensive modelling will be necessary to determine the precise impacts of these proposals. Neutral Impact</p> | <p>Restaurants and shops will result in traffic journeys from those visiting or staying in the town. These businesses will also require deliveries. Much of this area is already used for this purpose, and redevelopment and the nature of some of the uses (e.g. journeys to / from restaurants) mean that there is unlikely to be a significant change in traffic levels over the existing situation. Neutral Impact</p> | <p>The proposals for this area would result in an increase in residential traffic usingHurst Road, although car journeys may be limited due to the proximity of a number of services and facilities. The guidance also seeks to reduce the impact of cars by creating a 'home zone' and addressing the current problems surrounding commercial traffic and other users in theNightingale Roadarea. Positive Impact</p> | <p>The guidance for this area sets out significant changes in the existing transport network. The impacts of this have not been subject to testing and impacts are therefore uncertain, but there are risks that a new road layout could create effects on roads elsewhere in the town, particularly when the impacts of increased traffic levels from new development to the West of Horsham is taken into account. Effects uncertain</p> |
| Economic Issues | <p>At the current time it is recognised thatAlbion Waylimits access into the town centre and is not a positive introduction to the town. Enhancing the</p> | <p>Encouraging development of niche and boutique retail outlets, together with the provision of restaurants within the Quarter will help ensure that Horsham retains the</p> | <p>Focusing future commercial development in theHurst RoadandNightingale Roadarea is likely to have positive impact on the local economy, for example</p> | <p>An extension of the shopping area of the town into the Bishopric may have a positive impact on the economy for the town providing that the westward movement of</p> |

| | | | | |
|---------------------|--|---|---|---|
| <p>Topic</p> | <p>S1 –Albion Way</p> <p>appearance of the area and improving links to areas within the town centre and to Horsham park, would help encourage visits to the town and would therefore help to enhance the economy. Significant Positive Impact.</p> | <p>S2 – The Quarter</p> <p>assets and features which make the town a ‘different’ and attractive place to visit. This will help ensure that the economy of the town remains prosperous. Significant Positive Impact.</p> | <p>S3 –Hurst Road and Nightingale Road area</p> <p>enabling more comprehensive developments that meet modern needs. Positive Impact</p> | <p>S4 – Bishopric</p> <p>commercial activities is in addition to the retention to existing activities Positive Impact</p> |
|---------------------|--|---|---|---|

Table 6: Sustainability Appraisal of Area Specific Guidance Principles for Horsham town centre (continued)

| Topic | S5 – The Forum | S6 –West Street | S7 – Swan Walk |
|---------------------------------|---|--|---|
| Population | The proposals for this area do not include additional residential development, and will therefore not impact on the overall population size or structure of the town. No Impact | The proposals for this area do not include residential development, and will therefore not impact on the overall population size or structure of the town. No Impact | The proposals for this area do not include residential development, and will therefore not impact on the overall population size or structure of the town. No Impact |
| Housing | The proposals for this area do not include additional residential development, and do not impact on the provision of housing within Horsham or the wider District. No Impact | The proposals for this area do not include residential development, and do not impact on the provision of housing within Horsham or the wider District. No Impact | The proposals for this area do not include residential development, and do not impact on the provision of housing within Horsham or the wider District. No Impact |
| Leisure and Recreation | Enhancements of the public space in the Forum will help to increase the attractiveness of this area as a place for leisure and recreation Positive Impact | Enhancements to West Street and West Walk, are likely to contribute to the attractiveness of Horsham as a place to visit for recreation, (shopping can be regarded for some individuals as a leisure / recreational activity) Positive Impact | Enhancements to Swan Walk which help to meet current needs of retailers, and increase the attractiveness of the centre, are likely to contribute to the attractiveness of Horsham as a place to visit for recreation, (shopping can be regarded for some individuals as a leisure / recreational activity) Positive Impact |
| Health | There is a long term opportunity to enhance the GP surgery which is present in this area, which would have a beneficial impact on access and quality of health care facilities on this site. Positive Impact | If West Street is re-opened to traffic, there is a risk that air quality in this area will deteriorate, which could have a negative impact on health. Negative Impact | Overall, it is considered unlikely that enhancements to Swan Walk will have a significant impact on health. Neutral Impact. |
| Community Safety / Crime | Impacts on crime and community safety resulting from any enhancements at the Forum are difficult to predict at this stage. Impacts uncertain | There is a risk that re-opening West Street to traffic, particularly in the evenings could increase the risk of traffic accidents. Greater activity in the area could also raise crime or antisocial behaviour, but | Impacts on crime and community safety resulting from any redevelopment of the Swan Walk are hard to predict Impacts uncertain |

