

# **Warnham Neighbourhood Development Plan 2017-2031**



**Neighbourhood Plan  
June 2019**

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**Appendix A      Profile of Warnham**

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# 1 INTRODUCTION

- 1.1 This document presents the Warnham Neighbourhood Development Plan (WNDP) for Warnham parish. It represents one part of the development plan for the parish over the period 2017 to 2031, the other part being the 2015 Horsham District Planning Framework.
- 1.2 Horsham District Council (HDC), as the local planning authority, designated a Neighbourhood Area for the whole of the Warnham parish on 25 February 2014 to enable Warnham Parish Council to initiate the WNDP. The WNDP has been prepared by the community through the Warnham Neighbourhood Development Plan Steering Group (WNDPSG).



Warnham Village Green, School Hill

- 1.3 The Warnham Neighbourhood Development Plan (WNDP) is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Development Planning Regulations 2012. The WNDPSG has prepared the WNDP to establish a framework for the future of the parish and to set out how that vision will be realised through planning land use and development change over the plan period 2017 to 2031.
- 1.4 The purpose of the WNDP is to structure development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish. The process of producing the WNDP has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Warnham parish, its residents, businesses and community groups.
- 1.5 Each section of the WNDP covers a different topic. Under each heading there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. The policies themselves are presented in the blue boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text. In addition to the policies, a series of Aims have been identified during the process and which support the delivery of the vision and objectives. The WNDP also sets out the Community Infrastructure Priorities.



1.6 Figure 1.1 below shows the boundary of the Warnham Neighbourhood Development Plan designated area, which is contiguous with the boundary of Warnham parish.

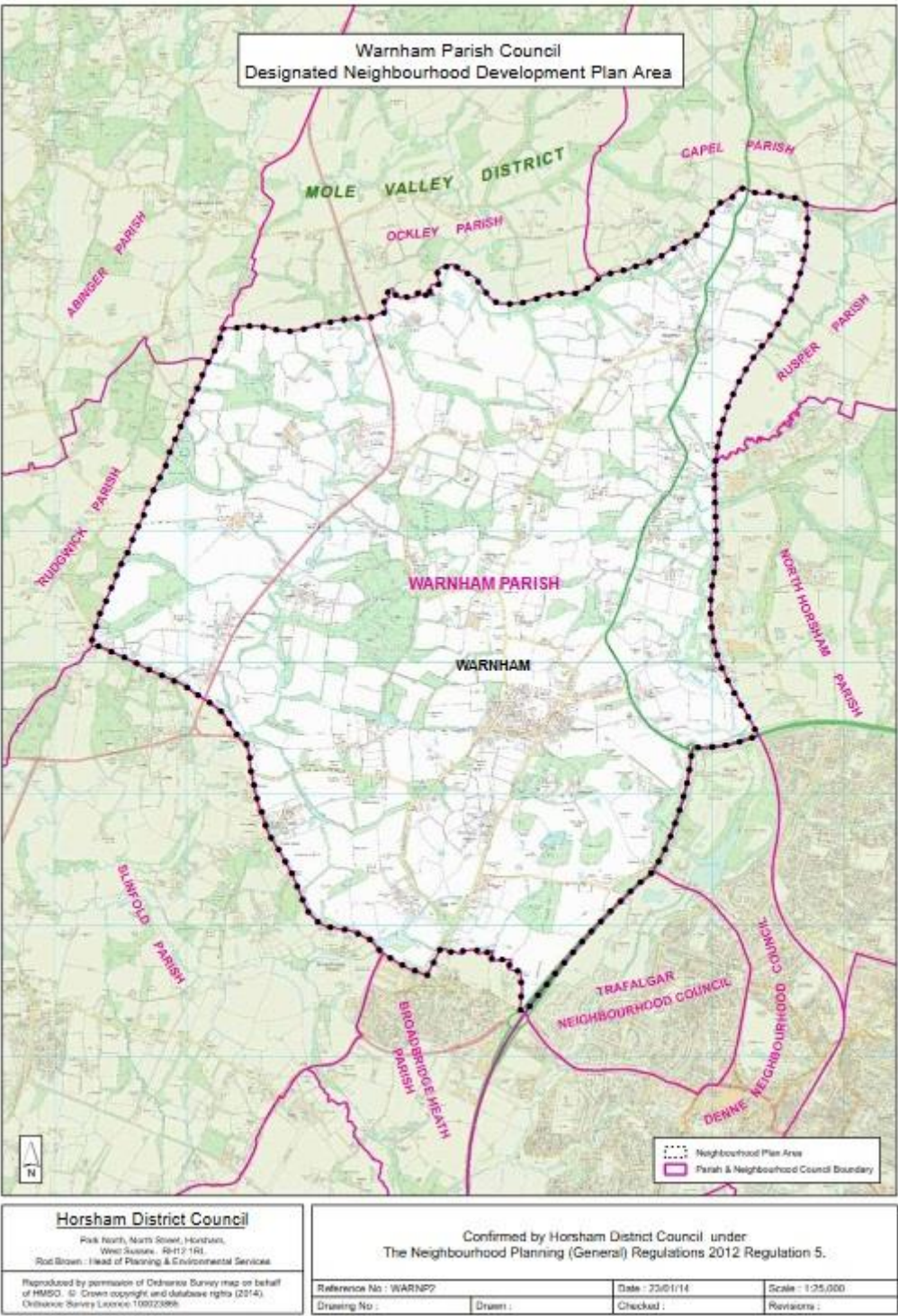


Figure 1.1: Warnham Neighbourhood Development Plan designated area

## National policy

### 1.7 The National Planning Policy Framework (NPPF) states:

*"Neighbourhood Development Planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use Neighbourhood Development Planning to set planning policies through Neighbourhood Development Plans to determine decisions on planning applications*

*Neighbourhood Development Planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.*

*Neighbourhood Development Plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan<sup>1</sup> is in place as quickly as possible. Neighbourhood Development Plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood Development Plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.*

*Outside these strategic elements, Neighbourhood Development Plans will be able to shape and direct sustainable development in their area. Once a Neighbourhood Development Plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a Neighbourhood Development Plan is in preparation".*

## Consultation

### 1.8 The WNDPSG has developed the Warnham Neighbourhood Development Plan through extensive engagement with the community. This has included:

- Public exhibitions and drop-in events;
- Leaflet drops to all houses in the parish;
- Focussed surveys and face-to-face sessions with local organisations including local community groups, young peoples' groups, local businesses, and voluntary and interest groups;
- A questionnaire distributed to all households;
- Regular newsletter and press articles;

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<sup>1</sup> For Warnham, this is the Horsham District Planning Framework, November 2015

- Presentations at key stages of the WNDP;
- and presence at parish events.



NDP site assessments consultation

- 1.9 Regular meetings and close liaison with Horsham District Council (HDC) have taken place on each of the topics areas covered by the WNDP.
- 1.10 A Consultation Statement is part of the WNDP Submission document.

## **Plan Review**

- 1.11 Notwithstanding the defined plan period to 2031, it is recognised that with anticipated changes to the NPPF at a national level the requirement may be established that Neighbourhood Plans are reviewed periodically. The defining basis for Neighbourhood Plans is the Local Plan, in this instance HDC's HDPF. In the event that the HDPF is modified to meet the requirements of national planning policy changes a consequential review of aspects of the WNDP may be required.

## 2 LOCAL CONTEXT

### Geography and heritage

- 2.1 The parish of Warnham has an area of 19.8 sq. km. It comprises the village of Warnham and a number of hamlets and small rural communities - Kingsfold, Winterfold, Northlands, Durfold, Station Road, Goosegreen and a part of Rowhook - surrounded by open countryside. Although the southeast boundary of the parish borders on Horsham, Warnham has successfully retained a separate entity from its much larger neighbour.
- 2.2 The northern boundary also marks the county boundary between West Sussex and Surrey. This too provides a useful demarcation and helps to give a sense of clear identity to the parish. The eastern boundary of the parish is defined by the Horsham/Dorking railway; to the west is the parish of Slinfold. The village itself is in a gently sloping hollow bounded by steep slopes to the south: Bailing Hill; and to the north: Knob Hill.



Warnham nestled between hills

- 2.3 There are extensive tracts of agricultural land and many wooded areas, including some areas of ancient woodland and shaws between fields. Hedgerows and trees border many of the roads and lanes. The largest herd of red deer in the country, established in the middle of the nineteenth century, is to be found in the park on Warnham Park Estate.



Warnham Park Estate herd of red deer



## Settlement pattern

- 2.4 The road pattern of the parish is mostly medieval but in the village of Warnham, the post-WW2 development of Hollands Way and Lucas Road enabled the construction of significant numbers of council housing, much of which has now been released to the private sector. More recently, however, housing development has been implemented by the private sector on contained parcels of land with, for example, Tuggles Plat, Farm Close, Stanford Orchard, Gregsons and, most recently, Wyvern Place in 2006. There has been little development in the parish since then.



Warnham village in the 21<sup>st</sup> century

- 2.5 The parish has responded positively to changing housing and social needs and has recent developments providing social and affordable housing, Gregsons and part of Wyvern Place, as well as housing for the older generation - St Margaret's Court, Stanford Orchard and Farebrothers. In addition to the larger groups of houses built in the more recent past in Kingsfold and Warnham village there have been a number of developments built to replace redundant properties, to realise value from surplus garden areas of larger houses or redundant land - Ends Place, The Forge, Kingsfold Court, Stanford Orchard and Farebrothers. Much of the village is a Conservation Area with houses and cottages having origins over six centuries. Many of the buildings are timber framed and in total there are 91 listed buildings in the parish.





Listed buildings in Friday Street

## Modern Warnham

- 2.6 The parish is a thriving community. Facilities within the parish include: the Parish Church of St Margaret; primary school; Parish Room and Village Hall as venues for meetings, sports and public hire; shops; four public houses and a social club; businesses, dance studio and health club; allotments; retirement accommodation, and affordable housing. There is a monthly parish magazine and a website. The parish has over 20 clubs representing amenity and residents' groups, most popular sports and the interests of all age groups including the very young, youth and the elderly. There are children's play facilities and shelter, cricket grounds, football pitch and tennis courts.



Village fete June 2011



Horse riders at the Sussex Oak



St Margaret's Church - Grade I listed

- 2.7 The village character, its facilities and its proximity to Horsham make Warnham an attractive residential location. The 2006 Parish Plan survey showed that 98% of residents found Warnham a pleasant place in which to live. This is reflected in high property values - but it also promotes development pressures.
- 2.8 Although the Horsham District Planning Framework (HDPF, which also covers a plan period to 2031) has no specific allocations of additional housing within Warnham, there are two substantial developments on the parish boundaries: to the south of the parish with nearly 2,300 housing units and on the eastern parish boundary is the 'North Horsham development' of 2,750 units. It is an objective of the WNDP to maintain the identity of Warnham, as a distinct, tranquil, rural parish in spite of being positioned between these two areas of large-scale, high density developments. It is also recognised that HDPF Policy 15 requires the provision of at least 1,500 dwellings through neighbourhood planning, to be delivered in accordance with the settlement hierarchy. Warnham is a 'Medium Village' which is classified as having '...a moderate level of services and facilities and

community networks, together with some access to public transport. These settlements provide some day to day needs for residents but rely on small market towns and larger settlements to meet a number of their requirements.' The scale of development provided for through the WNDP therefore reflects this role.

## **Infrastructure**

- 2.9 Much of Warnham is encircled by arterial roads. The principal road in the parish is the A24 running north/south between Horsham and Dorking. The alignment is tortuous, the carriageway is narrow and it has many junctions and frontage accesses. The A24 has a poor accident record and there are no safe pedestrian crossing points. The road creates a high degree of severance between the village and housing and railway station on the eastern side of the A24. In 2004 West Sussex County Council published plans for a new road to replace the deficient A24 but the plans were subsequently rescinded.
- 2.10 The issues of greatest and continuing concern to residents throughout the parish are the problems caused by the lack of off-street parking, increasing traffic flows and the nuisance caused by speeding traffic using the village roads and rural lanes as rat-runs. The parish council has been pro-active in promoting schemes to control traffic. Projects implemented through parish initiatives include the village 20 mph zone, vehicle actuated speed warning signs and extended parking areas. Schemes agreed in principle with the Highway Authority and being developed cover Friday Street, School Hill and Bell Road. Schemes on the A24 are generally beyond the reach of the parish council but options to introduce a 40 mph speed limit on a section of the A24, and improve pedestrian crossing facilities in Kingsfold and at Station Road are under consideration. It is hoped that Community Infrastructure Levy or developer contribution may provide a source of funds to promote these initiatives.
- 2.11 The parish has an hourly bus service to Horsham and Dorking although the Horsham destinations do not include direct access to Horsham station and Horsham hospital. Warnham has a station on the Horsham/Dorking railway line but it is about 1.5 km from the village and there is very limited on-street parking at the station. It is a parish aim to have a car park at the station.
- 2.12 The parish has an extensive network of Public Rights of Way but currently there are no cycle routes nor safe roads on which to cycle to Horsham. It is an aim of the parish council to provide a segregated cycle route from the village to Horsham and an option for this is currently being pursued.
- 2.13 Gatwick Airport is 10 km to the north-east of Warnham and areas of the parish are impacted by noise from aircraft activity, particularly from west-bound take-offs.
- 2.14 The neighbouring eastern parish of North Horsham has a zone on the Warnham boundary designated for waste treatment and land fill. Future proposals could include energy-from-waste with a threat of adverse environmental impacts on the parish and its surrounding roads.
- 2.15 Problems of localised highway flooding have occurred in the parish but these are generally traceable to blocked culverts and ditches.

## **The built environment**

- 2.16 The parish has just over 900 housing units with about 500 located within the village built-up area boundary. A current development adds 14 further dwellings at the village centre. Based on local knowledge and data the housing growth over the last 50 years is illustrated in Figure 2.1. Although developments have been intermittent and spread over the parish, the average parish growth rate

is shown to be about 5.9 housing units a year since 1971. In the village and close environment some 82 dwelling units have been or are committed in the period 2001 to 2020, an annual growth rate of 4.2 units per year. As future development under the WNDP will be limited to expansion within or adjacent to the village Built-Up Area Boundary it is an intention of the WNDP not to exceed this historical growth rate.

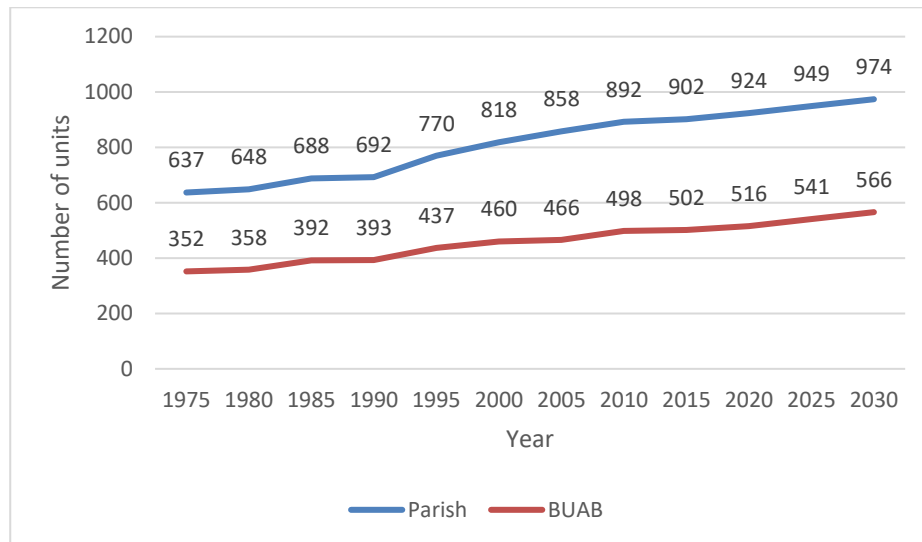


Figure 2.1 Housing growth in Parish and Warnham Village Built-Up Area Boundary to 2031 (including WNDP and other development post 2017)

- 2.17 There are pockets of commercial activity, mainly off the A29 and A24 in Kingsfold, but no large concentrations of industry in the parish A Warnham Neighbourhood Development Plan survey of businesses showed over 100 concerns, including many small units and the self-employed.
- 2.18 The parish is the home of an established private school and a village primary school. The primary school has capacity for 210 pupils but currently only about half of the pupils are resident in the parish, reflecting the ageing demographic structure of the parish. It is an objective of the Warnham Neighbourhood Development Plan to provide housing which will be attractive to young families in which case the number of children from the parish attending the primary school could increase. The nearest state secondary schools are in Horsham.



Warnham Church of England Primary School

### Medical facilities

- 2.19 Warnham has no provision for medical care; the nearest doctors' surgeries are located in Horsham and Capel, to the north in Surrey. The parish has sought to have a surgery in Warnham but the

parish has proved to be too small for an independent facility. There is a local hospital in Horsham with a minor injuries unit but the principal A & E hospital is in Redhill, about an hour distant by road and with no convenient public transport connection. The absence of comprehensive hospital facilities locally is of district-wide concern, especially with the current house building proposals. Within the parish is a residential home for the severely handicapped.

### **Sports and recreation**

- 2.20 The parish is well provided for in respect of sporting and recreational facilities. The village has a football field and an excellent cricket pitch on which a Warnham team plays, and also another pitch in the south of the parish on which Broadbridge Heath Cricket Club play.



Cricket and football in Warnham

- 2.21 There are two public tennis courts and numerous private facilities. The village has a health and dance studio. All the facilities have capacity to absorb increased patronage as a consequence of some additional housing. Swimming, leisure and golf facilities are located nearby in Broadbridge Heath and Horsham.
- 2.22 Off Tillets Lane are fields of about 21 acres which have been set aside from agricultural use and are established as a butterfly conservation project.



Dingy Skipper



Small Copper

### **Profile of the community today**

- 2.23 A detailed profile is shown in Appendix A. In summary, the key aspects of the profile of Warnham parish, as they relate to the Warnham Neighbourhood Development Plan, are as follows<sup>2</sup>:

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<sup>2</sup> Source: 2011 Census

- Over the last decade, Warnham has experienced very strong growth in its population of older residents aged 65+. The needs of older people, in terms of the types of housing and its design, as well as local amenities, should be considered.
- There has however been a decline in those aged between 25 and 44 and children under 16. This could point to the fact that young families find it either too expensive to find a home, or the size or tenure of homes required are not available.
- 10% of those living in Warnham do not have access to a car which points to the need to ensure that other modes of transport are available so that they can access key services and facilities. Despite this, the parish has high levels of car ownership, with 1.67 cars per household compared to 1.16 at the national level. This is not unexpected in a largely rural area, but again could point to a need to identify alternative, more sustainable transport modes.
- The majority of working residents drive to their employment with only a small percentage using the train. Commuting locally on foot, by bicycle or by bus are below average. 9% of people work from home, which is higher than the district and national average.
- Warnham predominantly comprises detached and semi-detached homes but has a good mix overall. There are higher than average numbers of people renting, including social rent, compared to Horsham.

