

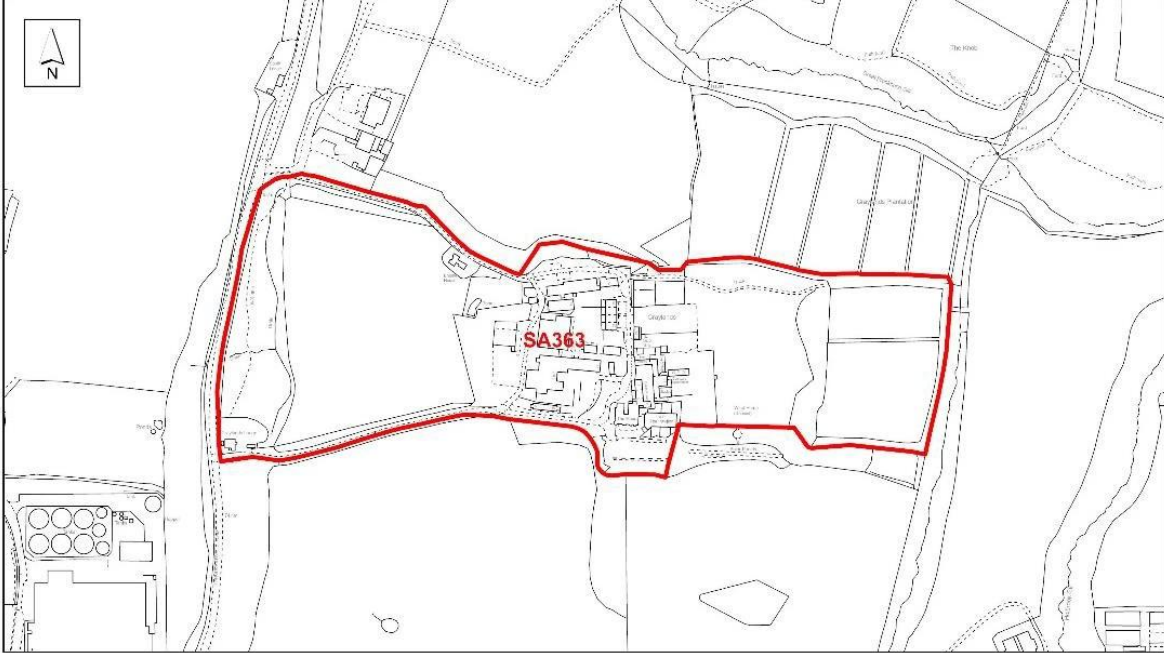
**4.0**

## **Employment Assessment Outcomes**

**4.01**

**Sites proposed for employment  
allocation.**

# North Horsham

<b>Site Name:</b> Land at Graylands Estate		SA363									
<b>Site Map:</b>											
											
<p style="text-align: center;"><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs - Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence. AC0000820204</small></p>		<p><b>North Horsham</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Reference No :</td> <td style="width: 25%;">Date : 17 October 2023</td> <td style="width: 25%;">1:4,000 at A4</td> <td style="width: 25%;"></td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> <td>Revisions :</td> </tr> </table>		Reference No :	Date : 17 October 2023	1:4,000 at A4		Drawing No :	Drawn :	Checked :	Revisions :
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Drawing No :	Drawn :	Checked :	Revisions :								
<b>Parish:</b> North Horsham											
<b>Site Area:</b> 5.39 ha											
<b>Site Location:</b> The site is located outside the built up area boundary for Horsham Town, to the north west of Horsham Town.											
<b>Site Description:</b> This split site lies in an elevated countryside location either side of an employment area which includes some residential following prior approval change of use of former office space within Graylands Manor and The Pavilion (c.26 dwellings). The western parcel adjoins the North Horsham strategic allocation (Mowbray) which seeks to deliver a cemetery and open space adjacent this site, and agricultural fields lie to the south. To the north is a field/woodland then clay quarry, to the west is a landfill site, and to the east of the site is woodland. The site comprises two agricultural fields divided by Graylands Estate, a recently refurbished employment focussed, managed, mixed-use area which has a dedicated car park and on-site café. The 1.2ha eastern parcel is well screened by trees to the north, east and south. The 3.2ha western parcel is also screened by trees. Along the southern border there are far reaching views towards Horsham and the South Downs. The north border adjoins a public right of way.											
<b>Environmental Considerations</b>		<b>Unfavourable Impacts (with potential for mitigation)</b>									
<b>Landscape:</b> The site does not lie within or near a protected landscape. Although in an elevated position it is reasonably screened by trees and woodland. The site falls within Landscape Character Area 10 in the Landscape Capacity Study (2021) and is considered to have no / low capacity for medium and large-scale housing and also no / low capacity for large scale employment.											
<b>Biodiversity:</b> Ancient Woodland lies within the western and north-eastern borders of the site and any development would need to take account of this and retain, as a minimum, a 15m buffer. The promoter indicates the developable area excludes the woodland and enhancements could be sought. A Site of Special Scientific Interest (SSSI) and Local Wildlife											