| Topic | S5 – The Forum | S6 – West Street | S7 – Swan Walk |
|--|---|--|--|
| Equalities Social Inclusion and Deprivation | Enhancements to the Forum are not likely to have any specific impact on social inclusion, gender, sexual orientation, religion, ethnic background or deprivation or people with disabilities. No Impact | Enhancements to West Street will not impact on social inclusion, disabilities, gender, religion, ethnic background or deprivation. No Impact | Enhancements to Swan Walk will not impact on social inclusion, gender, religion, ethnic background or deprivation. Creation of a new entrance to Swan Walk at the western end of the town may make access to the centre for those with difficulties using stairs much easier. Positive Impact |
| Biodiversity | Enhancements to The Forum are unlikely to have a significant impact on biodiversity. Neutral Impact | Enhancements to West Street are unlikely to have a significant impact on biodiversity. Neutral Impact | In the longer term, if redevelopment of Swan Walk car park takes place, with increased provision of street trees, there may be a beneficial impact on biodiversity. Positive Impact |
| Landscape, Townscape, Archaeology & Cultural Heritage | Although a relatively new development within Horsham town, enhancements to this area will help to improve the townscape of the area, and minimise some of the adverse effects arising from the exposed nature of the site. Positive Impact | Enhancements to the street scene in West Street, and improvements to West Walk would help improve the appearance of this part of town, much of which is a Conservation Area. There is however a risk that opening up the area to vehicular movement could detract from the appearance of this area. Effects Uncertain | Enhancements to Swan Walk may enhance the appearance of the western part of the town, and also enhance access to the historic core of the town. Positive Impact |
| Soil – Contamination | The guidance set out for The Forum is unlikely to be impacted by past contamination, or generate contamination once complete. No Impact | The guidance set out for West Street is unlikely to be impacted by past contamination, or generate contamination once complete. No Impact | The guidance set out for Swan Walk is unlikely to be impacted by past contamination, or generate contamination once complete. No Impact |

| Topic | S5 – The Forum | S6 –West Street | S7 – Swan Walk |
|--|---|---|---|
| Air | Overall it is unlikely that the proposals for the Forum would have a significant impact on air quality in the town. Neutral Impact | If West Street is re-opened to traffic, there is a risk that air quality in this area will deteriorate, which could have a negative impact on health. Negative Impact | Redevelopment of the car park at Swan Walk may impact on traffic flows through the town, but it is not possible to be certain as to what impact this will have on air quality. Effects Uncertain. |
| Resources – including energy use, water efficiency, climate change considerations and sustainable construction | Enhancements to the Forum would result in the use of resources, primarily in the construction phase. Once complete, resource use may be similar to current levels. Neutral Impact | Enhancements to West Street would result in the use of resources, primarily in the construction phase. Once complete, resource use may be similar to current levels. Neutral Impact | Any redevelopment or refurbishment of existing units at Swan Walk will result in the use of resources. When operational, buildings will use energy e.g. heating, air conditioning and lighting, all of which can increase CO ₂ emissions. This is offset by the requirements of G5 and the possibility for some micro generation in the town. Negative Impact |
| Flooding | The Forum is already development, and enhancements to this area are unlikely to have a significant impact on run-off rates. Neutral Impact | West Street is already developed and changes in this area are unlikely to significantly impact run off rates. Neutral Impact | Swan Walk is not currently affected by flooding. The area is already developed and changes to the site are unlikely to significantly impact run off rates. Neutral Impact |
| Water Supply/Wastewater | This guidance is not likely to have an impact over the existing requirements for water supplies or waste water, given that the proposals for this area relate to the re-use of existing buildings or public spaces. Neutral Impact | This guidance is not likely to have an impact over the existing requirements for water supplies or waste water, given that the proposals for this area relate to street furniture or existing buildings / structures. Neutral Impact | This guidance is not likely to have an impact over the existing requirements for water supplies or waste water, given that the proposals for this area relate to the re-use of existing buildings. Neutral Impact |