## **Horsham District Planning Framework**

- 2.24 The Horsham District Development Framework adopted in 2015 sets out the planning strategy for the period up to 2031 to deliver the social, economic and environmental needs for the district (outside the South Downs National Park).
- 2.25 A summary of the key strategic policies as they apply to the Neighbourhood Development Plan area are as follows:
- Policy 3: Development Hierarchy – This sets out that development will be directed to towns and villages that have defined built-up areas. In the parish, only Warnham village has such defined boundaries. Any development or infill must be in proportion to the size of the settlement: where Warnham village is classified as a medium village, meaning it provides some day-to-day needs for residents but are largely reliant on nearby larger market towns; Kingsfold, Winterfold and Rowhook are unclassified having few to no facilities and wholly reliant on neighbouring settlements.
  - Policy 4: Settlement Expansion – Sets out the criteria for expansion of settlement in particular where this is outside a defined settlement boundary.
  - Policy 10: Rural Economic Development – This encourages sustainable local employment growth through Neighbourhood Development Planning and sets out the criteria required to support such enterprise.
  - Policy 15: Housing Provision – Requires the provision of at least 1,500 homes throughout the district, in accordance with Policy 3, allocated through Neighbourhood Development Planning 'in accordance with the settlement hierarchy'.
  - Policy 16: Meeting Local Housing Needs - Includes support for schemes brought forward via Neighbourhood Development Plans.
  - Policy 17: Exceptions Housing Schemes – allows for limited amounts of greenfield land development that would not otherwise be released for general market housing.



- Policy 25: Natural Environment and Landscape Character - Protects, conserves and enhances landscape and townscape character of individual settlements, maintaining settlement separation.

### **3 VISION AND OBJECTIVES**

#### **Challenges for Warnham**

- 3.1 The Warnham Neighbourhood Development Plan seeks to address, as far as is possible, the challenges that face the community of Warnham parish. In summary these challenges are:
- Meeting the demands of an ageing population in terms of their affordable and market housing needs and accessibility to services.
  - Providing homes in the parish that are financially accessible to younger people, especially those stepping onto the property ladder for the first time.
  - Ensuring that Warnham grows in a way that does not put additional, unacceptable pressure on its infrastructure, whilst providing for the needs of local people.
  - Maintaining and where possible, enhancing, the rural, tranquil environment and biodiversity of Warnham parish as well-as its built heritage and character.
  - Continuing to provide local employment opportunities including home-working and start-ups.
  - Retaining the services that Warnham has which serve to support the rural population and enable Warnham village to be an independent rural settlement.
  - Minimising the impacts of Gatwick Airport on residents.
  - Enabling local services and facilities, such as the local school, local societies and village shops, to flourish in the future.
  - Maintaining a regular bus service to Horsham.

## Vision for Warnham

- 3.2 In consultation with the community, the vision set out below looks back from the year 2031 to review how the Warnham Neighbourhood Development Plan written by the parish in 2017 has regulated and maintained the parish in the intervening years.

### **Countryside and environment**

1. Over the duration of the WNDP the parish has remained predominantly rural with the concentration of population within Warnham village; Kingsfold, Winterfold and Rowhook are established communities within the parish.
2. The WNDP has safeguarded the tranquil environment and biodiversity of the parish and protected its heritage and conservation area. It has maintained public open spaces and access to the countryside afforded by its extensive network of Rights of Way.
3. The herd of red deer continues to flourish and remains a key symbol of the parish.

### **Community, housing and economy**

4. Warnham is an attractive place to live and much sought after, with enhanced property values.
5. The parish has not had large-scale new developments. Additional sustainable housing focussed on proven, local needs has been constructed, comprising a mix of properties including social and affordable housing, homes for first-time buyers and those for the elderly. Their layout and design has been widely praised and their residents have been integrated with the existing communities.
6. The developments have protected the parish's historic and listed buildings and ensured their settings and environs have not been diminished.
7. Over the course of the WNDP the rate of expansion of the housing base of the parish has not exceeded the historic growth rate.
8. Developments have conformed to the Warnham Neighbourhood Development Plan, Warnham Parish Design Statement and Horsham District Council's policies and plans.
9. Developments have been located where dependence on motorised transport is minimised.
10. Parish businesses have expanded and strengthened, providing increased local employment opportunities. Additional business premises have been successfully integrated into the parish environment.
11. High-speed broadband is now available throughout the parish.
12. The village shops and public houses have prospered in the plan period.

### **Recreation and amenities**

13. Warnham's cricket, football and tennis facilities are well used and have youth teams promoted by their clubs. The football pitch has been retained.
14. The Village Hall and adjacent children's playground are well maintained and used. A new playground has been provided to serve the community at Kingsfold.
15. The village primary school has continued to flourish.
16. Warnham's young people have been provided with a meeting place appropriate for their needs. It has provided a centre of youth activities and support to vulnerable younger members of the community.

### **Traffic and transport**

17. Flight paths to and from Gatwick airport have been routed and scheduled to minimise noise and environmental impacts on the parish.

18. The safety record of the A24 has been significantly improved through traffic control and engineering improvements at accident locations, and a pedestrian crossing in Kingsfold.
19. Warnham village has limited non-local traffic through effective traffic control measures.
20. The hourly bus service through the parish has been maintained and is now routed to Horsham hospital and railway station.
21. Warnham railway station has a car park.
22. A cycle route has been constructed from Bell Road, linking to Horsham.

## Warnham Neighbourhood Development Plan Objectives

3.3 The objectives of the Warnham Neighbourhood Development Plan as identified through engagement with the community are as follows:

<b>Residential Development</b>
<p><b>Objective 1:</b> To ensure that future development is consistent with protecting and maintaining the largely rural character of the parish.</p> <p><b>Objective 2:</b> To promote a balance of social mix and age distributions within the parish.</p> <p><b>Objective 3:</b> To safeguard the parish character and heritage with particular regard to design and development in the Conservation Area.</p> <p><b>Objective 4:</b> To avoid housing development in areas prone to flooding.</p>
<b>Countryside and Environment</b>
<p><b>Objective 5:</b> To protect and enhance the natural environment and tranquillity of the parish.</p> <p><b>Objective 6:</b> To conserve and enhance areas of natural habitat.</p>
<b>Local Economy</b>
<p><b>Objective 7:</b> To encourage appropriate businesses within the parish.</p>
<b>Transport and Movement</b>
<p><b>Objective 8:</b> To encourage cycling, walking and public transport services.</p> <p><b>Objective 9:</b> To address traffic and parking issues in the parish.</p>
<b>Community Cohesion</b>
<p><b>Objective 10:</b> To maintain and foster Warnham's community spirit.</p>

## 4 DEVELOPMENT STRATEGY

### Built-Up Area Boundary

- 4.1 In a rural parish such as Warnham, it is particularly important that development is directed to appropriate locations and that sprawl, and coalescence with surrounding settlements, is avoided. The purpose of a Built-Up Area Boundary is to provide that direction.
- 4.2 Being the largest settlement within the Parish with many facilities, it is expected that development will be focused in Warnham village. The village needs to accommodate a degree of growth in order to prosper. However, this must be balanced against the need to preserve its role as a rural settlement which does not encroach unduly on the open countryside that surrounds it.
- 4.3 Community engagement undertaken to inform the Warnham Neighbourhood Development Plan revealed that 63% residents considered that ensuring development does not have an adverse impact on the landscape, topography and views of the parish is of fundamental importance. Many respondents felt that, in planning for the development needs of the parish, it was particularly important that the coalescence between settlements, in particular between Warnham village and Horsham, be avoided as it would result in the loss of the village's rural identity.
- 4.4 Policy 3 of the adopted HDPF provides a Built-Up Area Boundary for Warnham village. It states that: "Development will be permitted within towns and villages which have defined built-up areas. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy."
- 4.5 Policy 4 of the adopted HDPF permits Neighbourhood Development Plans to make appropriate changes to the Built-Up Area Boundary, stating: "Development will be permitted within the area defined as the Built-Up Area Boundary on the Policies Map, subject to all other policies in this Local Plan. Outside Built-Up Area Boundaries, the expansion of settlements will be supported where;
  1. The site is allocated in the Local Plan or in a Neighbourhood Development Plan and adjoins an existing settlement edge;
  2. The level of expansion is appropriate to the scale and function of the settlement type;
  3. The development is demonstrated to meet the identified local housing needs and/or employment needs or will assist the retention and enhancement of community facilities and services.
- 4.6 Policy W1 of the Warnham Neighbourhood Plan amends the Built-Up Area Boundary in order to encompass the site allocation identified for residential development in the WNDP in Policy W6 - North of Freeman Road. This boundary also safeguards against any coalescence with surrounding settlements, particularly Broadbridge Heath and Horsham.
- 4.7 The extent of the current Built-Up Area Boundary and the designated sites are shown in Figure 4.1.



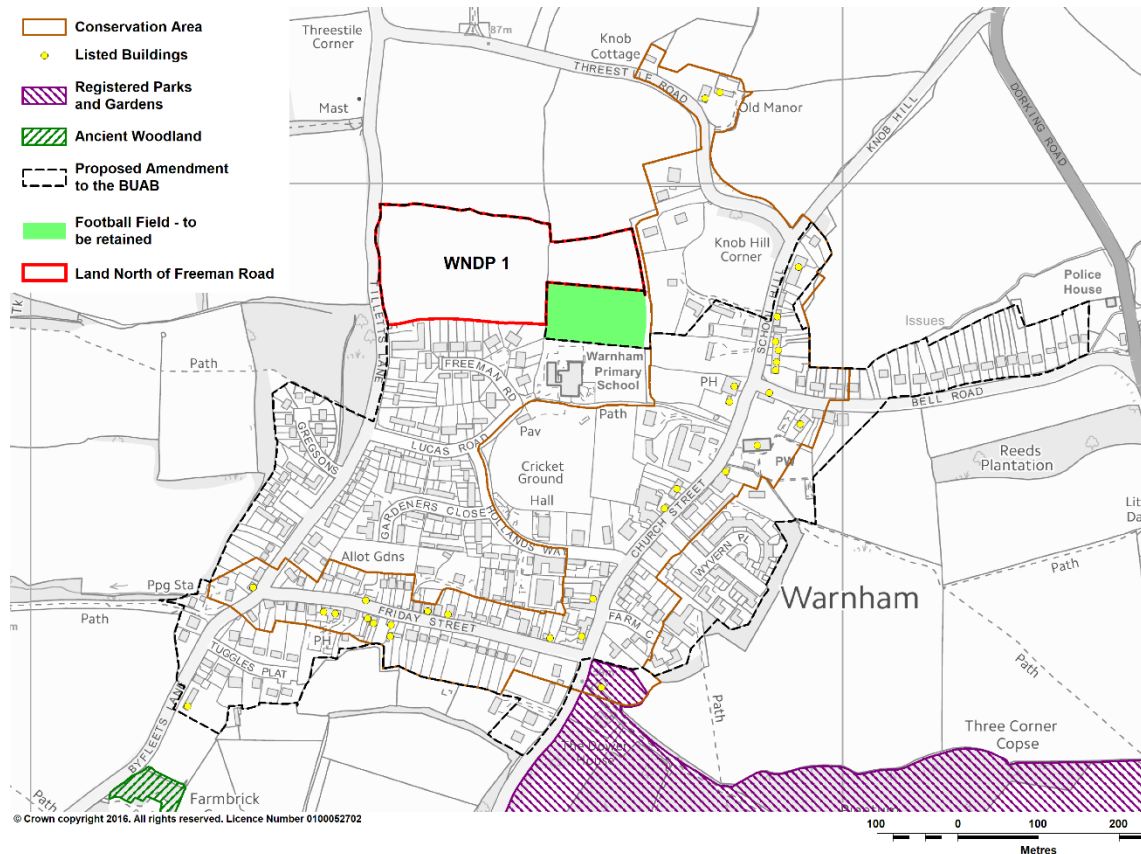


Figure 4.1: Proposed Amendment to the Built-Up Area Boundary

### Policy W1: Built-Up Area Boundary

1. New development in Warnham parish shall be focused within the Built-up Area Boundary of Warnham village identified on the Policies Map.
2. Development proposals outside the Built-Up Area Boundary will not be permitted unless they conform to the policies of the Horsham District Planning Framework;
3. Development in visually-intrusive locations will not be supported unless mitigated with appropriate landscape screening.

(Conformity Reference: WNDP Objective 1, 4, 5, 6; 2015 HDPF 3, 4, 27; and NPPF 17, 55, 109)

## Basis of housing allocations in the WNDP

- 4.8 Public consultations revealed a consideration that, in view of the substantial scale of strategic development allocated in the wider area – 2,300 units at land West of Horsham and 2,750 units at land North of Horsham - Warnham could be retained without further development as a rural buffer between these areas of major development. It is however considered that Warnham needs to be positive about growth and recognise that it will have needs over the plan period. In this regard, the Warnham Neighbourhood Development Plan commits to the provision of affordable housing to meet identified local need. The overall number of houses provided in the Warnham Neighbourhood Development Plan reflects levels of affordable housing needed over the plan period and the associated amount of market housing units required to facilitate this provision.

## Housing Scale and Location

- 4.9 A key objective of the HDPF is to provide a range of housing developments across the district that: delivers the target number of new homes; respects the scale of existing places; and so far as is possible caters for the needs of all residents, including the delivery of a range of housing sizes and types including affordable housing.
- 4.10 Of the estimated 16,000 new homes to be delivered district-wide to 2031, Policy 15 of the HDPF sets out that at least 1,500 of these should be allocated through Neighbourhood Development Plans, in accordance with the settlement hierarchy. In order to consider the number of new homes that might be appropriate for Warnham, an independent Housing Needs Assessment<sup>3</sup> was commissioned. AECOM, in its report, attributed to Warnham a gross figure of 30 dwellings from District's minimum 1,500 houses number. It is considered appropriate and reasonable to give significant weight to this assessment.
- 4.11 Separately, the Warnham Neighbourhood Development Plan has undertaken a Call for Sites and assessed the ability of the submitted sites to address the objectives of the WNDP in a sustainable manner. As a result, most of the sites were considered not to be sustainable and this was for a number of reasons, including their remoteness from Warnham village, their visual impact on the landscape and the desire on the part of the site promoter to bring forward a mix of uses that would not address some of the core objectives of the WNDP, not least the need for smaller residential properties. The potential quantum of development potential of the remaining sites also informed the assessment.
- 4.12 When taking into consideration the AECOM report, coupled with the other projections and market indicators, along with the assessment of the potential supply of sustainable sites<sup>4</sup>, it is considered appropriate that the Warnham Neighbourhood Development Plan should seek to allocate sites that will deliver a minimum of 50 dwellings. This is felt to represent an appropriate uplift on the 30 dwellings stemming from Policy 15 of the HDPF in order to address the objectives of the Warnham Neighbourhood Development Plan.
- 4.13 Together with 32 other housing units built or committed during the plan period – which contribute towards addressing the identified needs - the total in the plan period will be over 80 dwellings<sup>5</sup>, plus any further windfall sites.
- 4.14 With approximately 5,000 new homes being built on strategic sites close to Warnham, it is felt that this approach represents an appropriate balance between addressing local housing needs, Warnham's role as a 'Medium Village in the HPDF settlement hierarchy and its ability to absorb growth in a sustainable manner and the significant contribution that the strategic developments will make in addressing any other needs which arise over the plan period.
- 4.15 As per Policy 2 of the HDPF, any development in rural Warnham should be considered where it contributes towards the provision of affordable housing and where there is a local demonstrable need.
- 4.16 The Housing Needs Survey 2015 for Warnham parish, undertaken by Action in Rural Sussex, concludes that there is an unmet need for some affordable housing for those with a local connection to the parish. In particular it demonstrates a need for more dwellings in Warnham that are affordable, are suitable for those wishing to downsize, those looking for their first home, and

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<sup>3</sup> Housing Needs Assessment, AECOM, November 2017

<sup>4</sup> Site Assessment Report, 2017

<sup>5</sup> WNDP Housing Needs Assessment, February 2018 paragraph (50 WNDP dwellings plus 32 from other known developments).

those couples with growing families. At the time of the survey, it was recommended that up to 15 units of affordable housing would be most appropriate to develop during the lifespan of the WNDP. Policy 16 of the HDPF sets out the affordable housing requirements as follows:

- On sites of 15 or more dwellings, or on sites over 0.5 hectares, the Council will require 35% of dwellings to be affordable; and
- On sites of 5 to 14 dwellings, the Council will require 20% of dwellings to be affordable (or where on-site provision is not achievable a financial contribution equivalent to the cost of the developer providing the units on site).

4.17 On smaller sites the HDPF provision for affordable housing may be changed by the draft NPPF review which sets out that affordable housing contributions cannot be sought on sites of fewer than 10 dwellings.

4.18 The WNDP supports these requirements for affordable housing; without strict adherence to this requirement the objective of the WNDP to achieve a better balanced community will be undermined.

4.19 The WNDP Community Survey for Warnham revealed the following key community aspirations about future housing provision in the parish:

- 81% felt that that the minimum number of open-market houses should be built to enable the required provision of affordable homes;
- 77% believe that there is a need for homes suited to the needs of first time buyers, such as Starter Homes;
- 81% would like to see more homes to which older people could downsize;
- 63% want to maintain the nature and character of the existing countryside; and
- 63% want to minimise adverse impacts of development on landscape, topography and views.

4.20 The WNDP Community Survey and comments at public meetings demonstrated that there was support to avoid over intensification of housing development which many consider to be an unattractive characteristic of recent developments in the district. It is also an objective of the WNDP to safeguard the character of the parish – Objective 3. To this end a survey was undertaken of current and planned village housing densities. These data are provided in the WNDP Evidence base and reveal an average build rate of 20 units per hectare.

4.21 The WNDP for Warnham seeks to provide a minimum of 50 new dwellings between 2017 and 2031 as set out in Policy W2, principally through the site allocation set out in Policy W6. This will enable the fulfilment of the required affordable housing with the minimum market housing and is a rate of growth in line with historic trends.

4.22 It is envisaged that the WNDP will be updated periodically to take account both of housing need as this may change over the period of the plan and also due to likely updates to the Horsham District Planning Framework.