<p>Site (LWS) lie near the northern boundary. The promoter has provided an Ecological Report and no overriding ecological constraints have been identified. The impact of further development upon these sites would need to be considered.</p>	
<p><b>Archaeology/Heritage:</b> An Archaeological Notification Area (Medieval Moated Site &amp; Warnham Brickworks) adjoins the southern boundary, and a Scheduled Monument lies across a field to the south-west. These would need to be considered should the site be developed.</p>	
<p><b>Environmental Quality:</b> The split site is relatively tranquil despite the employment operations in between. The site can be subject to smells and / or disturbance from the Landfill site, quarry and Brickworks to the southwest, west and north of the site. It lies within the Brick Clay (Weald Clay) Minerals Safeguarding area and the Warnham Brickworks Permitted Minerals Site consultation area. About a third of the western field (southwestern corner) lies within a Major Hazard 390m consultation buffer zone (Warnham Brickworks). The western border covered by Ancient Woodland lies within an intermediate pressure gas pipeline 50m buffer zone. Much of the site lies within a Heat Priority Area.</p>	
<p><b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding. (Flood Zone 1)</p>	
<p><b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.</p>	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<p><b>Housing:</b> The split site is promoted for mixed use with employment in the western parcel, and two different options in the eastern parcel both seeking a mix of employment and housing delivering either 7 dwellings with 3,270sqm employment or 27 dwellings with 950sqm employment. The latter option would yield some provision of affordable housing. The North Horsham strategic allocation lies to the south but does not include development up to the boundary of this site.</p>	
<p><b>Education:</b> The site will not deliver a school nor would it result in the loss of such facilities. The site is some distance from the nearest existing schools. The North Horsham strategic allocation will provide additional education provision including one primary school and an all-through school with secondary school provision. The Bohunt Horsham all-through school has now been constructed and is operational. This provision would have the potential to serve any residential development in this location. Employment development is not considered to generate a direct demand for education.</p>	
<p><b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. There are GP practices in Horsham and the North Horsham strategic allocation includes a potential healthcare facility, within the local centre (which has outline planning permission). The Council is working with the developers and NHS Sussex ICB (formerly the CCG) regarding the delivery of these facilities. Employment development is not considered to generate a direct demand for health facilities.</p>	
<p><b>Leisure/Recreation/Community Facilities:</b> The site will not deliver significant leisure, recreation or community facilities nor would it result in the loss of such facilities. Appropriate mitigation would be required to meet generated demands if the site were developed for housing. Employment development is not considered to generate a direct demand for these facilities.</p>	
<p><b>Transport:</b> With the exception of the immediate surroundings, the site is in a relatively rural location and not well connected via sustainable transport modes. Public transport links are poor even though Warnham Station lies 1.5km away by road. There is no made footpath to Warnham Station or Horsham. The site has good vehicular access via a private one way tarmac driveway with separate entrance and exit on to Langhurstwood Road, which connects to the A264 about 2km to the south. The North Horsham strategic allocation, which lies to the south of the site, will improve the sites sustainable transport links once the area closest the site delivers a cemetery and allotments / playing field with housing beyond.</p>	
<p><b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband which is considered important to support the types of businesses sought. The proximity to the existing businesses suggests suitable services could however be sufficiently provided</p>	
<b>Economic Considerations</b>	<b>Favourable Impacts</b>