| Topic | S5 – The Forum | S6 – West Street | S7 – Swan Walk |
|------------------------|---|--|---|
| Transport | The Forum contains an area of underutilised parking which could be used for long-stay parking. The overall impact that this would have on traffic levels and movement in the town is unclear at this stage. Effects uncertain | Opening West Street to vehicle movement will result in changes to the transport network for some parts of the day. There is currently insufficient detail available to determine the impacts this would have on wider transport movements in the town. Effects uncertain | In the longer term, any changes to Swan Walk car park may result in changes to the transport network, particularly on Albion Way. The impacts of this are set out under the assessment of guidance S4. Effects uncertain |
| Economic Issues | Enhancements to the Forum will help to increase the attractiveness of this site to shoppers, particularly if the retail offer is increased through pop up units and market provision. Enhancements to the public space will also help increase the attractiveness of this area to visitors and increase footfall in the retail units. Significant Positive Impact. | Enhancements to West Street and West Walk, is likely to help to attract shoppers to Horsham into the future. The impact of any new traffic flows in the area on the attractiveness of this part of town is uncertain, but it is possible that it may improve access for delivery vehicles to shops, which would be of benefit to businesses in this area. Significant Positive Impact | Enhancements to Swan Walk, such as increased floor space for retailers are likely to enhance the offer that retailers can provide in the town, and continue to attract shoppers to Horsham into the future. Significant Positive Impact. |

Chapter 6: Results and Key Recommendations

6.1 The following paragraphs summarise the main findings of the Sustainability Appraisal, together with the key recommendations that it is considered would improve the Sustainability of the Horsham Town Plan SPD.

Sustainability of the Business as Usual or SPD Approaches

6.2 The results of the Sustainability Appraisal 'Business as Usual' or 'Production of an SPD' shows that, in general the existing LDF policies would have a positive impact on managing any development that comes forward, and minimising negative impacts that might otherwise occur. The broad, District wide basis of the policies does however mean that in some instances issues that are primarily of relevance to the town rather than other parts of the District (e.g. the use of offices and parking) are missed.

6.3 The Sustainability Appraisal found that the production of a SPD will have a greater positive impact than using LDF policies alone. By setting out a more detailed vision for the future development that takes place within Horsham town, the SPD will provide a greater level of information in relation to issues affecting the town, in addition to existing LDF policies. The SPD will help to ensure that development that takes place in the future fits in within a wider vision and strategy for Horsham. This will ultimately be of greater benefit to the town in terms of protecting its heritage, enhancing its environment and enabling economic growth than would occur if development took place in a more piecemeal manner.

The Sustainability of Guidance principles contained in the HorshamTown Plan SPD

6.4 Following on from the finding that the production of the SPD would be beneficial in ensuring that development that takes place in the town is sustainable, the guidance principles set out in the SPD were also assessed to see how they perform against the various sustainability criteria. The results of the appraisal are discussed in more detail in the following paragraphs.

6.5 In general, the results of the assessment are very positive, with most of the guidance principles within the document having a number of beneficial effects. This is particularly the case for the economy of town. The assessment found that changes which protect the historic character of the town, retain commercial uses in or near to the town centre and enhance the attractiveness of other parts of the town will ensure that the town remains a vibrant and thriving settlement in the years to come.

6.6 A further positive outcome that can be seen in the results of the Sustainability Appraisal is the potential for development in the town centre to bring forward an element of housing, particularly in the Hurst Road area. Housing development in or near to the town centre would be well located near a range of services and facilities, employment sites and public transport links, limiting the need for residents to drive in order to meet their day to day needs. One key problem relating to housing provision is the current financial climate, coupled with changes to the funding of affordable housing delivery, which could reduce the amount of affordable housing that can be provided.