### **Policy W2: Scale of Housing Provision**

Over the plan period to 2031, a minimum of 50 new residential dwellings will be provided within Warnham parish.

(Conformity Reference: WNDP Objective 1, 2, 5; 2015 HDPF 2, 15; and NPPF 50, 54)

## Housing mix

- 4.23 It is important that any new residential development within Warnham parish addresses the local housing need. Policy 16 of the HDPF states that 'development should provide a mix of housing sizes, types and tenures to meet the needs of the district's communities as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities.'
- 4.24 The 2011 Census revealed that there are 2,068 people living in 874 households across the parish. Figure 4.2 illustrates how the age of the population has changed between 2001 and 2011. As in many rural areas, there has been a substantial rise in the number of older and retired residents, whilst younger age groups, particularly between 25 and 39, have fallen significantly.

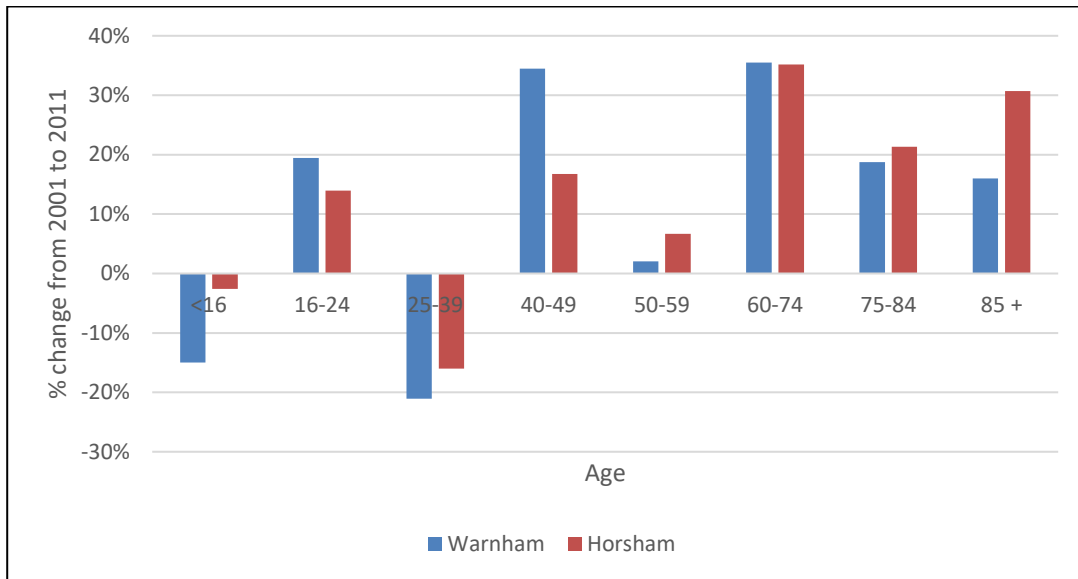


Figure 4.2: Change in age between 2001 and 2011

- 4.25 The Housing Needs Survey revealed that the majority of those with a housing need were either older couples or individuals seeking to downsize into a more manageable home more suited to their needs, or young couples seeking a slightly larger home to enable them to grow their families.
- 4.26 This was underpinned by the Community Survey where there was strong support for smaller homes and homes to which people with large houses could downsize.
- 4.27 Figure 4.3 shows the proportion of the existing stock of properties by number of bedrooms. Warnham parish has a smaller proportion of 1-, 2- and 3-bed properties than the county as a whole. By contrast, it has a proportionately high representation of four and five-bed properties.



Figure 4.3: Number of bedrooms of existing stock, 2011

- 4.28 68% of homes in the parish are owned, either outright or with a mortgage, and just 14% of the total stock is social rented and 14% private rented (the balance comprising those either living rent free or in shared ownership). The average asking price for a house in September 2016 was £460,269.<sup>6</sup>
- 4.29 HDPF Policy 16 states that 'the appropriate mix of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme.' The mix of dwelling sizes has been informed by the Warnham Housing Needs Survey, AirS, 2015, the Northern West Sussex HMA, 2104 and the Crawley and Horsham Market Housing Mix Report, 2016 as referred to in the WNDP Housing Needs Assessment.
- 4.30 Policy W3 sets the expected housing mix for Warnham, based on the premise of securing a greater number of small to medium sized homes.

**Policy W3: Housing mix – meeting local needs**

1. The housing mix for development proposals must contribute to meeting identified housing needs of Warnham parish.
2. Developments should seek to provide a mix of dwelling sizes based on the following distributions:
  - a) 1-bed dwellings: 15% to 20%
  - b) 2-bed dwellings: 40% to 45%
  - c) 3-bed dwellings: 35% to 40%
  - d) 4+-bed dwellings: 5 to 10%
3. An alternative dwelling mix will only be permitted where new evidence is brought forward with an application which clearly demonstrates the need for a different mix.
4. A fundamental element of such provision is the provision of affordable housing to address local needs.

(Conformity Reference: WNDP Objective 2; 2015 HDPF 16; and NPPF 50)

<sup>6</sup> [www.home.co.uk](http://www.home.co.uk)



4.31 Engagement with the community of Warnham highlighted the issue of the ageing population. This is supported by the evidence – Figure 4.2 showed the change in profile of the population over the period 2001 to 2011 and specifically the ageing of the population of Warnham. It is therefore considered that the requirement to address the needs of the ageing population in terms of the housing stock that is provided is paramount.

4.32 The development of Lifetime Homes<sup>7</sup> – dwellings that will be appropriate for people's needs throughout their lifetime – helps to ensure that properties are appropriate for older persons' needs whilst still meaning that they are suitable for other types of occupiers such as first-time buyers. Whilst the cost of complying with Lifetime Homes standards - a set of 16 design criteria that provide a model for building accessible and adaptable homes - does increase the cost of development, Policy W4 seeks to focus these requirements by providing 25% of dwellings of between one and three bedrooms in size as Lifetime Homes. Whilst such units are more expensive to build, it is considered that the threshold requirement strikes the right balance in ensuring that developments remain viable.

**Policy W4: Dwellings appropriate for the needs of older people**

In order to provide for the needs of older people in Warnham, developments that provide 25% of dwellings to Lifetime Homes standards will be strongly supported provided the proposal is compliant with other policies in the WNDP.

(Conformity Reference: WNDP Objective 2; 2015 HDPF 16; and NPPF 50)

## **Design of residential development**

4.33 Through the engagement on the WNDP, the community has stressed the need for new housing (including extensions to existing properties) to be of a high quality that respects the character and rural feel of the parish and is in keeping with its immediate surroundings. The Warnham Parish Design Statement<sup>8</sup> - Supplementary Planning Document - published by the Parish Council in 2008, sets out the features of Warnham that distinguish it from surrounding settlements in terms of architecture, built assets and its rural areas. Applicants will be expected to have regard to the Warnham Parish Design Statement when demonstrating compliance with Policy W5.

4.34 In addition to the advice set out in the Design Statement, the WNDP engagement process revealed a series of points felt to be important to incorporate into any future housing design. Policy W5 intends to ensure that these are taken into account in planning:

- The small-scale rural character of the parish should be protected and any new build should be in-keeping with its surroundings - most parish properties are visible from the roads and footpaths and present an attractive streetscape with their frontages defined mostly by low-level brick walls, hedgerows and, particularly characteristically of the village, by oak paling fences. 26% of those responding to the community survey said that the recent housing development of Wyvern Place contained attractive features.

<sup>7</sup> <http://www.lifetimehomes.org.uk/>

<sup>8</sup> [https://www.horsham.gov.uk/\\_data/assets/pdf\\_file/0008/50948/WarnhamPDS.pdf](https://www.horsham.gov.uk/_data/assets/pdf_file/0008/50948/WarnhamPDS.pdf)



Affordable homes at Wyvern Place and traditional homes in Church Street

- Dwellings in Warnham are predominantly two storeys, or two storeys plus accommodation in the roof space, with dormer windows. To integrate new development into the existing built environment this style of building shall be retained. Warnham village has a number of bungalows, favoured by residents of retirement age, and development is encouraged to continue this form of residential development.
- The majority of listed buildings and heritage assets are concentrated in the Conservation Area. Developments within the Conservation Area (shown in Figure 4.4) should be compatible with existing architectural styles and materials ensuring that new build sits comfortably alongside older developments;



Cottage with sympathetic extension in the Warnham Conservation Area

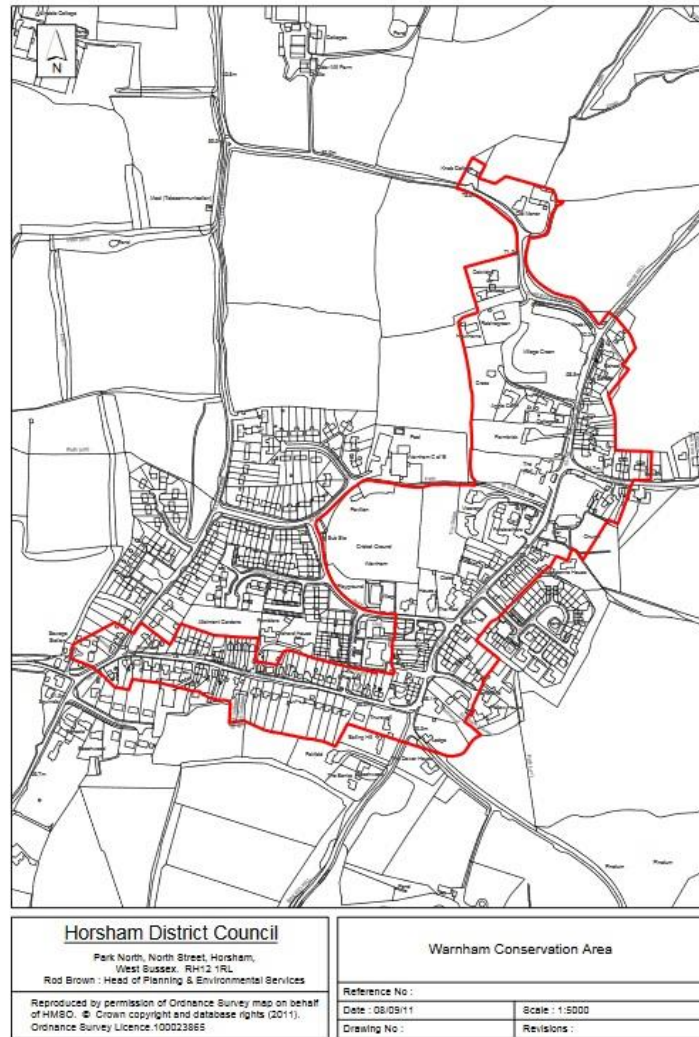


Figure 4.4: Warnham Conservation Area

- "A triumph of careful preservation. No centre but carefully tended groups". So said Ian Nairn, describing Warnham in Pevsner's 'Buildings of England'. The Conservation Area covers much of Warnham village. Within the Conservation Area there are locations of exceptional heritage value by virtue of the range of residential properties, age, building style and construction materials. Examples include Friday Street, sections of Church Street and School Hill. Outside the village the historic Grade 2 Listed brick water tower at Northlands was constructed in the 1890s to provide water to Warnham Lodge and also the first piped supply to the village. The tower and the surrounding cluster of estate buildings is a further noteworthy parish asset.



Grade 2 Listed brick water tower at Northlands

- Materials used in construction generally should reflect the existing built environment – the historic houses and cottages of the parish are built predominantly from local materials provided by the surrounding oak forests and underlying clay - brick, stone and timber - often with cladding finishes of tiles, weatherboarding or render and roofed with local tile or Horsham stone flags. Use of the local building materials has given a distinctive character to many of the buildings in the village and across the parish.



Warnham Manor



The Marches, Kingsfold

- Development should take advantage of and complement existing buildings, landscape and topography and should preserve views and sight-lines to and from current built-up areas. Warnham village itself is primarily sitting within a dip in the landscape, as illustrated in Figure 4.5, between Bailing Hill and Knob Hill and in the photograph below. Whilst there are examples of developments where a large dwelling has been converted into apartments, exceeding two storeys, to maintain the scale of the built environment in the parish, new dwellings should not exceed two stories plus pitched roof where they would be out of keeping with the prevailing height of buildings in Warnham. This is in line with HDC 'Countryside Protection' Policy 26 which protects the countryside against inappropriate development unless it is considered to be appropriate in scale and essential. The Tuggles Plat appeal hearing quoted this point<sup>9</sup>;

<sup>9</sup> Appeal Ref: APP/Z3825/W/16/3145622 Land to the east of Tuggles Plat, Warnham, West Sussex





Listed buildings and rising topography north of Bell Road and south-east of Tuggles Plat

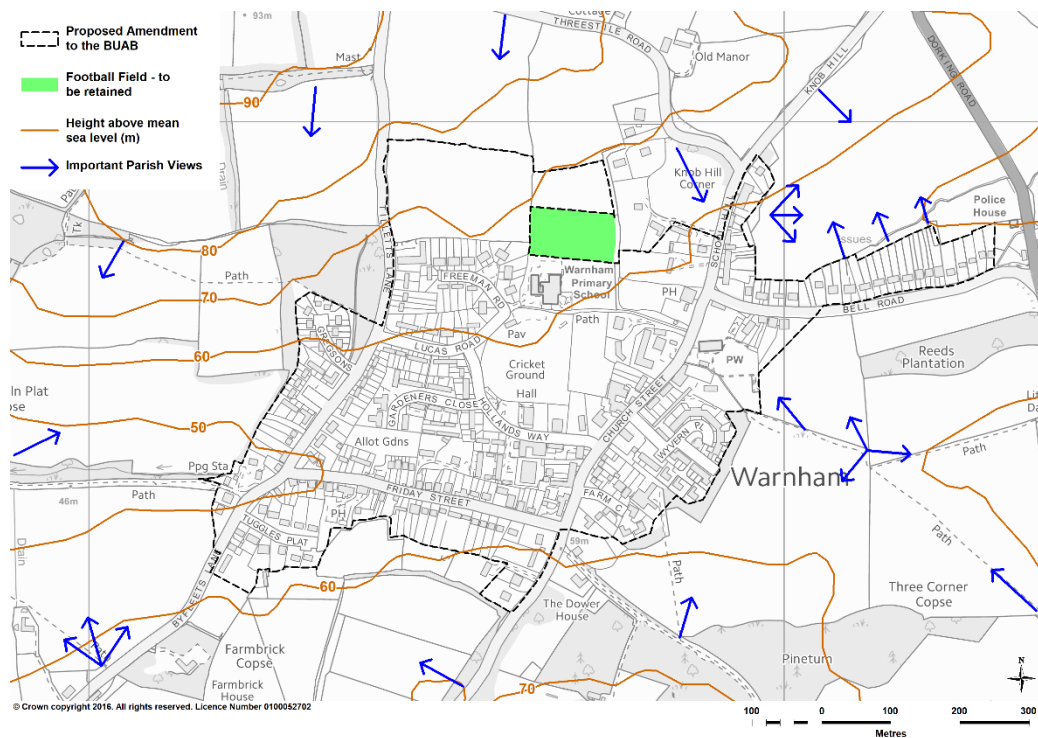


Figure 4.5: Landscape topography and sightlines across the village

- The use of green space within developments – for example through front gardens, green spaces between developments, trees and shrubs in roadside verges – is important to create a greener, softer look and feel to new housing developments and create habitats for local wildlife while providing a natural and sustainable drainage system;



Examples of green space incorporated into developments at Wyvern Place and Farebrothers

- Within public spaces, the retention and enhancement of established hedges forming field boundaries. These can be better retained by introducing a public footpath adjacent to the hedge as a buffer between the hedge and development. A management and maintenance plan will be required to retain hedges in public spaces.
- Sustainable design features, that serve a practical purpose, should be incorporated into new build. Particular support was extended to energy efficiency in building design and materials. In addition sufficient storage, appropriately placed, for waste recycling containers;
- Sufficient off-road car parking should be provided for residents, visitors and service vehicles. Roads should be sufficiently wide to allow free access of HGVs alongside roadside parking.
- Developments should include footpaths and cycleways and linkages to existing networks (where available) as shown on Figure 4.6.

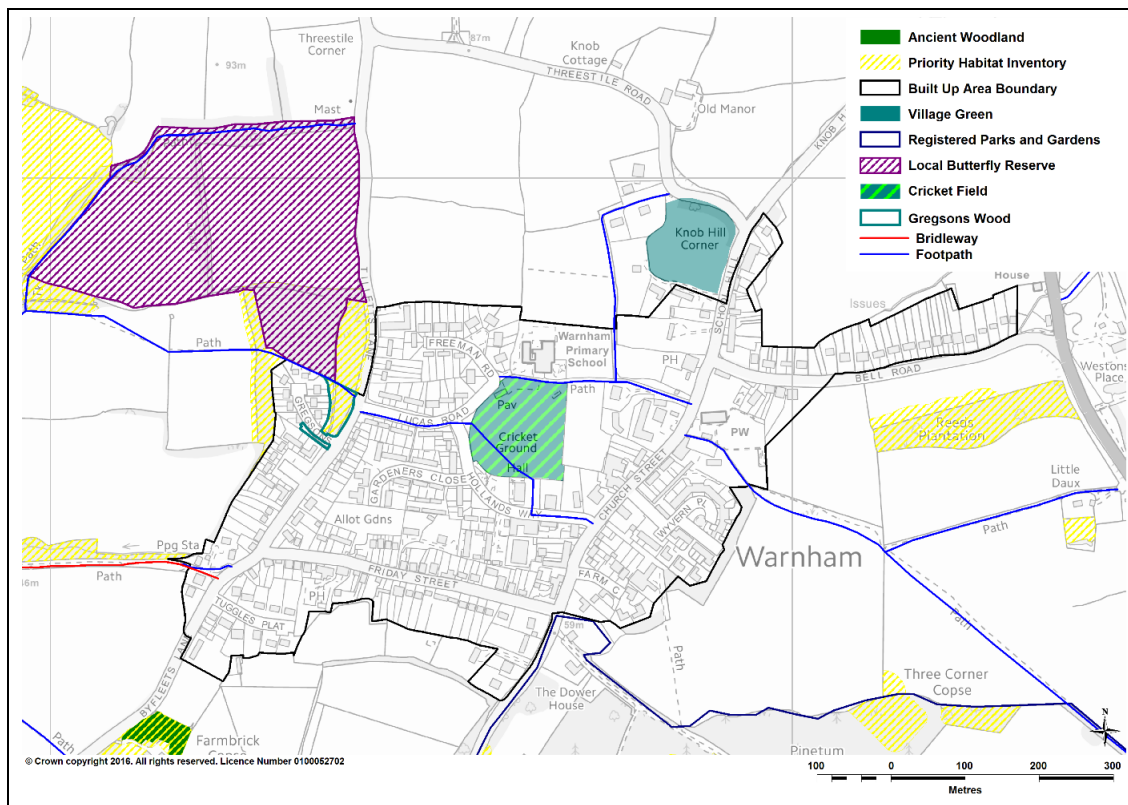


Figure 4.6: Footpath and bridleway network

#### Policy W5: Design of residential development

1. Proposals for residential development will be supported where:
  - a) The scale and character of the proposals respect the landscape and its features, valued views into and out of the settlement, the local streetscape and heritage assets;
  - b) There will be no unacceptable loss of amenity for neighbouring uses through the loss of privacy, loss of light or visual intrusion;
  - c) They demonstrate high quality design that is in keeping with the scale and existing character of buildings and layout in the area; and

d) They protect and preserve priority habitats.