**Economy:** Graylands Estate is around 21% in B1a (office) use and 78% in B2 (engineering) use totalling 754.43sqm with some residential. The promoter seeks to deliver 9,025sqm GIA employment on the land to the west and suggests two mixed use options for the land to the east which see either 950sqm or 3,270sqm employment floorspace delivered. Development could provide additional employment opportunities within a thriving managed employment estate for new residents in the North of Horsham strategic development area. With the right design and mitigation measures the western parcel is considered to have some capacity for employment use, which would be the most appropriate land use, due primarily to the surrounding context and presence of other employment uses.

**Retail:** The site is promoted for employment and housing as such it would not result in the loss of retail. The site is remote from any shops. It is 5.8 km away by car to Horsham Town Centre. There is a proposed café on site. The North of Horsham strategic development, once complete, is expected to offer some local convenience retail opportunities accessible to the site.

**Site Assessment Conclusion:**

The centre of this site is a thriving managed employment area. The North Horsham strategic allocation lies to the south and the site has the potential to provide additional local employment options for new residents moving to the new strategic development.

It is considered the western field has potential for allocation for employment subject to appropriate regard to a number of issues such as the provision of a buffer and enhancement to the Ancient Woodland, landscape mitigation measures, biodiversity and the nearby SSSI and LWS, Archaeology, Warnham Brickworks Major Hazard buffer zone, and provision of sustainable transport links. It would form an extension to the existing Graylands Estate which is a managed employment / mixed use area and a proposed Key Employment Area. This would provide additional employment opportunities for new residents in the North of Horsham area.

The western parcel is recommended for allocation for employment uses, but the eastern parcel is not recommended for allocation for any type of development. It is not considered that any part of the split site should be allocated for residential (in full or as part of a mixed-use allocation) given its relatively isolated location, the surrounding uses and landscape sensitivities and taking account of the significant land area already allocated for residential to the south. Nor is it considered the eastern field, promoted for mixed use, should be allocated for employment because an increase in employment in this location could undermine the viability and delivery of the western field which connects better with the existing employment at Graylands Estate and access arrangements.

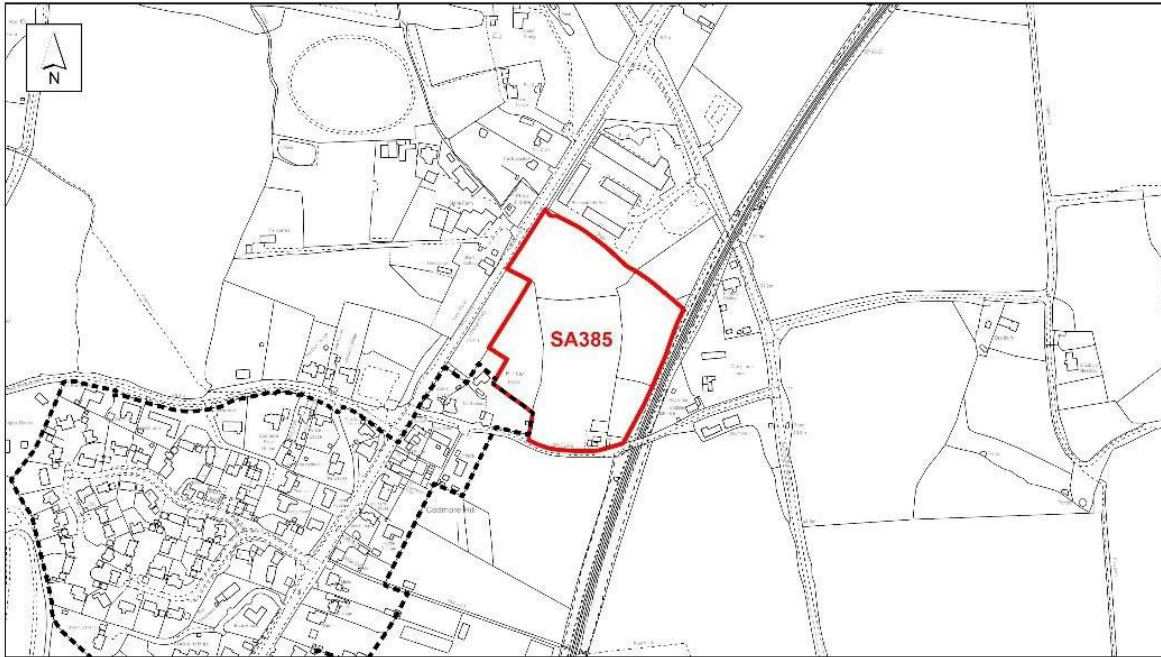
**Existing Floor Space / Area:** 754.43 sq. m.