- 6.7** The results also show that the SPD would also have benefits for leisure and recreation. This includes the provision restaurants in the Quarter and an allotment site as part of the Hurst Road proposals. Leisure would also benefit more indirectly through the enhancement of links between different areas of the town, including to existing leisure facilities. The appraisal also found that the enhanced connections and more opportunities for walking would be beneficial for health.
- 6.8** Assessment of the guidance principles on the effects they may have on crime and anti-social behaviour were generally inconclusive, as crime levels can be very difficult to predict. The assessment did however reveal that an over concentration of restaurants and bars in The Quarter has the potential to result in anti-social behaviour or crime. The assessment also flagged the need for careful design and location of any new car parking facilities to ensure that they don't become a target for crime.
- 6.9** The equalities impact assessment element of the Sustainability Appraisal found that development in the town centre would have some positive impacts, for example providing some affordable housing, and improving links across Albion Way an access to Swan Walk, which would benefit those with more limited mobility. Some negative impacts were found, including the loss of offices from the town centre. Offices in the town centre are accessible by public transport and can therefore be reached by those with disabilities that prevent them from being able to drive. Replacement offices away from town centre locations may be less accessible to these individuals public transport to these sites is not present.
- 6.10** The SPD was found to have a number of beneficial environmental effects on a range of environmental issues, and in particular in protecting and enhancing the townscape and cultural heritage of the town. The SPD provides strong guidance in addition to existing policies to ensure that development respects the existing historic character of the town centre and also seeks to improve areas which currently have a negative contribution to the townscape (e.g. Albion Way and Hurst Road). The only potential concern to townscape that emerges from the SA of the SPD is the possibility that an emissions stack from a CHP plant could have an adverse impact on the skyline of the town. The SPD was also found to provide opportunities to enhance biodiversity, through the provision of green infrastructure (e.g. allotments, and street planting) and also through the retention of older buildings which can provide habitats for some species. New gardens created as part of residential development would also be beneficial for biodiversity.
- 6.11** The Sustainability Appraisal did find some areas where the development in Horsham town could have negative impacts on the environment. One particular area is the potential for contamination that may have previously occurred in the Nightingale Road / Goods yard area to affect future users of the site. Areas that could be affected are those which are used as housing and gardens, and potentially the allotment space. A further key issue that has been highlighted is that of air quality. Existing data shows that some parts of the town are approaching air quality limits. Changing the road layout round Albion Way may help reduce impacts in this area, but there is a risk that an altered layout could move the problems elsewhere, particularly as new within and on the edge of the town will increase the number of cars entering the town in the future. Opening West Street to vehicular movement for some of the day could also have an impact on air quality in the town. A further concern in relation to air quality is the possibility that development in the Hurst Road area may include

a CHP plant. Although highly beneficial in preventing climate change, the nature of the plant and the fuel used has the potential to cause more localised air quality issues.

- 6.12** The other key issue that is apparent as a result of the sustainability appraisal is that the SPD provides an opportunity for high quality development that minimises the use of environmental resources. Current financial constraints may however limit the overall sustainability of the schemes that are delivered, and therefore the success of the guidance in the SPD. It is also considered that there may be further opportunities to enhance the sustainability of schemes, for example by using Sustainable Drainage Schemes (SuDS) in areas of the town where they are not currently in place. This would help to reduce flood risk over that of the current day.
- 6.13** A final issue that is raised through the Sustainability Appraisal process is the possibility of development in conjunction with other developments within the wider Horsham area, cumulatively exceeding the capacity of the Horsham water treatment works. It is therefore suggested that monitoring in conjunction with the relevant organisations (Environment Agency / Southern Water) is carried out to prevent this from occurring.

Key Recommendations to improve the Sustainability of the Horsham Town Plan SPD

Crime and anti-social behaviour - Whilst it is acknowledged that the provision of restaurants in the Quarter is likely to have a number of positive impacts, particularly for the night time economy, it should be noted that there is a risk of an over-concentration of this use could generate anti-social behaviour and crime. It is therefore suggested that the SPD recognises that an over-concentration of a certain use in the area may not be beneficial, and also that crime and anti-social behaviour levels in the area are monitored, and that this can therefore be used to inform planning applications in the area.