2. Proposals for residential development, including redevelopments, will be supported subject to the following criteria being met, where appropriate:

- a) they provide adequate off-road parking for residents, visitors and service vehicles, in accordance with Policy W9 (Parking standards for new residential development);
- b) they provide high quality boundary treatment including the retention and enhancement , of established hedgerows;
- c) they respect and protect the buildings and environment of the Conservation Area, listed buildings and the other heritage assets of the parish;
- d) they provide good pedestrian and cycle connections to the main services, bus stops and the train station;
- e) they provide adequate storage for waste recycling containers;
- f) they provide storage for cycles;
- g) the maximum height does not exceed two storeys plus pitched roof unless clear justification can be made as to why such heights are required and how they address the objectives of the Warnham Neighbourhood Development Plan;
- h) they contain a proportion of single storey dwellings; and
- i) traffic generation and parking does not adversely affect vehicular and pedestrian safety.

(Conformity Reference: WNDP Objective 1, 3; HDPF Policy 32, 33; and NPPF para 58, 95)

## **Protection of Conservation Area, Listed Buildings and Buildings or Structures of Character**

4.35 There are 91 individually listed buildings within the parish of Warnham,<sup>10</sup> with a concentration of these within the Warnham Conservation Area. Listed buildings are judged to have significant historical or architectural merit and are placed on a national register which means that they receive protection from inappropriate alteration.

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<sup>10</sup> <http://www.britishlistedbuildings.co.uk/england/west+sussex/warnham#.V-KMTq0z5SR>



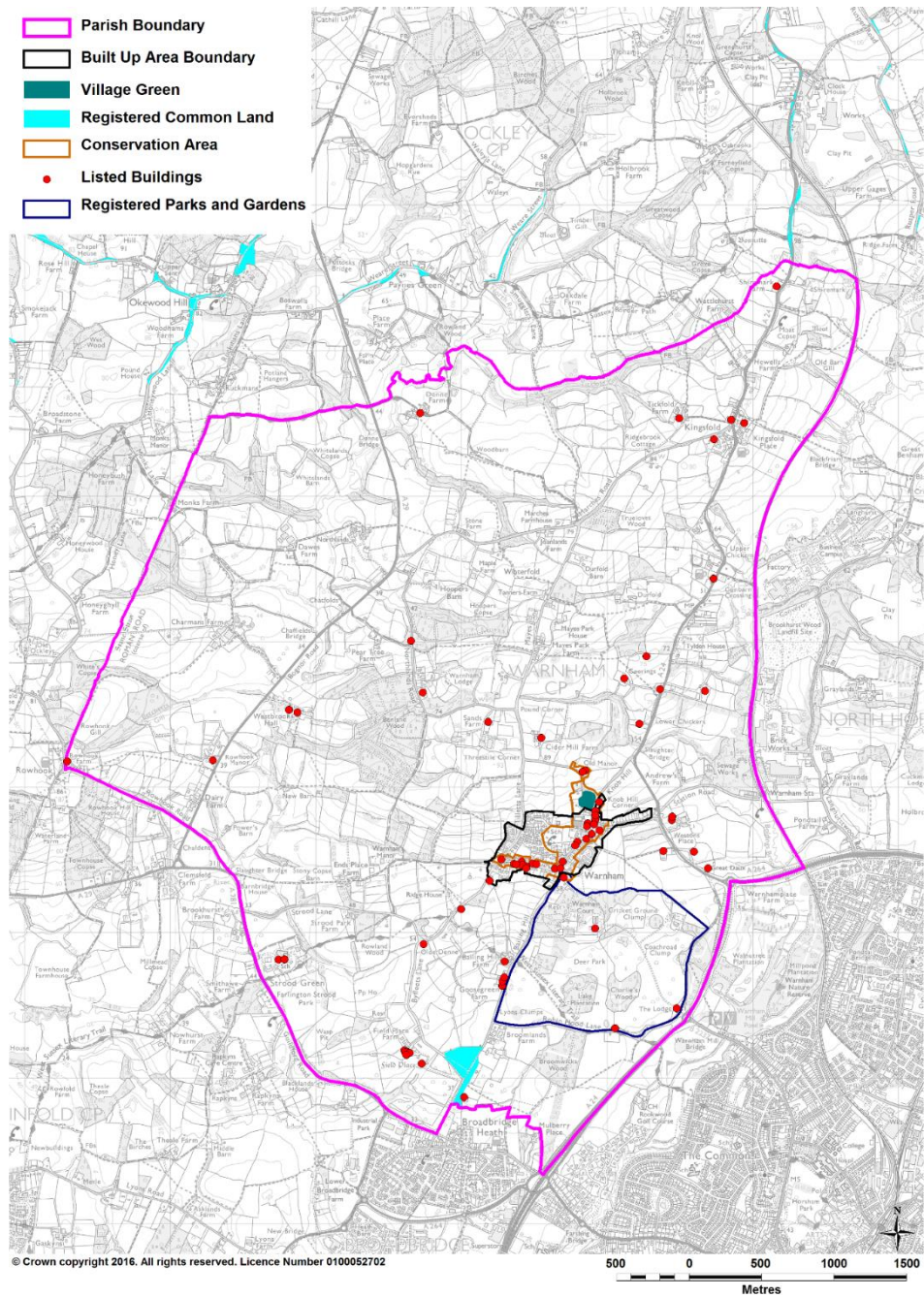


Figure 4.7: Map of heritage features, parish wide

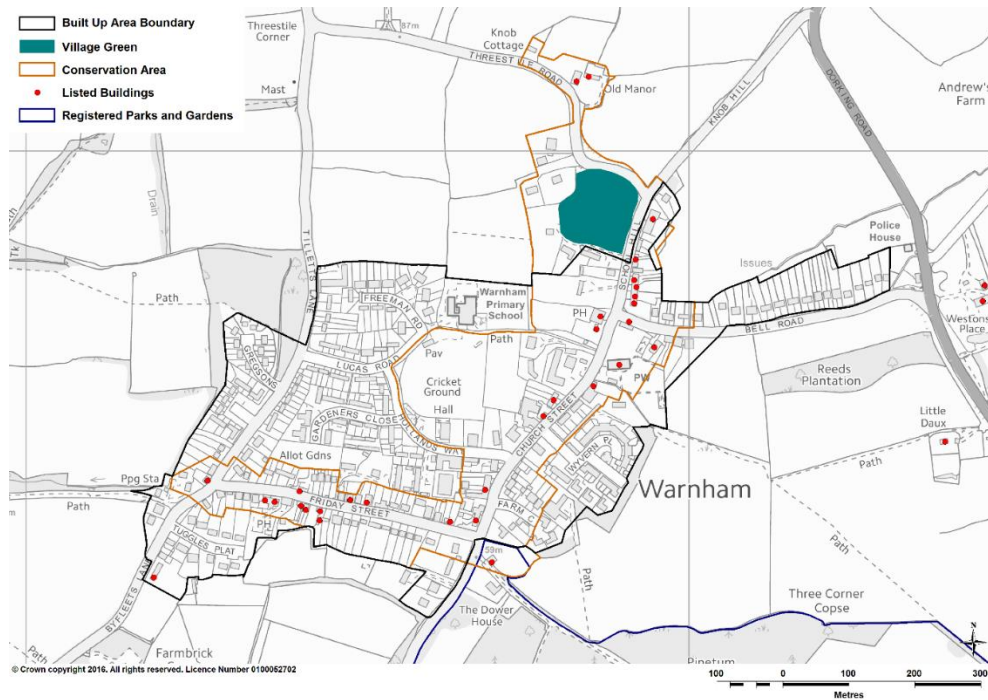


Figure 4.8: Map of heritage features, Warnham village

4.36 The built heritage of the parish is significant and some of the listed buildings and structures are particular highlights. These include:

- **The Parish Church of St Margaret** – Grade I - the South aisle dates to the 14<sup>th</sup> century, while the tower and south chapel are early 16<sup>th</sup> century. Both have been restored and the remainder of the church today was added by Sir Arthur Blomfield in 1885-6. It has been graded for its good example of a medieval tower.



- **Field Place** – Grade I - a medieval mansion, comprising two sections, dating from the 14<sup>th</sup> and 17<sup>th</sup> century respectively. Many of the external features survive today and the mansion retains a fine interior.



- **Timber framed houses** - there are many timber framed Listed Buildings in the parish which date from mediaeval times. Fine examples of Wealden hall houses include Old Manor, Sands, Maltmayes and Denne Farm.



Timber framed houses: Sands and Maltmayes hall houses, Goose Green and Chapel Cottages

- **School Hill, Church Street and Friday Street** have many examples of fine Listed Buildings and form the basis of the Conservation Area.



Church Street Listed Buildings



School Hill Listed Buildings

4.37 It is particularly important that development does not have a harmful impact on either the setting of any listed building or the conservation area generally.

4.38 In addition, there may be buildings or structures of character that are of importance to the local historic context but may not be of such significance that they meet the strict criteria for inclusion in the statutory "List of Buildings of Special Architectural or Historic Interest" compiled by Historic England. Such buildings and structures could however be included in a Local List held by Horsham District Council. The District Council has compiled such a list for Horsham Town but this does not extend elsewhere across the district. It is proposed that a non-policy action therefore would be to identify such assets so that a Local List for Warnham can be developed, affording them an additional level of protection from adverse development.

***Aim 1: Local List for Warnham***

*Warnham Parish Council, in partnership with community, will seek to identify locally important buildings and structures of character in order to develop a Local List to be held by Horsham District Council.*

## 5 SITE ALLOCATION

- 5.1 This section of the WNDP allocates land for residential development.
- 5.2 The approach taken has been to identify housing allocations which achieve the objectives of the WNDP, in particular locally identified housing needs, which is in line with the HDPF's approach to development in villages and rural areas.
- 5.3 Since the completion of 36 housing units<sup>11</sup> in Wyvern Place in 2006 there have been only twelve housing completions and most of these have been the conversion of redundant agricultural properties. Planning permission was granted in July 2017 for 14 additional market houses to be built on a site adjacent to the cricket field, with access from Church Street. No affordable houses are included in this development. In order to recognise the growing needs of the community over the whole plan period, it is important to plan for further growth, provided it meets the objectives of the WNDP. The WNDP considers that a minimum of 50 further houses may be appropriate in the plan period; this is based on the recommendations from the AECOM report, coupled with the other projections and market indicators, along with the assessment of the potential supply of sustainable sites<sup>12</sup>.
- 5.4 One site is allocated for housing which is adjacent to the village Built-Up Area Boundary. This is shown in Table 5.1 with an indication of size and housing potential. Housing potential has been assessed from discussions with the land owner and a provision of 20 units per (gross) hectare which reflects existing housing densities<sup>13</sup> in the village.

Site	Ref.	Area - hectares	Potential housing
North of Freeman Road	WNDP 1	Up to 3.55	50 - 60 dwellings

Table 5.1: Proposed site for residential development

- 5.5 The site rises to the north and is bounded here by an established hedge. To minimise potential visual intrusion through development of the site, the north-west part of the site may be required to be designated as open land.
- 5.6 It is desirable to distribute affordable housing throughout the village. Tilletts Lane is the location of recent developments of affordable housing and the eastern section of the site is favoured for additional affordable housing, being remote from Tilletts Lane, well located and linked by public footpath to village facilities, particularly the school, shops and public transport.
- 5.7 The scale of growth is considered to represent an appropriate balance between the need to provide for a growing and changing population whilst also recognising the aim of maintaining Warnham as a sustainable, rural parish with a minimum of additional development.

### Site selection criteria

- 5.8 The site selection criteria adopt the objectives of the WNDP listed in Section 3. Sites were identified through both the Horsham Strategic Housing and Economic Land Availability Assessment (SHELAA) and a local Warnham-wide call for sites.

<sup>11</sup> Including 9 units of affordable housing.

<sup>12</sup> Site Assessment Report, 2017

<sup>13</sup> [https://www.warnhamplan.com/uploads/4/9/9/0/49906575/housing\\_densities.pdf](https://www.warnhamplan.com/uploads/4/9/9/0/49906575/housing_densities.pdf)

5.9 Sites were then assessed against the following criteria:

- Availability – if the site is available for development and accessible;
- Suitability – if, when assessed against policy restrictions (such as designations, protected areas, existing planning policy, housing mix), physical problems (such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination), potential impacts (including effect upon landscape features and conservation), environmental conditions (which would be experienced by prospective residents), and location (sustainable in its accessibility to schooling, shops, public transport, etc.) it is a suitable location for development;
- Achievability - if there is a reasonable prospect that housing will be developed on the site, this being a judgement about its economic viability.

5.10 These criteria are provided by Government guidance on undertaking assessments of housing sites.

5.11 Figure 5.1 illustrates the existing footpath network in Warnham, which is referred to in the site allocation.

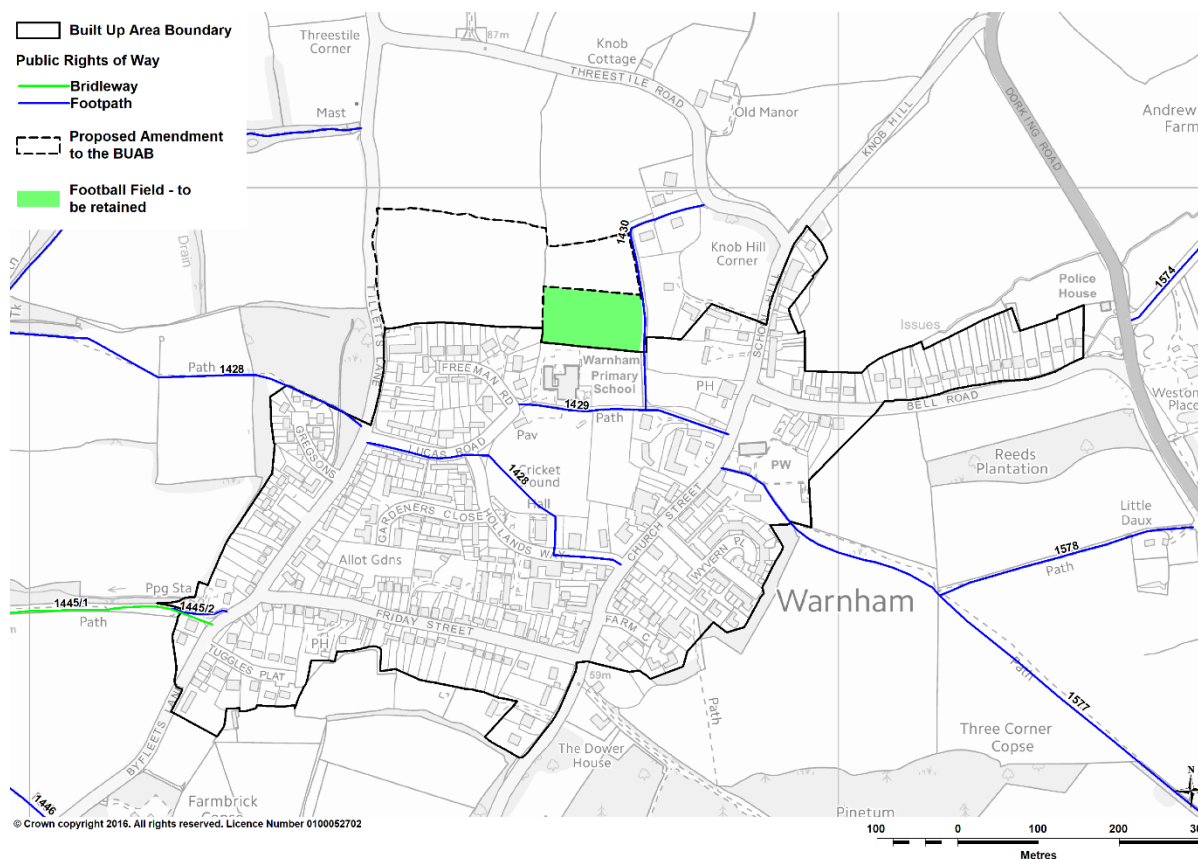


Figure 5.1: Footpaths in Warnham village



## North of Freeman Road (Ref: WNDP1)

### WNDP 1 - North of Freeman Road



Figure 5.2: North of Freeman Road (referred to as 'WNDP 1')

- 5.12 The land totals 3.55 hectares and sits adjacent to the existing Built-Up Area Boundary. The topography is gently sloping but development would not be overly intrusive nor intrude over the horizon of rising ground to the north. The site is contained by an established hedge to the north and this would need to be retained and enhanced as part of any development scheme.
- 5.13 The highway authority has indicated that they have no concerns regarding the traffic generation from the site<sup>14</sup> and the principle of highway access to the site<sup>15</sup>. Vehicle access would be likely to be a single access from Tilletts Lane. The northern section of Tilletts Lane is an attractive rural lane, tree lined and with a single lane carriageway; the scale of the lane should be retained.
- 5.14 The football pitch is leased by the Parish Council for community use. The football pitch provides a buffer between the potential development and the school playing fields. The football pitch lacks convenient parking. Development of the site north of the football pitch should make provision for parking of not fewer than ten cars adjacent to the football pitch, on its northern boundary.
- 5.15 The site has a gentle gradient and is well located near to the centre of the village for pedestrians. The site should be linked up to the existing footpath network, as indicated on the Policies Map:

<sup>14</sup> WNDP Consultation Report, reference E19

<sup>15</sup> E-mail communication from WSCC, 16 June 2017: "Following your recent query regarding the Warnham Neighbourhood Plan, I have discussed the Land north of Freeman Road and School site with the County Council Highways Team (Development Control). Having considered the potential Neighbourhood Plan site allocation, the Local Highway Authority would not have any initial concerns with the potential for development of the Land north of Freeman Road and School site in terms of highway access however have some concerns regarding sustainable access to and from the site." Caroline West, Principal Planning Officer, WSCC. N.B. Sustainable access has been addressed – see Policy W6 and Figure 5.3.