**Estimated Additional Floor Space / Area:** up to 3.2 ha / c.9,025sqm

# Pulborough

<b>Site Name:</b> Land South of Broomers Hill Business Park	SA385
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**Site Map:**



<p><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs - Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO © Crown copyright and database rights (2023). Ordnance Survey Licence. AC0000820204</small></p>	Pulborough		
	Reference No :	Date : 17 October 2023	1:1,000 at A4
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**Parish:** Pulborough

**Site Area:** 2.73 ha

**Site Location:** The site lies in the countryside adjoining the northern built up area boundary of Codmore Hill and the southern boundary of the existing employment area known as Broomers Hill Industrial Park / Broomers Hill Business Park. The site lies off the A29. (.)

**Site Description:** The site comprises agricultural fields and woodland bounded by hedgerows. The Arun Valley railway line adjoins the site to the east. The northern boundary adjoins the Broomers Hill Industrial Park, which was built in the 1990's and comprises two storey brick and metal clad buildings incorporating light industrial factory buildings, warehousing and car parking. The site previously formed part of the wider SHELAA site SA172 which included the existing Business Park

<b>Environmental Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
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**Landscape:** The site does not lie within or near a protected landscape. The site is relatively close to the South Downs National Park, therefore views from the National Park would need to be appropriately addressed. The Landscape Capacity Study (2021) assesses the area to have a no / low capacity for development. With the right design and mitigation measures the site is considered to have some capacity for employment use due to the surrounding context and presence of other employment use.

**Biodiversity:** The site and surrounding land is not designated as important for nature conservation. Ecological surveys would be necessary prior to any development. The site lies within a bat sustenance zone and habitats to maintain feeding habitats for bats would need to be retained.

**Archaeology/Heritage:** The site does not contain or lie within the immediate setting of any designated heritage assets.

<b>Environmental Quality:</b> There is traffic noise from the A29 and train noise from the nearby Arun line Railway. The site lies within the Brick Clay (Weald Clay) and Building Stone (Horsham Stone) Minerals Safeguarding area, which may need to be extracted prior to any development.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding. (Flood Zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals. However, the Pulborough Parish Neighbourhood Plan examiner's report seeks the inclusion of a requirement for development to be built to a BREEAM Very Good standard.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor will it deliver housing.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. There are GP practices in Pulborough, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for such facilities.	
<b>Transport:</b> The site has direct access to the major road network as it adjoins the A29. The site also adjoins the built-up area of Codmore Hill. Public transport links are however substandard for employment uses, with up to an hourly bus service (Mon-Sat) on the A29. Whilst there are bus stops less than 0.5 km distant, pedestrian (and cycle) access to them is unattractive due to the narrowness of the side path and speed of traffic on the A29. Whilst there is a footway (narrow in places) providing access along the A29 to Codmore Hill and Pulborough, it is not a particularly attractive walk (1km to Codmore Hill) and many employees would largely be reliant on private motor vehicles. However, if direct pedestrian access were achieved from the south of the site to the A29 via Cray Lane, it would be very feasible for the 0.75 km journey to Codmore Hill to be made on foot. The post examination Pulborough Parish Neighbourhood Plan, in Policy 7, requires safe access through the southeast corner of the site for workers/visitors using non-motorised travel. The Neighbourhood Plan had sought the provision of a pedestrian and cyclist route along the A29 between Pulborough and Billingshurst, however the Examiner recommends this be deleted from policy but advises it can be moved to the Community Aims Section.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband which is considered important to support the types of businesses sought. Due to the site's location adjoining an existing Industrial Park this is not expected to be problematic.	
<b>Economic Considerations</b>	<b>Favourable Impacts</b>
<b>Economy:</b> The site is adjacent an existing business / industrial park and development would increase the employment offer including for residents in the Codmore Hill and Pulborough area. The provision of employment on this site (class B2, B8 and E) is supported by and sought within the post examination Pulborough Parish Neighbourhood Plan. Policy 7 of the post examination Pulborough Parish Neighbourhood Plan, which has its Referendum held in abeyance due to water neutrality, allocates the site for commercial uses (in Use Classes E, B2 and B8).	
<b>Retail:</b> The site is promoted for employment as such it would not result in the loss of retail. There are no shops in the immediate vicinity. It is however 1 km by road and on foot to the nearest supermarket in Codmore Hill. If direct pedestrian access were achieved from the south of the site to the A29 via Cray Lane, it would be very feasible for the 0.75 km journey to be made on foot.	
<b>Site Assessment Conclusion:</b> The site is recommended for allocation. The site adjoins the settlement of Codmore Hill to the south and the existing Broomers Hill Business / Industrial Park to the north. The site has been identified in the post examination Pulborough Parish Neighbourhood Plan as an employment allocation for business expansion. The Neighbourhood Plan's Referendum is held in abeyance due to Water Neutrality and impact on the Habitats	