Townscape – In general the SPD will have a positive impact on the townscape and appearance of the town. It should however be noted that a CHP plant may, depending on its nature and design, require a tall stack which could impact on the overall townscape. It is suggested that the SPD should acknowledge this issue, and highlight the need for sensitive siting and landscaping of such a land-use.

Contaminated Land – Given that some of the land in the Nightingale Road area and the goods yard may have been subject to contaminative uses in the past, there may be a risk of impacts on future users of the area. It is therefore suggested that the SPD is amended to ensure that future proposals of the area include an assessment of contamination and ensure that any necessary remediation is carried out.

Air Quality / Transport – Whilst air quality in Horsham town has not exceeded any air quality standards to date, there is the potential for this to occur in the future. The impact that development could have on this issue should be recognised in the SPD. It is suggested that the need to consider air quality impacts is highlighted in relation to any CHP plant, and also as a result of any changes to the transport network in the town (e.g. changes to the Bishopric, Albion Way and West Street). Any assessment of air quality will need to take into account the future changes to traffic levels arising from other development such as the West of Horsham strategic location.

Flooding– The SPD already sets out the need for development to be built to high standards of sustainability. It is however suggested that the SPD also highlights the potential for SuDS to be incorporated into developments and therefore reduce the risk of flooding within and beyond the town. This could be covered in the supporting text relating to G5.

Water Supply / Quality – It is understood that Horsham water treatment works is nearing capacity. It will therefore be necessary for development rates both in and around the town to be monitored, in conjunction with external organisations such as the Environment Agency and Southern Water to ensure that limits are not breached.

Environmental Impact Assessment - In addition to the mitigation measures set out above, it is considered that the some proposals, such as a CHP plant, may have sufficient environmental impacts to require an EIA. It is suggested that the need for applicants to consider this issue is set out in the SPD.

Chapter 7: Next Steps

- 7.1 This document forms one of the background documents that accompanies the Horsham Town Plan SPD.

Appendix 1: Requirements of the Strategic Environmental Assessment Legislation

Table 1: SEA Requirements and where they will be addressed in SA Report

| Requirements | Where covered in Report |
|--|-------------------------|
| a) An outline of the contents, main objectives of the plan or programme, and relationships with other relevant plans and programmes. | Chapter 3, Para 4.4 |
| b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme. | Section 4.6 |
| c) The environmental characteristics of areas likely to be significantly affected. | Section 4.6 p8 |
| d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC. | Section 4.7 |
| e) The environmental protection objectives, established at international, community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation. | Section 4.4 |
| f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative. | Chapter 5 |

| Requirements | Where covered in Report |
|---|--|
| g) The measures envisaged to prevent, reduce and as fully as possible off-set any significant adverse effects on the environment of implementing the plan or programme. | Chapter 6 |
| h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information. | Section 5.2 – 5.3 |
| i) A description of measures envisaged concerning monitoring in accordance with Article 10. | Section 7.5 |
| j) A non-technical summary of the information provided under the above headings. | Non-Technical Summary |
| <p><i>The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).</i></p> | |
| <p>Consultation:</p> <ul style="list-style-type: none"> • Authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report (Art. 5.4). • Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2). • Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7). | <p>Undertaken as part of the wider consultation on the SPD</p> |

| Requirements | Where covered in Report |
|---|---|
| Taking the environmental report and the results of the consultations into account in decision-making (Art. 8) | Completed following consultation |
| <p>Provision of information on the decision:</p> <p>When the plan or programme is adopted, the public and any countries consulted under Art.7 shall be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> • The plan or programme as adopted; • A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and • The measures decided concerning monitoring (Art. 9 and 10) | Newspaper advertisements and Adoption Statement |
| Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10) | Section 7 and ongoing following publication of the SPD |
| Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive | This table seeks to signpost sections of the report that fulfil the SEA Directive |