- via footpath FP 1430 to improve access by foot into the village;
- via a new footpath through the site, adjacent to the established hedgerows, to link FP 1430 westward to Tilletts Lane and thence FP 1427 and FP 1428

5.16 The site is considered to be suitable to accommodate the planned development. The allocation of the site is to deliver a minimum of 50 dwellings. Highway access options include a single access from Tilletts Lane or a through road from Tilletts Lane to Threestile Road.

**Policy W6: North of Freeman Road**

1. Development will be supported on approximately 3.55 hectares of Land to the North of Freeman Road subject to **all** of the following criteria being met:
  - a) the provision of a minimum of 50 dwellings;
  - b) the provision of affordable housing which meets the requirements of Horsham District Planning Framework Policy 16, with the expectation that all affordable housing provision shall be made on-site;
  - c) the provision of a range of house types in accordance with Policies W3, W4 and W5 of this plan;
  - d) the provision of accessible public green space within the site commensurate with the scale of development;
  - e) the provision of space within the road system or by means of a car park to permit occasional parking of up to ten vehicles in proximity to the football pitch;
  - f) the provision of appropriate access into the site for vehicles, and segregated access to the site by cyclists and pedestrians from Threestile Road and Church Street;
  - g) the retention and enhancement of trees and hedgerows on the western boundary of the site (except where required to provide access to the site);
  - h) the provision by landscaping of a buffer on the southern edge of the site adjacent to the housing in Freeman Road to minimise visual intrusion to existing properties;
  - i) the provision of a buffer zone to the north of the football pitch to accommodate visitors and spectators to football matches;
  - j) the retention and enhancement of the established hedge along the northern boundary of the site;
  - k) provision for a footpath link to the existing footpath network: paths 1428 and 1429 and 1430, adjacent to the established hedgerows, and Tilletts Lane;
  - l) the provision of a footpath link from the south-west corner of the site to Tilletts Lane; and
  - m) the development shall respect the amenity of neighbouring properties, conserve heritage assets in the Conservation Area and the setting of relevant listed buildings.
2. Proposals for new and improved utilities infrastructure will be encouraged and supported in order to meet the identified needs of the community.

(Conformity Reference: WNDP Objective 1, 4; HDPF Policy 2, 3, 4, 15, 16; and NPPF para 47, 55)

5.17 Proposed access for non-vehicular traffic and highway access options for the site (Policy W6) are shown in Figure 5.3 below and associated infrastructure improvements are described in Aim 2.

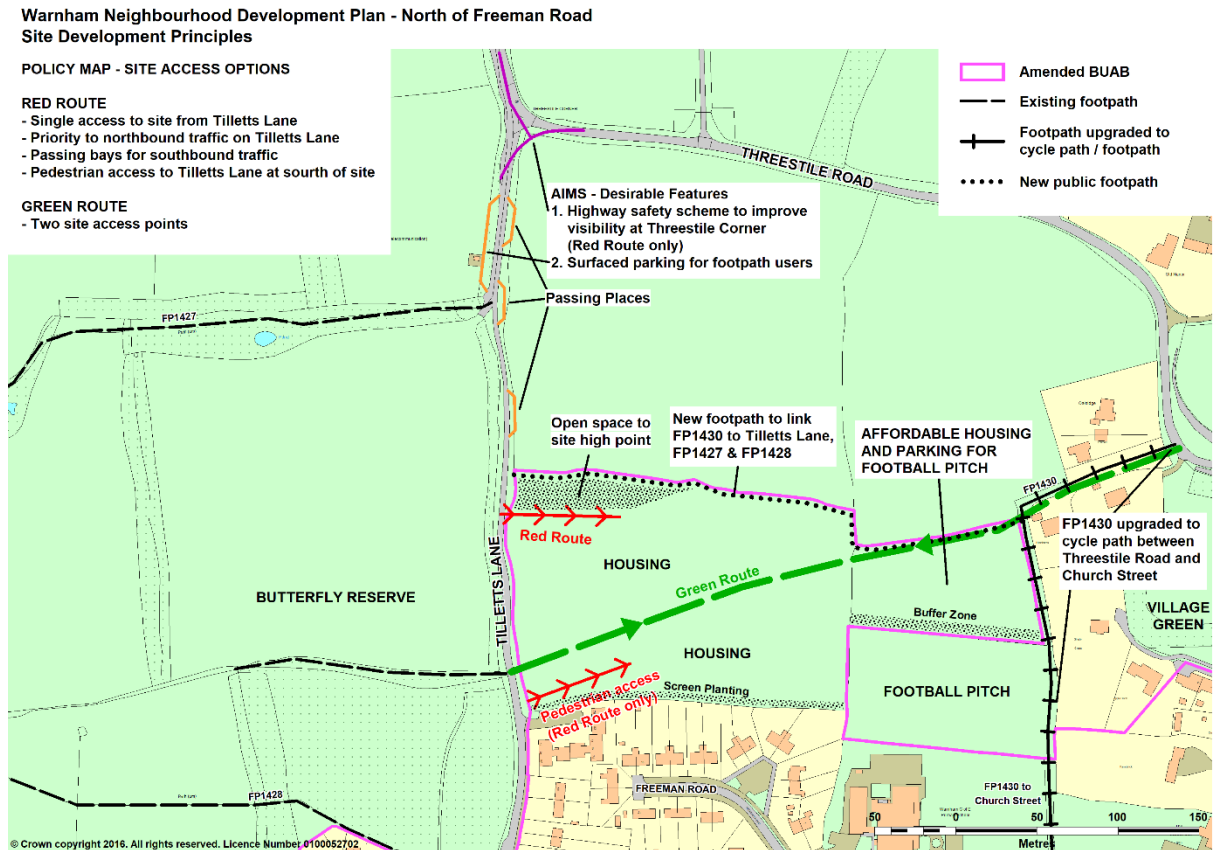


Figure 5.3 Site development principles

### **Aim 2: Infrastructure improvements associated to site allocation**

Figure 5.3 illustrates two desirable infrastructure improvements in the immediate vicinity of the development site.

First, the junction at the northern end of Tilletts Lane, with Threestile Road, has limited visibility. To improve safety at this junction a road re-alignment would be beneficial.

Secondly, footpath 1427 west of Tilletts Lane is very popular however many people using it drive to Tilletts Lane and park on the grass verge north of the footpath. In winter months the verges become muddy and with the introduction of passing bays on the eastern side footpath, users may be inclined to park in the passing bays. To reduce any tendency to park in the bays on the eastern side of Tilletts Lane it is proposed that the informal earthen parking space on the west is surfaced as a parking lay-by.

## **Rural Exception Sites**

- 5.18 At the Call for Sites stage, a number of more rurally located sites were put forward by landowners for discussion. Many of these were felt to be too large or inappropriately located to meet the requirements set out in HDPF Policies 3 and 4. Others were assessed to be in unsustainable locations.
- 5.19 HDPF Policy 17 allows for Rural Exception Sites in "locations that would not normally be deemed suitable for development", as long as they are meeting a locally defined housing need that could not be met elsewhere. In Warnham, there is a defined housing need as set out in the Housing

Needs Assessment. Whilst this can be wholly met by the site allocation at Policy W6 - other sites could offer additional locations should the need arise over the course of the WNDP.

- 5.20 Additionally, the Government published the Housing and Planning Act 2016 on 24 May 2016, which includes a new, broader definition of affordable housing. In particular Starter Homes are a new form of affordable housing for first time buyers between the ages of 23 and 40. These homes will be sold at no more than 80% of open market value, capped at £250,000 outside London. The Housing Needs Survey for Warnham did not include evidence on Starter Homes, but it is felt that Rural Exception Sites could aid delivery of this should this additional housing need arise over the course of the WNDP.
- 5.21 Because there is a need for housing appropriate to Rural Exception Sites there is public support for some more rurally located development, modest sites for rural exception should not be ruled out during the lifespan of the WNDP.

***Aim 3: Rural Exception Sites***

*Rural Exception Sites will be supported where they fulfil Policy 17 of the HDPF.*

## 6 LOCAL ECONOMY

- 6.1 Whilst a largely rural, agricultural parish, the community of Warnham – both residents and existing businesses – consider that the local economy of Warnham is important and should not be neglected. Over the years there has been a progression of business development in the parish; for example, light industrial and storage businesses located on the A29 and A24 have been expanded and redundant farm buildings have been converted to provide accommodation for offices and light industry.



Barn conversion for office use

- 6.2 A survey of businesses located in the parish – including self-employed and home-based – was undertaken as part of the Warnham Neighbourhood Development Plan engagement. The survey identified over 100 business in the parish including the self-employed and home working. The majority of businesses had been located in Warnham for ten years or more, many citing the proximity to home as a key reason for choosing the parish. Few impediments to business were reported, however the main issues to business start-up, operation and expansion by some way were the lack of effective broadband speeds and poor mobile phone coverage in the parish.

### High speed broadband

- 6.3 The modern economy is changing and increasingly needs good communications infrastructure as a basic requirement. The 2011 Census highlights how people are working differently to a generation ago – in Warnham parish, 9% of people work from home (compared to 4% across the region) and 16% are self-employed (compared to 11% regionally). Of these self-employed people, 82% have no employees so effectively work for themselves with no support. Commonly this is in service activities that simply require access to a computer and a broadband connection.
- 6.4 The need for high speed broadband to serve Warnham is therefore paramount. 61% of residents with businesses said that broadband speeds are a problem some or all of the time and it is therefore a fundamental constraint to the continuing expansion of self-employed activity for those working from home or from a small office.
- 6.5 Government has recognised that there is a significant gap in availability of basic and superfast broadband, particularly in rural areas where British Telecom (BT) and other national providers have not invested in upgrades to the network. The Broadband Delivery UK (BDUK) programme aims to deliver superfast broadband to 95% of premises by 2017 and 99% by 2018. The government's announcement in 2015 to offer a new broadband Universal Service Obligation (USO)

would, if rolled-out, give people the right to request an affordable broadband connection, at a minimum speed, from a designated provider, up to a reasonable cost threshold.

- 6.6 Locally, steps are also being taken to upgrade mobile phone masts and extend the fibre optics and broadband facilities to the northern parts of the parish, and hence coverage is likely to improve in the plan period.
- 6.7 It is vital that new developments in the parish are equipped with high speed broadband capability.

**Aim 4: High speed broadband**

*All new residential, commercial and community properties within the Warnham Neighbourhood Development Plan area should be served by (or be ready for) a superfast broadband (fibre-optic) connection, unless it can be demonstrated through consultation with British Telecom that this would not be either possible, practical or economically viable.*

## Protection of existing commercial premises or land

- 6.8 It is important that the business base of Warnham is protected. The large proportion of employment opportunities for those living in Warnham are in nearby Horsham, Crawley and Gatwick Airport, and beyond including Croydon and London. Whilst there are opportunities to commute by non-car modes, inevitably the majority of people working away from Warnham will do so by car. Although Warnham and Horsham have railway stations their use can be limited as parking spaces at Horsham are rarely available after 8 am and Warnham Station has no car park. The protection of local employment opportunities will not only provide greater prospects for local people to access jobs but will ensure that these are sustainable in terms of the patterns of commuting that they generate.
- 6.9 A planning permission in 2016 gave consent to convert a large redundant agricultural barn close to the village into six individual units. Consent is for use as workshops (class B1) and storage (class B8) usages. The conversion proposal includes the provision of 25 car parking spaces. Although the future occupation of the units is unknown, the planned car parking provides an indication of the scale of potential employment. Two further similar applications have been approved for B1 and B8 usages: (i) (August 2017) for a barn conversion of 450m<sup>2</sup> at a site off Marches Road in the north of the parish; and (ii) (January 2018) for a barn conversion of approximately 275m<sup>2</sup> to B1 and B8 uses at a site fronting the A29 Bognor Road.
- 6.10 Specific land allocations for employment use are inappropriate within the sites shortlisted for development in the WNDP but these barn conversions fit well within the objectives of the WNDP. It is likely that further conversions of agricultural facilities to wider employment use will come forward in the plan period.
- 6.11 A site is identified north of Station Road adjacent to Warnham railway station for potential employment use, site SA 842 in HDC's SHELAA schedule, in conformity with Planning Policy Guidance. The site is deemed by HDC as not currently available for a number of reasons including access, liability to flooding and remoteness from a Built-Up Area Boundary.

**Policy W7: Protection of existing commercial premises or land**

1. There will be a presumption against the loss of commercial premises or land which provides employment. Applications for a change of use of existing commercial premises to an activity

that does not provide employment opportunities will be resisted unless it can be demonstrated that the commercial premises or land:

- a) has not been in active use for at least 12 months; and
- b) has no potential for either reoccupation or redevelopment for employment generating uses as demonstrated through the results of:
  - i. a marketing campaign lasting for a continuous period of at least six months and a supplemental report evidencing the marketing undertaken and the market response; and
  - ii. a detailed valuation report assessing the viability of the land and buildings for employment use.

2. Development proposals which will provide employment in the parish will be encouraged subject to such uses and premises being compatible with the rural nature of the parish, neighbouring land uses, and the capacity of supporting infrastructure.

(Conformity Reference: WNDP Objectives 7; HDPF Policy 7; and NPPF para 28)



## **7 TRANSPORT**

### **Walking and cycling**

- 7.1 Warnham has an extensive network of public Rights of Way, both footpaths and bridleways, illustrated in Figure 7.1.
- 7.2 The configuration of the footpaths is historic and few changes have been made. In 2009 an addition was facilitated by a landowner diverting Footpath 1420 at Durfold, north of the village, and providing an additional linkage of the footpaths between Mayes Lane and the A24. The addition, FP 3720, provides a local, continuous walk in open countryside and woodland without recourse to the A24.
- 7.3 Warnham Park Estate is planning a diversion of footpath 1577 within agricultural land south of Bell Road. The diversion would enable the parkland which is home to a herd of red deer to be extended without the disruption caused by public access which can be dangerous, especially in the breeding season. The proposal has been endorsed by the County Council's Rights of Way Committee and awaits determination by the Secretary of State. In addition to the diversion, the proposals include the provision of a new link between Bell Road and the diverted footpath. The proposal is supported by the Parish Council because it provides footpath access from the housing in Bell Road and opens up the possibility, through provision of a shared use path, of a cycle route from Warnham village to Horsham, as illustrated in Figure 7.2.