Regulations Assessment (HRA). Allocation would enable the expansion of Broomers Hill Business / Industrial Park and increase employment opportunities in Codmore Hill and within the southern part of Horsham District. It is considered the site has potential for allocation for employment subject to appropriate regard to a number of issues such as landscape mitigation, biodiversity and bat sustenance zone, and sustainable transport.

**Existing Floor Space / Area:** 0 ha

**Estimated Additional Floor Space / Area:** 2.7 ha / 7,000sqm

# Southwater

<b>Site Name:</b> Land South West of Hop Oast Roundabout	SA703
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**Site Map:**



<p><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs : Director of Place</p> <p>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023).          Ordnance Survey Licence: AC0000820204</p>	Southwater		
Reference No :	Date : 17 October 2023	1:1,000 at A4	
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**Parish:** Southwater

**Site Area:** 1.05 ha

**Site Location:** The site is in the countryside, just outside the northern built up area boundary of Southwater and south of a main access route into Horsham (The Hop Oast roundabout). To the east it is bound by the A24 and to the west it is bound by the main northern access route to Southwater. Beyond the road, to the south and north there is woodland and to the west is an agricultural field.

**Site Description:** The site is a large agricultural field enclosed and surrounded by the A24 and the main access road to the north of Southwater. It is separated from the wider countryside and has been urbanised by virtue of the road layout and its location just off the A24 and just north of the built up area of Southwater. Its continuation in agricultural use has largely been compromised by the roads and its use as a site management storage area for the improvements to the Hop Oast junction. There is an existing field access from Worthing Road to the south.

<b>Environmental Considerations</b>	<b>Neutral Impacts</b>
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**Landscape:** The site is relatively flat and comprises grassland. The boundary has some shrubs and trees. The Landscape Capacity Study (2021) assesses the area to have low to moderate capacity for large scale employment development. Appropriate screening would be required to maintain the rural nature of the area and to avoid an urban character along the A24.

**Biodiversity:** The site is not designated as important for nature conservation, however, to the south lies woodland protected by a Tree Preservation Order (TPO) which links into Newlane Wood, an Ancient Woodland, beyond a roundabout. Any development would need to have appropriate regard to the potential impacts from surface water and wastewater on the Upper Arun SSSI and the scope for mitigation.