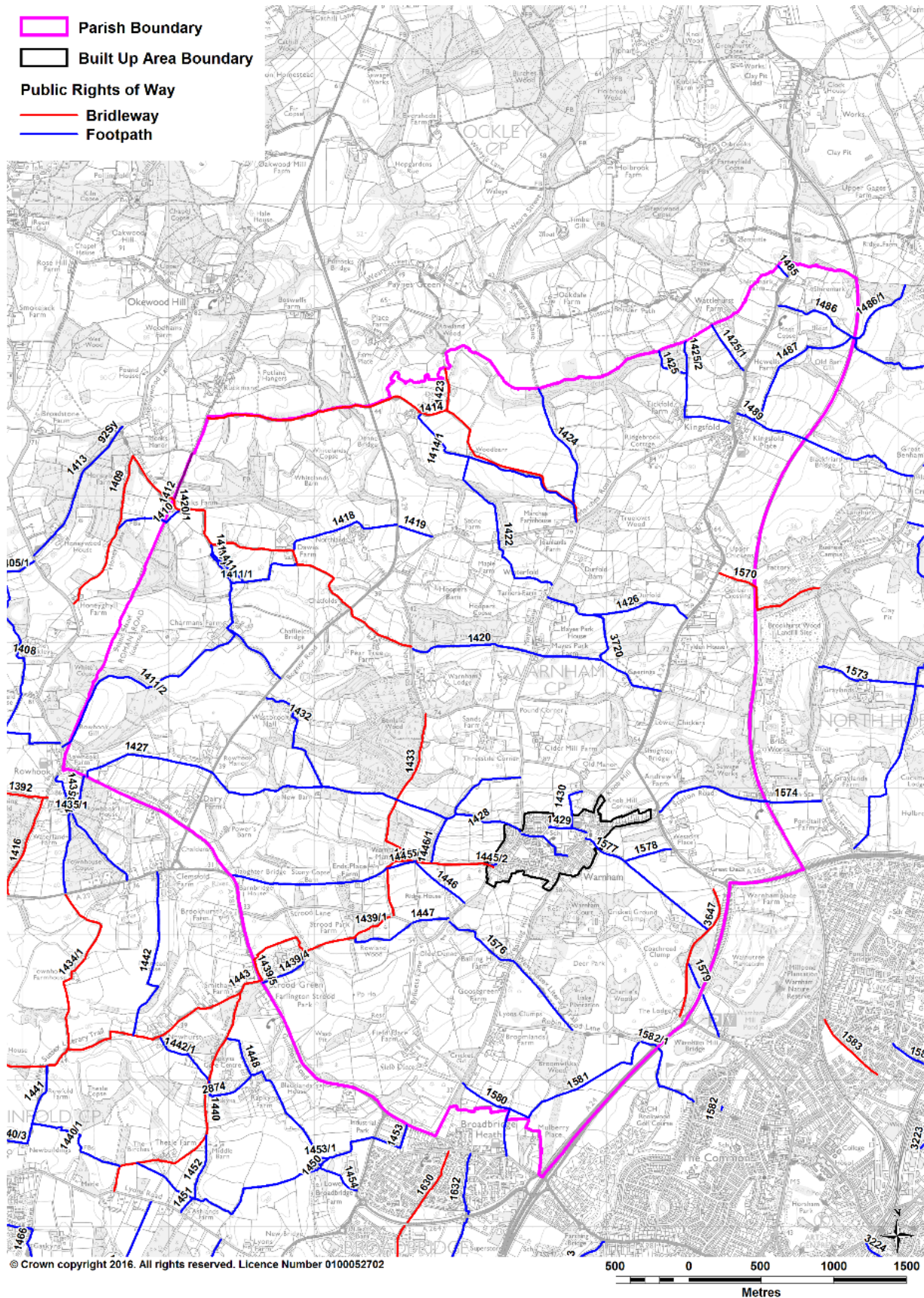


Figure 7.1: Public Rights of Way

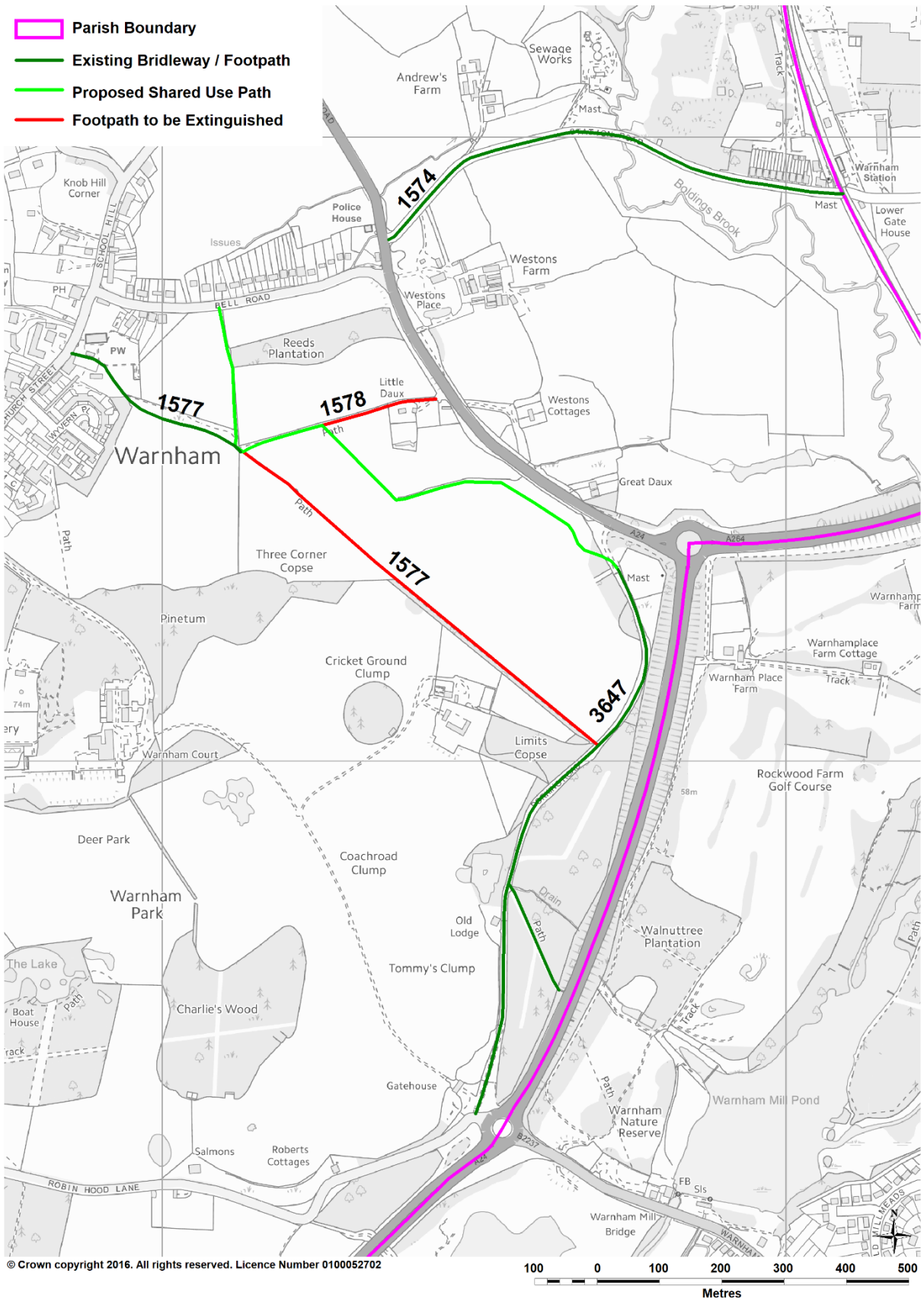


Figure 7.2: Proposed Footpath 1577 diversion



- 7.4 Cycling from Warnham to Horsham is difficult as there are no roads providing a safe route. The southern exit from the village is over Bailing Hill which is a narrow road enclosed by high banks, no verges and over a steep hill. The road is a bus route and vehicles can only pass with difficulty. Alternatively, cyclists could use the A24 but this road is heavily trafficked and has busy roundabouts. Neither presents an attractive, safe route for cyclists.
- 7.5 With the additional linkage to Bell Road it is proposed that a mainly flat route be provided for shared usage by pedestrians and cyclists between Bell Road and an old, redundant part of the A24 which was bypassed when the current A24 was constructed between Robin Hood and Great Daux roundabouts. The redundant part of the A24 is surfaced and little used; it has no through-route for vehicular traffic. The southern end of the redundant A24 links to Robin Hood Lane and an existing cycle route under the A24 and through Rookwood Golf Course to Horsham shops and schools.

**Aim 5: Footpath and cycle route infrastructure**

Extensions to the footpath and cycle route network in the parish will help improve sustainable movement. In particular, proposals to deliver the following improvements shown on the Policies Map, will be supported:

- a) Diversion of a section of Footpath 1577 within agricultural land south of Bell Road and extinguishing part of Footpath 1578 west of the A24.
- b) A new pedestrian and cycle route from Bell Road to link to Footpath 1577.
- c) A new enhanced route for shared usage by pedestrians and cyclists between Bell Road and the old, redundant part of the A24.

(Conformity Reference: WNDP Objective 8, 10; HDPF Policy 40; and NPPF para 41)

## **Car parking**

### Public parking

- 7.6 The issue of car parking, and particularly the availability of parking spaces in the village, was raised by the community during the engagement process. Particular hotspots for parking include:
- **Warnham village centre** – many of the older properties do not have off-road parking, forcing occupants to park on the road. This is a particular problem in Friday Street and Church Street, where the roads are narrowed as a result, causing hazards for road users and in particular pedestrians;



Traffic and parking in Church Street and Friday Street

- **Warnham Station** – access to the station for pedestrians is difficult because it is located about 1.5 km from the village centre and across the busy A24, with no safe crossing point. The majority of rail users therefore need to arrive by car but parking is very limited.
- **Football pitch** – the pitch is north of Warnham School and remote from public highways. The development of the site allocated in Policy W6 provides accessibility to a public highway and facilitates the provision of car parking adjacent to the football pitch.

7.7 There is agricultural land conveniently located close to Warnham Station which could provide car parking subject to a feasibility study including flood risk and appropriate access and landscaping proposals. The land owner is amenable to considering proposals to lease the land for this purpose. Figure 7.3 illustrates how might be located and accessed. The site is also shown on Policy Map 1.

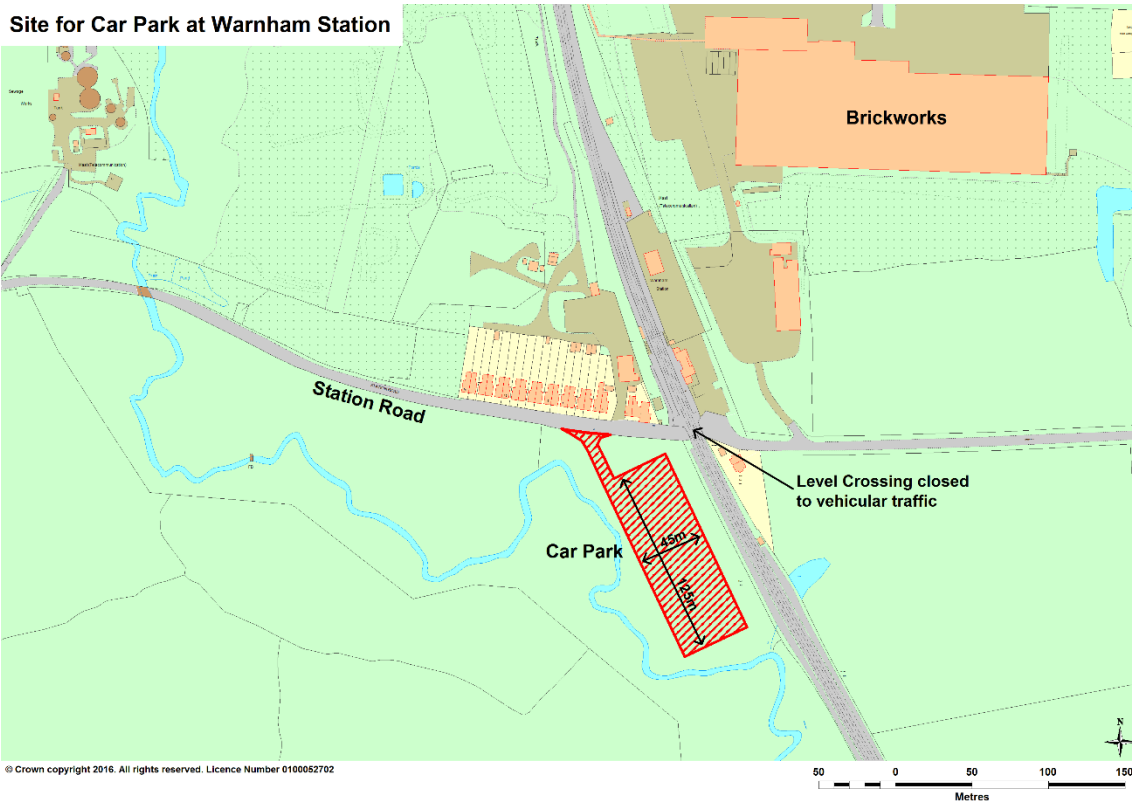


Figure 7.3: Broad location for proposed use of land to create parking at Warnham Station

- 7.8 An objective of the WNDP therefore is to retain, manage and improve the quality of the existing car parking areas that are available in the parish. This is important for the continued economic prosperity of the village centre as well as the convenience of residents. In 2015 the Parish Council extended a residential car park in Tilletts Lane, improved roadside car parking at the school and is in discussion with Horsham District Council to acquire ownership of the car park adjacent to the Village Hall. This will ensure its future availability for public, free-of-charge parking.



*Village Hall and car park*

- 7.9 The fact that there are limited options for new car parks supports the policy of developing new foot- and cycle-paths from the housing areas into the village, including access to the wider parish and facilities in nearby settlements. Encouraging and promoting travel to the village by alternatives to the private car is an important ongoing action to ensure that there are sufficient parking spaces for visitors to the shops and other facilities.

#### **POLICY W8: Public car parking**

1. Proposals to provide car parking to serve users of Warnham Station, as shown in Figure 7.3 and on the Policies Map 1, with vehicular access provided from Station Road and landscape mitigation measures as appropriate will be strongly supported.
2. Proposals including appropriate bicycle parking facilities in conjunction with proposals for public car parking to promote sustainable transport provision will be supported.

(Conformity Reference: WNDP Objective 9; HDPF Policy 41; and NPPF para 35, 40)

#### Residential parking

- 7.10 As well as safeguarding public car parking, the community is keen that all new dwellings should have sufficient off-road parking spaces to cater for the residents, visitors and service vehicles.
- 7.11 Many of the properties in Warnham have provided insufficient off-street parking for the number of cars owned by those occupying the dwellings. Some of this is because the housing is sufficiently old that car usage was not taken into account when they were built. The result of this, however, is that as car ownership has grown, there are now high levels of on-street parking which has led to narrow roads, making it difficult for vehicles to pass, particularly emergency vehicles, buses and service vehicles. It also makes it more dangerous for pedestrians who have to cross the road between parked cars.





Pedestrian attempting to cross Church Street between parked cars and traffic

7.12 The parish has high levels of car ownership, above the district and regional average, as shown in Figure 7.4. This, combined with the rural nature of parish, identifies that the off-road parking standards for any new development as set out in the West Sussex Parking Standards<sup>16</sup> should be regarded as a minimum standard and should be exceeded where possible.

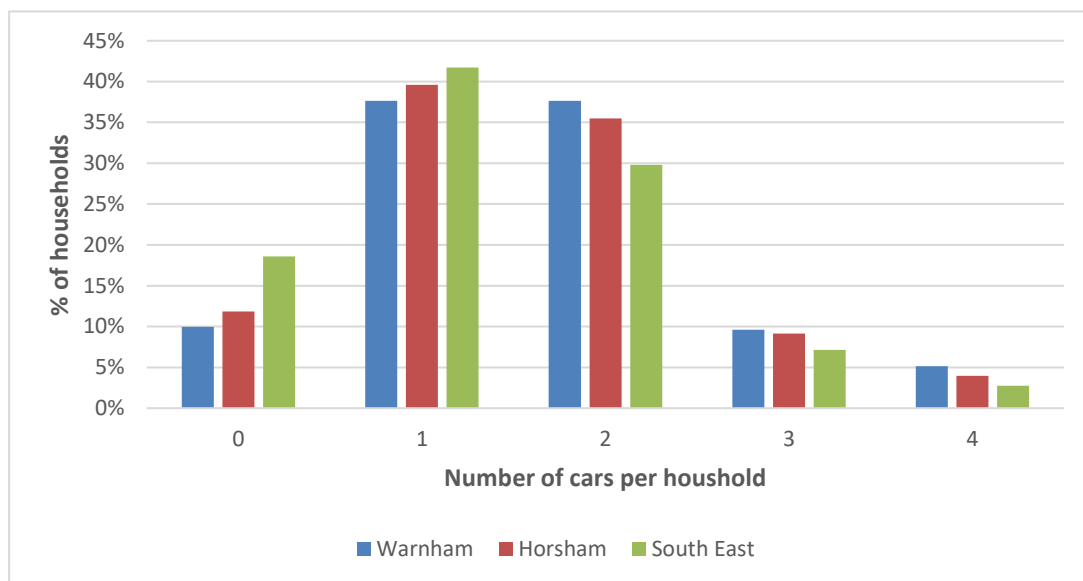


Figure 7.4: Access to a car in Warnham, 2011 Census

#### Policy W9: Parking standards for new residential development

1. For all new residential developments, including redevelopments, the minimum number of car parking spaces to be provided will be in accordance with the West Sussex Residential Parking Demand Calculator, unless it can be satisfactorily demonstrated that an alternative provision

<sup>16</sup> West Sussex County Council Guidance for Car Parking in New Residential Developments September 2010

would be appropriate on a specific site. Parking spaces can take the form of spaces or garaging/car port facilities but must be permanently available for parking use.

2. Additionally, appropriate levels of parking shall be provided for visitors and service vehicles.
3. Appropriate provision shall be made for the parking of cycles in developments and at car parks.

(Conformity Reference: WNDP Objective 9; HDPF Policy 41; and NPPF para 35, 39)

## Public transport provision

7.13 The Warnham Neighbourhood Development Plan survey revealed a desire among the community for bus services in Warnham to be safeguarded and where possible improved. Notably 42% respondents wished to see buses routed to Horsham railway station and there was a call for direct services to Horsham Hospital.

7.14 Whilst 90% of Warnham's residents have access to a car, the remainder are reliant solely on public transport. Warnham is fortunate in having an hourly bus service to Horsham, Kingsfold in the north of the parish, and to Dorking. Many key services are located in neighbouring towns, such as the hospital, secondary schools and larger shops. Any reduction in the bus service would be a threat to the attractiveness of the parish. The parish council has previously considered the provision of a community-run bus to assist those in need such as the elderly but concluded that the costs and operational difficulties were beyond the resources of the parish.

7.15 The improvement of bus services is a costly exercise and the levels of growth expected in Warnham do not provide a mechanism to secure the levels of funding needed to expand routes or the frequency of existing services over a prolonged period. Any proposals to improve and extend bus services, either commercial services or community-run schemes, will however be strongly supported. This is included as a specific action in the Non-Policy section.

7.16 This Aim encourages investment from development into existing bus services to safeguard them for the future.

### ***Aim 6: Bus infrastructure***

*Proposals to improve and extend existing commercial and community-operated bus services will be supported, especially to serve any new development sites.*

*In respect of any community-operated bus services, these should improve linkages with key areas and services, including Horsham Hospital, Warnham village centre, nearby railway stations and nearby settlements.*

## 8 INFRASTRUCTURE IMPROVEMENTS AND PROVISION

- 8.1 Implementation of development through the Warnham Neighbourhood Development Plan will attract Community Infrastructure Levy (CIL) funding, provided through developer contributions. The parish council envisage a range of projects to which the funding could be applied.
- 8.2 The increasing traffic levels on the parish roads and lanes are on-going concerns of residents. Traffic problems have been exacerbated in the recent years due to slow speeds and traffic queues on the primary roads within the parish, encouraging drivers to use alternative routes along inappropriate roads in the parish. With limited resources available to the Highway Authority the parish council has established a schedule of traffic safety and traffic calming measures that could be employed to improve the current situation.
- 8.3 Plans have been developed for a shared use public Right of Way from Bell Road to Robin Hood Lane. With the establishment of the route the availability of funding will enable the surface to be up-graded to cycleway standard.
- 8.4 Table 8.1 below identifies the schemes being promoted by the parish council to which CIL funding or developer funding could be applied.

	Scheme Name	Scope	Status	Order of Cost
<b>Traffic schemes</b>				
1	Friday Street	Traffic calming – speed platforms and cushions	Public consultation approval. Approved in principle by Highway Authority (HA); detailed design completed.	£30,000
2	Bell Road	Traffic calming – improved signing and speed cushions	Public consultation. Preliminary design completed. Approved in principle.	£40,000
3	School Hill	Traffic calming – improved signing	Public consultation. Preliminary design completed. Approved in principle.	£5000
4	A24 40 mph limit	40 mph limit from south of Bell Road to north of Knob Hill junction, and Knob Hill	Approved by Highway Authority. Parish application for TRO.	£10,000
5	Kingsfold	A24 pedestrian crossing facility	Conceptual stage	
6	Station Road/A24	A24 pedestrian crossing facility	Conceptual stage	
<b>Cycling scheme</b>				
7	Bell Road to old A24	Upgrading of planned shared use RoW to cycle route surfacing	Approved by WSCC RoW Committee. Awaiting endorsement by Sec. of State	£75,000
<b>Other community projects</b>				
8	Kingsfold children's playground	Provision of a children's playground in the north of the parish.	No land has been identified for a playground but it	£75,000

			would provide a requested local facility	
9	Warnham Village Hall	Maintenance and renewal	Identified works include renovation of the heating system and roof repairs	£60,000
10	Youth meeting room	Informal facilities available to youth groups for social meetings and activities	Conceptual. Advancement depends on land being available	t.b.a.
11	RoW maintenance	Renewal of footpath surfacing	Periodic requirement	t.b.a.

Table 8.1: Potential CIL projects

### ***Aim 7: CIL Expenditure***

*The WNDP supports the following schemes for CIL funding as set out in Table 8.1:*

- i. Traffic schemes:*
  - a. Friday Street*
  - b. Bell Road*
  - c. School Hill*
  - d. A24 40mph limit*
  - e. Kingsfold*
  - f. Station Road/A24*
- ii. Cycling schemes*
  - g. Bell Road to old A24*
- iii. Community projects*
  - h. Kingsfold children's playground*
  - i. Warnham Village Hall*
  - j. Youth meeting room*
  - k. RoW maintenance*

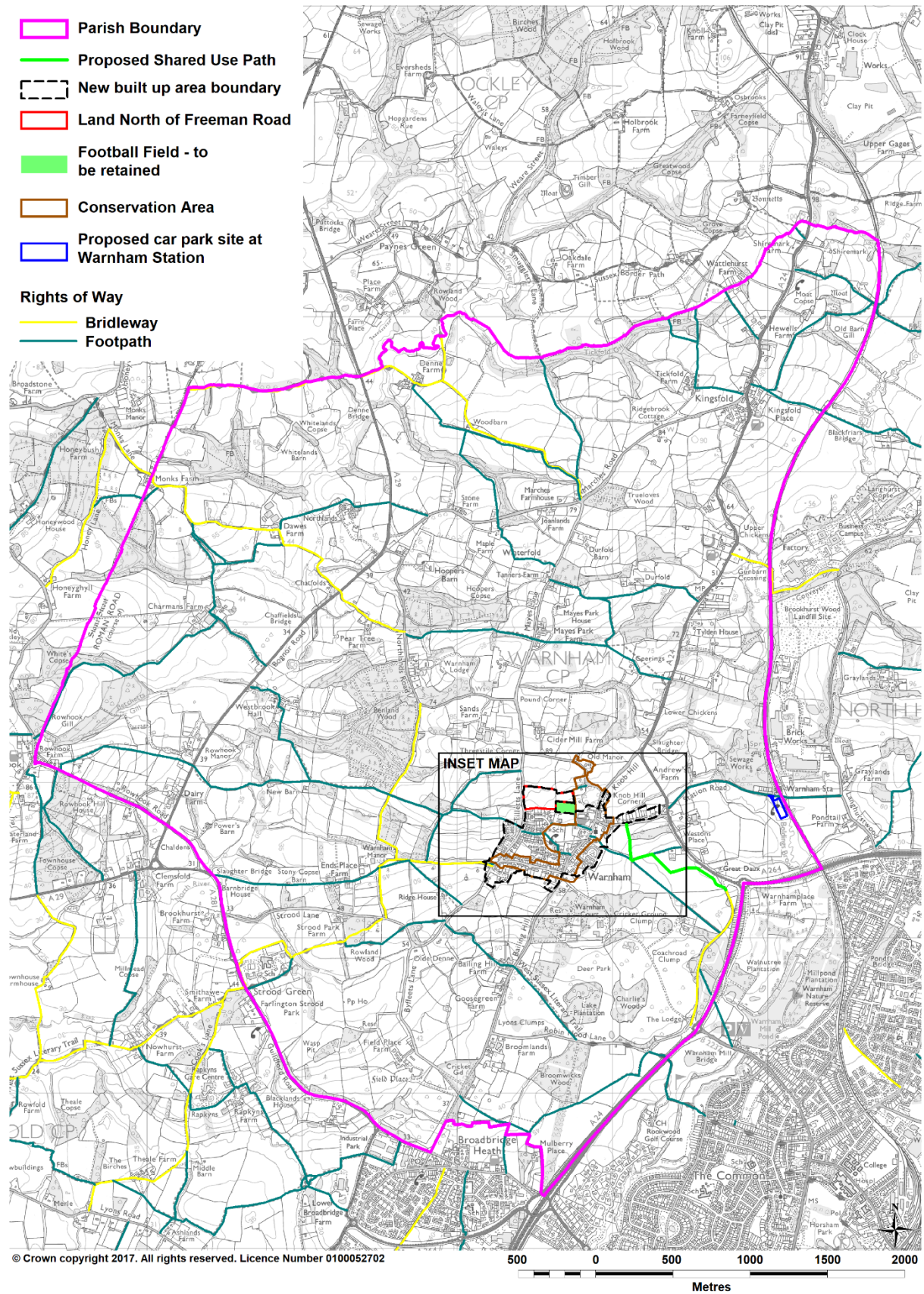
## 9 NON POLICY ACTIONS

Issue	Possible actions	Lead agencies and partner
<b>Residential Development</b>	Ensure that all developments reflect architectural excellence and rural character.  Establish a Local List of valued buildings.	Warnham Parish Council  Warnham PC / Warnham society
<b>Countryside and environment</b>	Support to maintain the butterfly fields.  Promote the maintenance of public RoW.	Volunteers / Warnham PC  WSCC / Warnham PC
<b>Local Economy</b>	Encourage initiatives to increase the rural employment base.	Warnham PC
<b>Transport and movement</b>	Car park at station.  Traffic calming on parish roads and lanes Pedestrian crossing facilities on A24.  Provision of a cycle route from Warnham village to link to the cycle network of Horsham	Warnham PC / Landowner  Warnham PC / WSCC  Warnham PC/Landowner/WSCC
<b>Community Cohesion</b>	Youth meeting room.	Warnham PC

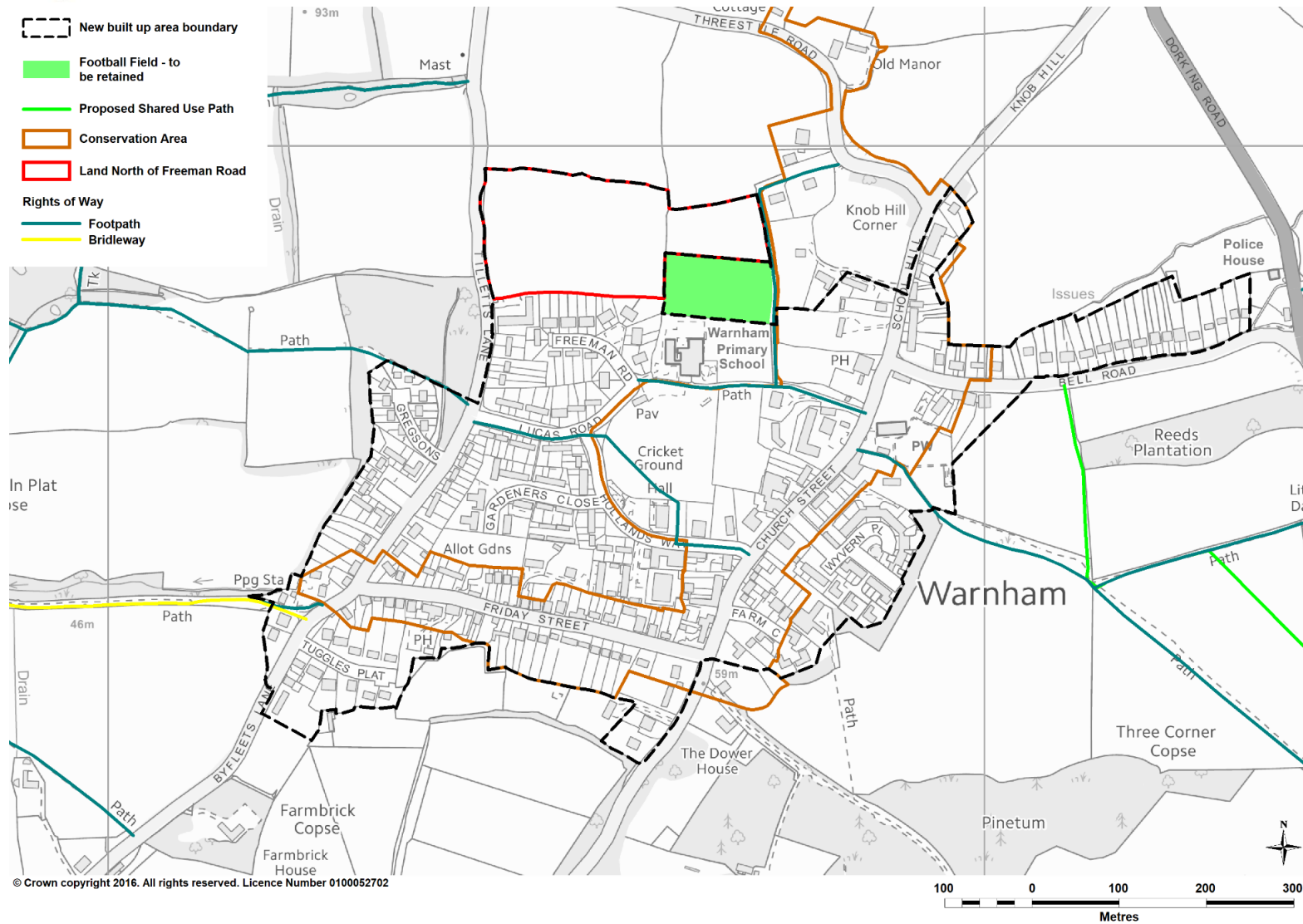
Table 9.1: Non-land use issues to be addressed



## **10 POLICIES MAPS**



**Policies Map 1: Parish wide map**



**Policies Map 2: Inset map of Warnham Village**

## **11 ACKNOWLEDGEMENTS**

11.1 The Warnham Neighbourhood Development Plan has been prepared by a Steering Group under the direction of Navigus Planning Consultants. The Steering Group comprises Parish Councillors and other parishioners.

- Parish Councillors: John Hamer - WNDP Chairman, Hilary Farquhar - PC Chairman, Ann Lloyd, Alex Wilks, Sally Pavey, Pam Brinkler and Roger Purcell; and
- Parishioners: David Bridges, John Crockford, Andy Crombie, Anne Davies, Scott House, Chris Gould, Mark Mitchell and Bill Sorrell.

11.2 We would like to thank Navigus Planning – Chris Bowden and Alison Eardley - for their professional guidance and support in the project.

11.3 Photographs within the report have been provided by members of the Steering Group and additionally by:

Bill Thornton – birds and buildings

Nicola Curtis – butterflies and other fauna

Steve Gubbins – photograph of village

Chris Meeten – aerial cover photo

## GLOSSARY

- **Affordable housing** - Social rented, affordable rented, shared equity and intermediate housing, provided to eligible households whose needs are not met by the market
- **Community Infrastructure Levy (CIL)** – a fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and is set by Horsham District Council. A proportion accrues to the parish council.
- **Conservation area** - an area of notable environmental or historical interest or importance which is protected by law against undesirable changes.
- **National Planning Policy Framework (NPPF)** – the national planning policy document which sets out the Government’s planning policies for England and how these are expected to be applied.
- **Social rented housing** - Housing owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime.
- **Section 106 agreement** - A mechanism under Section 106 of the Town and Country Planning Act 1990 which makes a development proposal acceptable in planning terms that would not otherwise be acceptable.
- **Starter Homes** - Homes targeted at first time buyers who would otherwise be priced out of the market. Like shared ownership homes, these should be available to households that need them most, with an income of less than £80,000 (£90,000 for London). Eligible first time buyers will also be required to have a mortgage in order to buy starter homes to stop cash buyers.



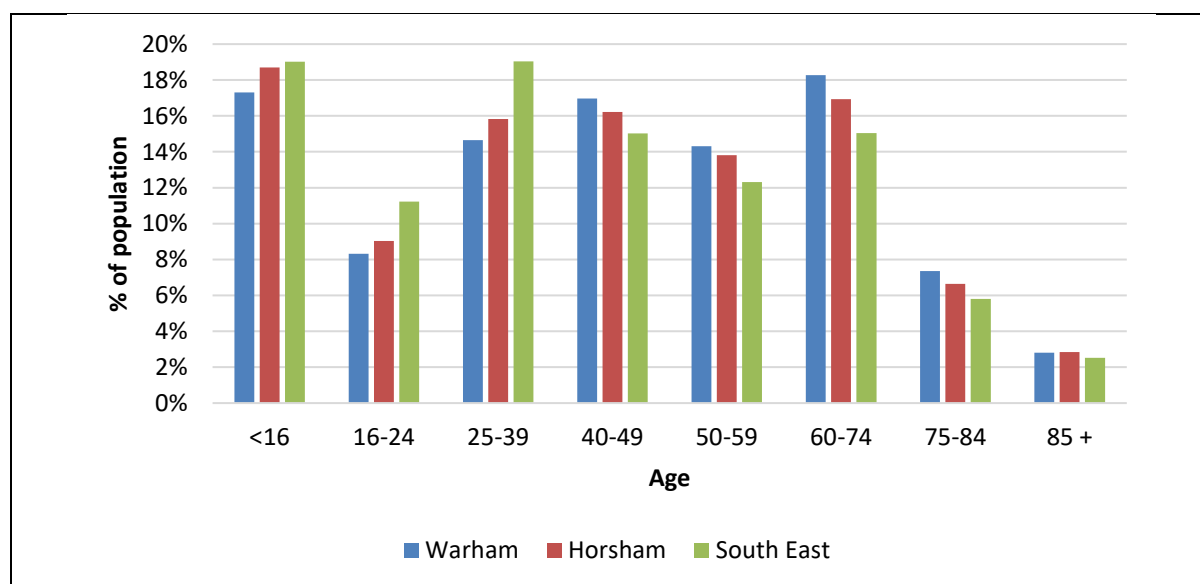
## Appendix A Profile of Warnham Parish

All figures are from the 2011 Census unless otherwise indicated.

Key Facts	Warnham Parish
Area:	1,980 ha
Total population:	2,068 people
Population Density:	1 resident per hectare compared to 2.5 residents per hectare across Horsham District and 4.5 across the south east
Households:	874

### Population

The parish of Warnham is located in Horsham District Council within the county of West Sussex. The 2011 Census recorded that the population size of Warnham parish was 2,068 persons, representing 1.6% of the local authority area, living in 874 households. The population of the district as a whole is 131,301. Figure 1 below shows the age breakdown of the population in 2011.

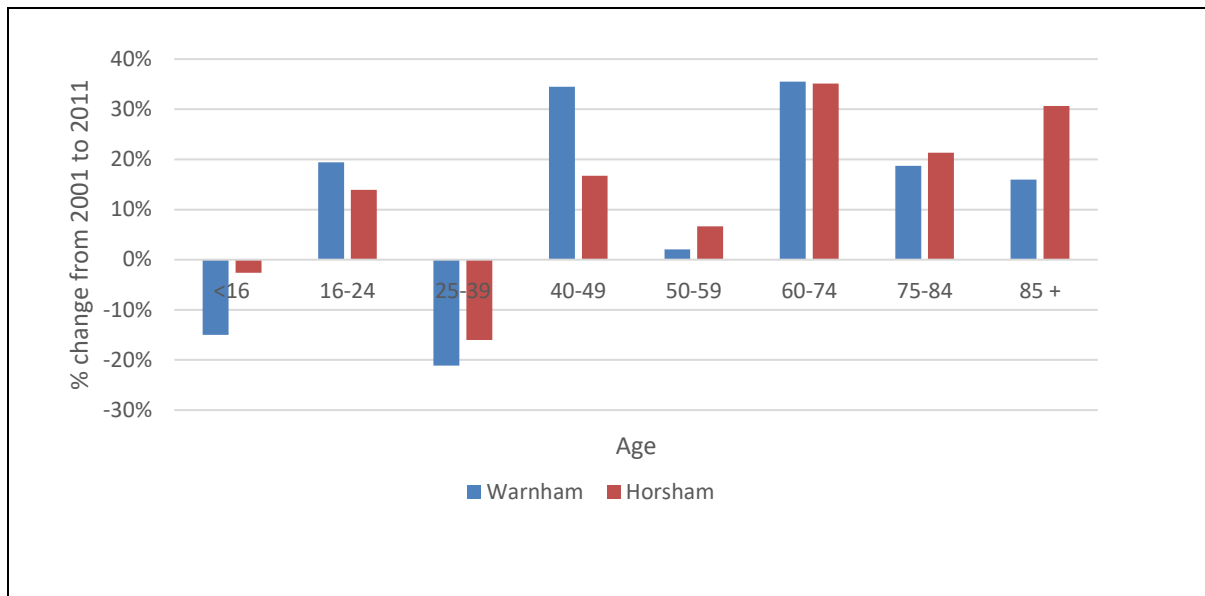


Source: 2011 Census

Figure 1: Age profile of Warnham residents, 2011

The age profile of Warnham parish largely reflects that of the district as a whole. The older population (aged 60 upwards) is slightly above the district average and accounts for over a quarter of the population of the parish. This is not unusual for rural areas.

Since 2001, the population of the parish has grown by 111 persons, or 5.7%, compared to 7.6% at the district level. This is shown in Figure 2 below.



Source: 2001 and 2011 Census

Figure 2: Change in population by age, 2001 to 2011

Notably there has been a significant drop (-21%) in the number of people within the 25-39 age bracket and children aged 16 or less. This could signify that Warnham is becoming less attractive to young families who might find it difficult to find suitably sized properties within the parish at a price affordable to them. The majority of children attending Warnham Primary School live outside the parish, adding further weight to this argument. At the time of print, the average house price in Warnham was £407,749<sup>17</sup>.

There has however been a marked growth (+34%) in the 40-49 age bracket, which may be connected to the rise in the 16-24 year olds, possibly illustrating a rise in older families moving to the area. As with many rural parts of England, the number of older residents aged 60+ has increased and has implications for types of housing and access to local facilities in the parish.

## Housing

Figure 3 shows the types of housing that exist already in the parish. The majority of residents - over two-thirds - live in semi-detached or detached properties. There is a significantly lower number of detached properties than compared to the wider district. The proportion of people living in terraced accommodation or flats/apartments is broadly similar to the figure across the district.

<sup>17</sup> [www.home.co.uk](http://www.home.co.uk) (February 2018)

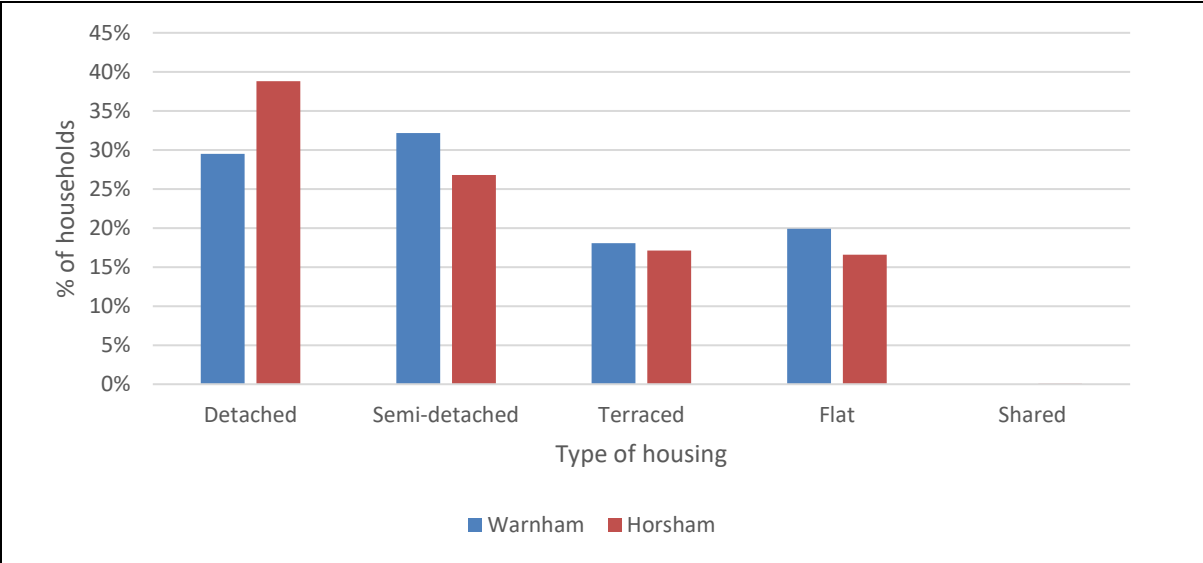


Figure 3: Type of housing in Warnham

In terms of home ownership, Figure 4 illustrates that 68% of homes are owner occupied in the parish, slightly lower than the 75% at the district level. The proportion of social rented properties in Warnham parish is just higher than the district average, which demonstrates that as a rural parish, Warnham currently accommodates a proportion of people considered to be in housing need.

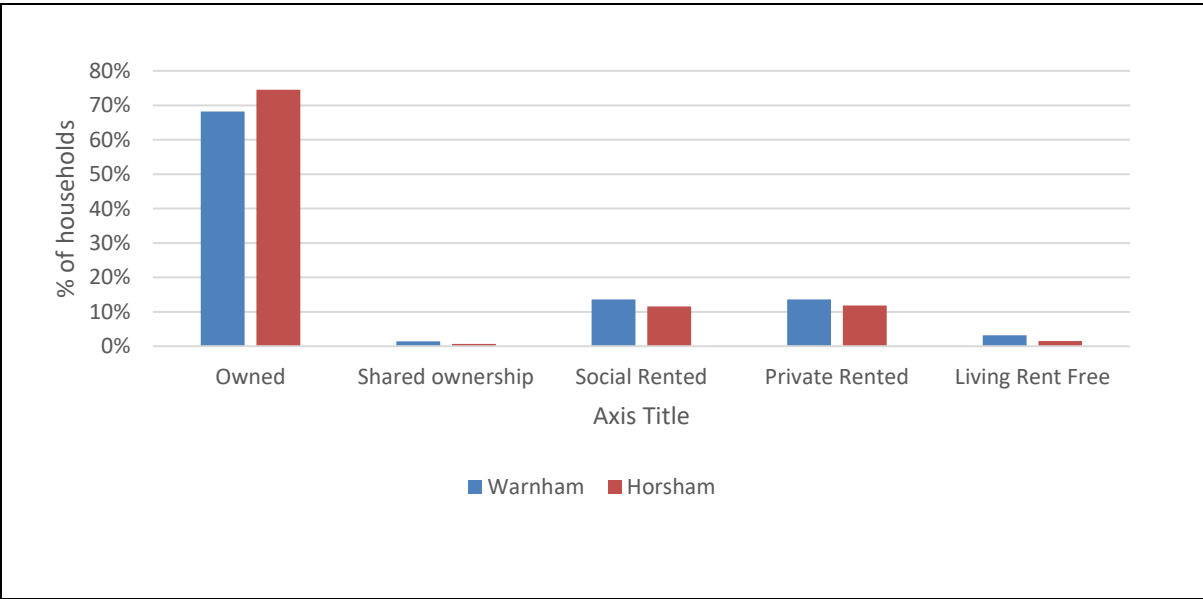


Figure 4: Tenure of households

**Work**

Figure 5 shows that a significant proportion of people in Warnham parish are self-employed: 16% compared to 13% across the district and 11% across the south-east. 16% of residents are retired.

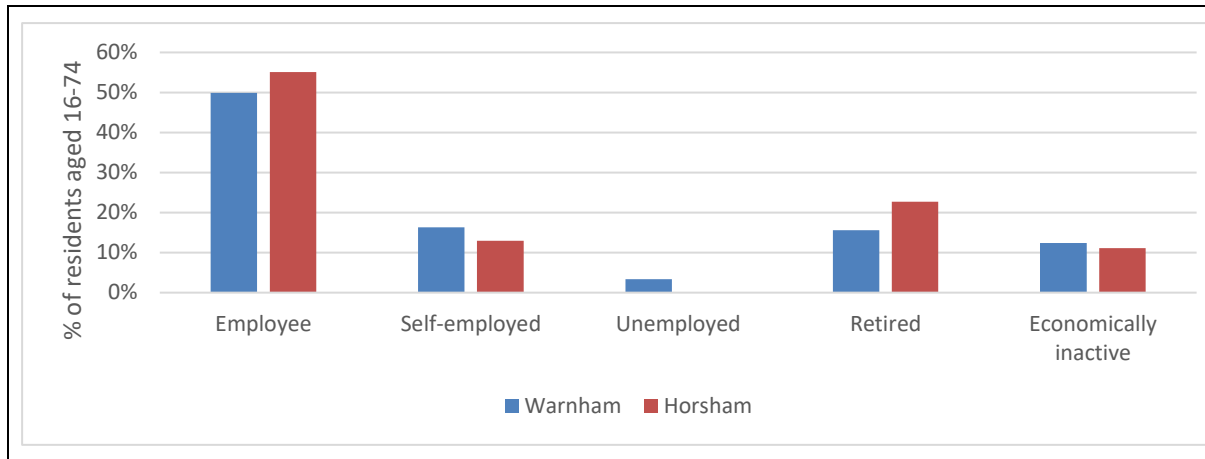


Figure 5: Economic activity

Figure 6 suggests that many of these people are choosing to work from home. This is perhaps not unusual in a rural location but reflects a need to ensure that the working environment is in place to support these people.

Just short of 10% of households in Warnham parish have no access to a car which is a fairly significant figure for a rural parish and reflects the reliance of this section of the community on public transport. Car ownership otherwise is high, with an average of 1.67 cars per household compared to 1.16 nationally.

The majority of working residents use their cars to access their place of employment. Despite the fact that there are stations close by (in Warnham and in Horsham), the number commuting by train to work is lower than for Horsham as a whole, perhaps a symptom of the difficulty in parking at Warnham station or accessing it by foot.

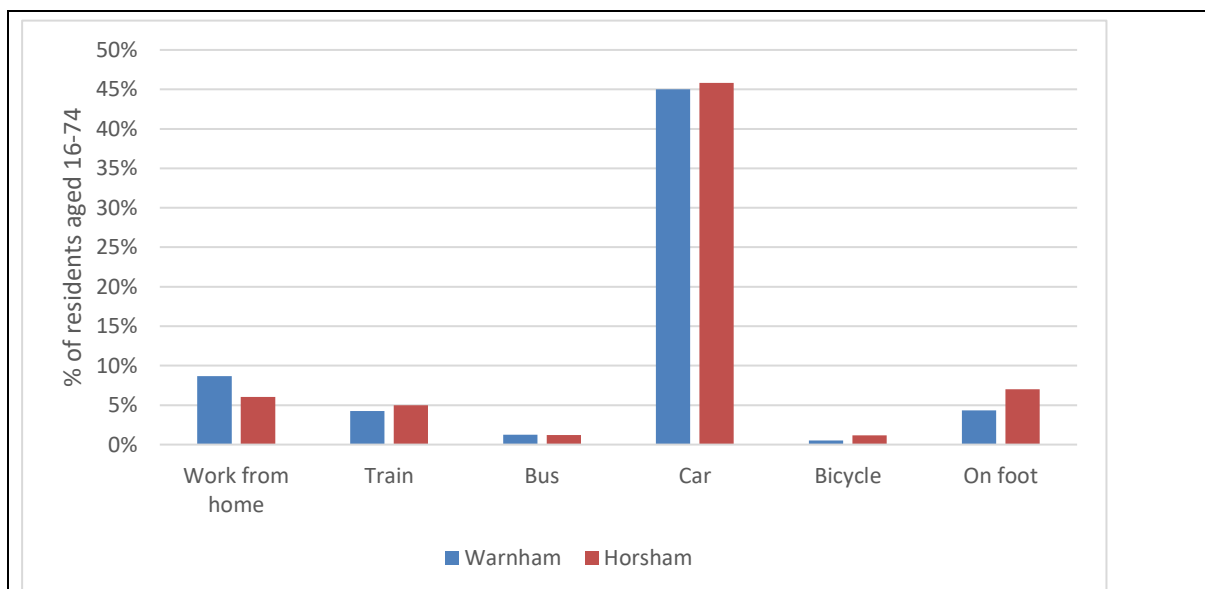


Figure 6: Mode of transport to work

Figure 7 shows the qualifications of Warnham parish residents. In line with the district as a whole, fairly low numbers have either no qualifications or Level 1 qualifications (1+ 'O' level passes, 1+ CSE/GCSE

any grades, NVQ level 1, Foundation GNVQ). The largest proportions of people in the parish hold the highest qualification levels, 4 and 5, suggesting a very well qualified workforce.

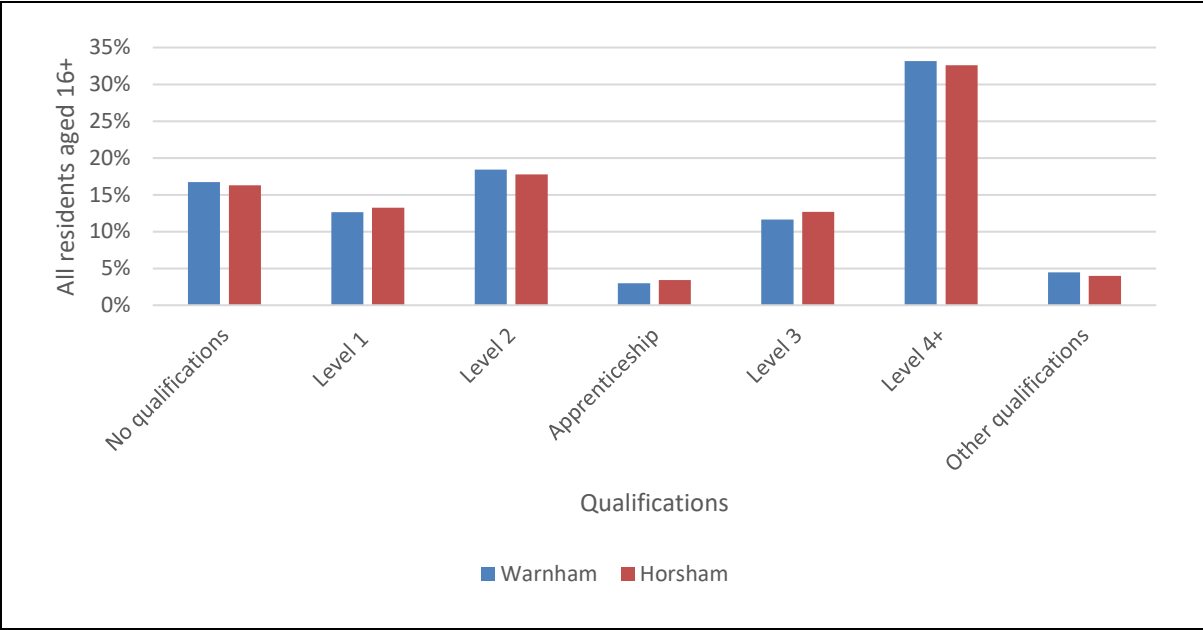


Figure 7: Qualifications of residents

Figure 8 illustrates the key employment sectors for the parish. Those sectors where Warnham parish is over-represented in comparison to the district average are the professional occupations, admin and service and, in particular, the education sector.

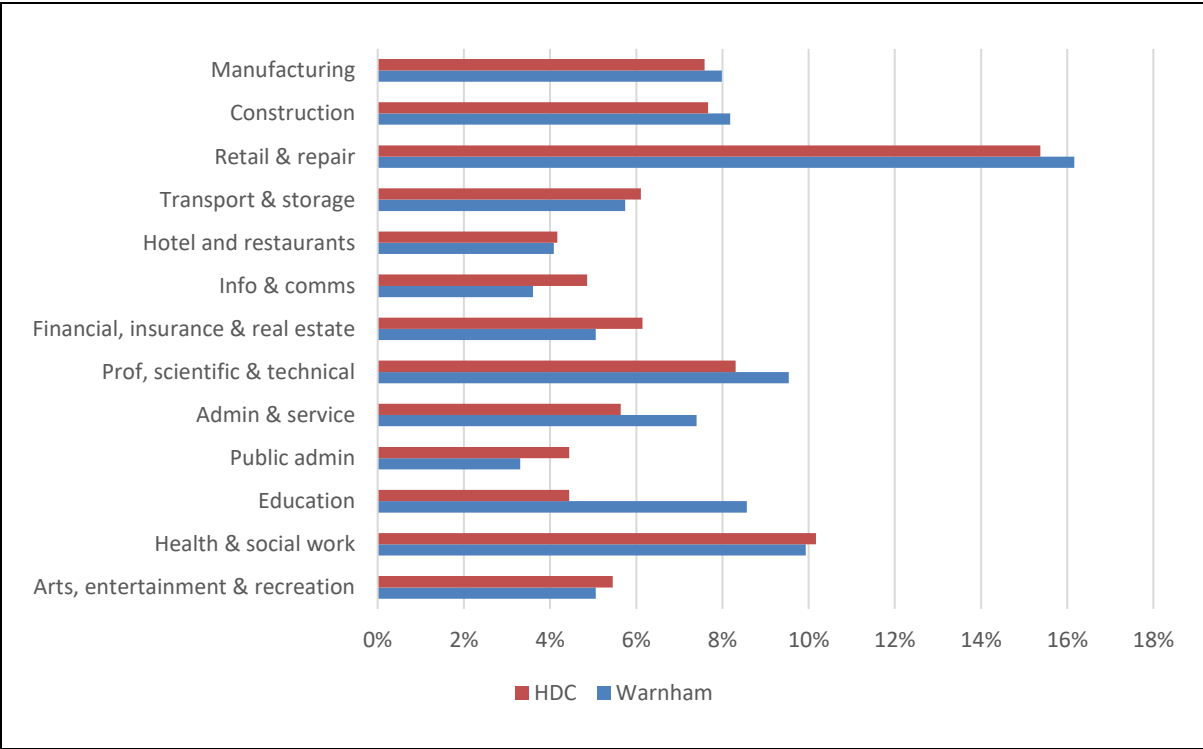


Figure 8: Type of employment sectors



Health

Warnham residents enjoy a good level of health, mirroring the district as a whole. It is ranked 19,029 out of 32,482 in terms of deprivation, placing it midway between most and least deprived.

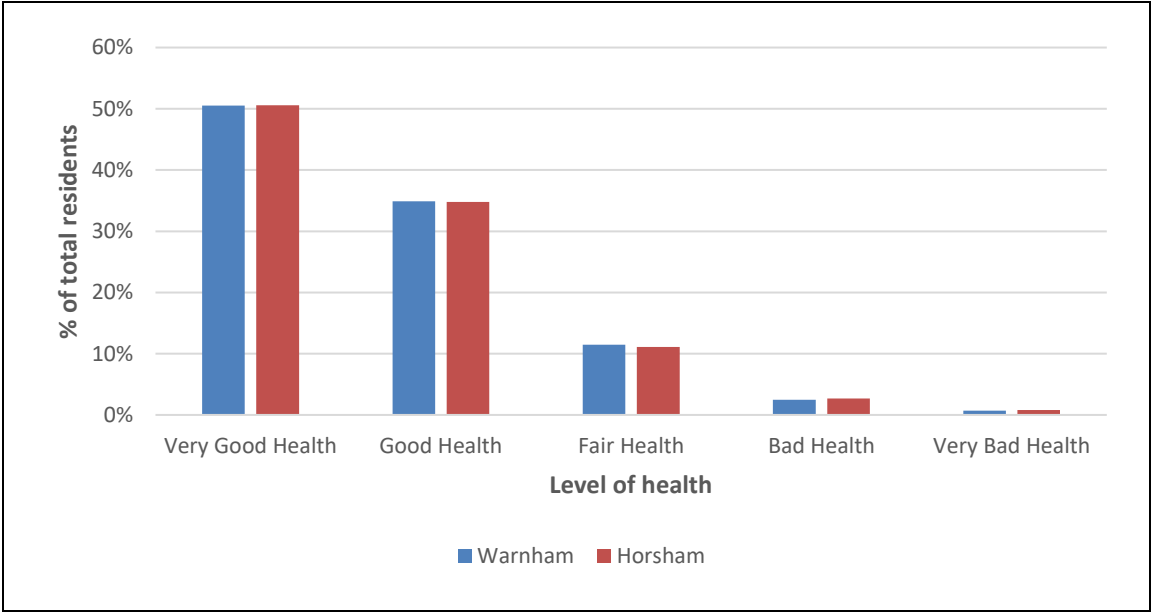


Figure 9: Level of health

## Appendix B Evidence base documents

All background evidence documents can be found on the Warnham Neighbourhood Development Plan website: <https://www.warnhamplan.com/our-evidence.html>

- [National Planning Policy Framework, 2012](#)
- [Horsham District Planning Framework, 2015](#)
- [West Sussex Cycle and Walking Strategy, West Sussex County Council, 2016-2016](#)
- [Housing densities](#)
- [Community Infrastructure Levy Charging Schedule, Horsham District Council, 2017](#)
- [Housing Need in Horsham District, Horsham District Council, 2015](#)
- [Horsham District Landscape Character Assessment, 2003](#)
- [Northern West Sussex Strategic Housing Market Assessment, 2009](#)
- [Northern West Sussex – Horsham Strategic Housing Market Assessment Update, 2012](#)
- [The Horsham District Sport, Open Space and Recreation Assessment, 2014](#)
- [Horsham District Landscape Capacity Assessment, 2014](#)
- [Strategic Housing Market Assessment Update 2014](#)
- Housing Needs Survey for Warnham parish, Action in Rural Sussex, 2015
- Housing Needs Assessment, AECOM, 2017
- Site Assessment Report, 2017
- [Crawley and Horsham Market Housing Mix Report, 2016](#)
- [Warnham Parish Design Statement, 2008](#)
- [West Sussex County Council Guidance for Car Parking in New Residential Developments, 2010](#)
- [Warnham Parish Plan, 2007](#)