**Archaeology/Heritage:** The site does not contain or lie within the setting of any designated heritage assets.


<b>Environmental Quality:</b> The site is affected by road noise from the adjoining A24 and roundabout. The site location, next to the major road network (A24) and enclosure by roads, affects its ability to be used effectively for agriculture. The site lies within a Brick Clay (Weald Clay Formation) and Horsham Stone minerals safeguarding area, which may need to be extracted prior to any development.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood Zone 1).	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor deliver housing.	
<b>Education:</b> The site will not deliver a school, nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. There are GP practices in Horsham and Southwater, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for such facilities.	
<b>Transport:</b> The site lies next to the major road network (A24) and is enclosed by roads. The site is adjacent to the Hop Oast roundabout on the A24. The nearest bus stops are 0.4km away to the south on Worthing Road in Southwater, which would be feasible to reach from the southern corner of the site with some minor footway and crossing improvements. There is no made footpath from the site. A maintained footpath from the end of Blakes Farm Road passes south of the site to an uncontrolled pedestrian crossing of the A24 dual carriageway. From there a made footpath, which is narrow in parts, continues towards Horsham. There are no pedestrian or cycle crossing facilities on the A24 Hop Oast roundabout. Hence there are no easily accessible links for pedestrians to Horsham or to the Park & Ride to Horsham Town to the north across the A24. The promoter suggests an entrance to the site with a new footpath could be created from the Blakes Farm Road northern roundabout which lies to the south of the site and links to the made footpath between Southwater and Horsham via the A24 uncontrolled crossing.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband which is considered important to support commercial development. Due to the site's location near Southwater the impact is assessed to be neutral.	
<b>Economic Considerations</b>	<b>Favourable Impacts</b>
<b>Economy:</b> The promoter suggests a total of 3,000 sq. m. of floor space could be provided. 1,200 sq. m. of B8 use (storage) 1,800 sq. m. of B1/B2 flexible use (Office and industrial). Employment development in this location would provide additional opportunities for residents in Southwater and could help to meet the wider demand should additional housing be allocated west of Southwater alongside that offered within the strategic site.	
<b>Retail:</b> The site is not currently developed and as such it would not result in the loss of retail. The site is remote from any shops. The site is somewhat detached from services due to surrounding highways, and whilst there is a service station with convenience facilities across the A24 access by foot or cycle is not feasible unless public highway safety measures are to be provided.	
<b>Site Assessment Conclusion:</b> The site is a large agricultural field enclosed and surrounded by the A24 and the main access road to the north of Southwater. The surrounding roads give the site an urbanised character and there are no known overriding landscape impacts which would prevent allocation of the site. However suitable screening would need to be provided. Southwater benefits from a made neighbourhood plan (made 23 June 2021) and policies within the plan carry full weight.	
The site is recommended for allocation for employment subject to appropriate regard to a number of issues such as the creation of safe vehicle/pedestrian/cycle access and highway impacts on	

the nearby junction, landscape screening, minerals safeguarding, biodiversity and impact on nearby Ancient Woodland and TPO, and the potential impacts from surface water and wastewater on the Upper Arun SSSI and the scope for mitigation.

**Existing Floor Space / Area: 0**

**Estimated Additional Floor Space / Area: 1ha / 3,000 sqm**

# West Grinstead

<b>Site Name:</b> Land South of Star Road Trading Estate		SA063	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		Partridge Green	
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<b>Parish:</b> West Grinstead			
<b>Site Area:</b> 5.1 ha			
<b>Site Location:</b> The site lies within the countryside adjoining the southern built up area boundary of Partridge Green. The site is located to the south east of the Star Road Trading Estate.			
<b>Site Description:</b> The site consists of scrubby grassland and has some evidence of fly tipping. To the north and west of the site is the Star Road Trading Estate which is designated a Key Employment Area. Ash Wood, an Ancient Woodland, lies in the northern part of the eastern section and the eastern and southern boundaries comprise agricultural land, with the exception of the far south-eastern corner of the site which is a sewage treatment works. The site has an existing access point onto the Star Trading Estate suitable for vehicles.			
<b>Environmental Considerations</b>		<b>Unfavourable Impacts (with potential for mitigation)</b>	
<b>Landscape:</b> The site is relatively flat with some undulating areas. It comprises scrubby grassland with some trees within the site and along the boundaries which comprise a mixture of hedgerows and industrial fencing. The Landscape Capacity Study (2021) assesses the area to have moderate to high capacity for development (excluding the ancient woodland).			
<b>Biodiversity:</b> The site is not designated as important for nature conservation, however, the north eastern section contains an area of Ancient Woodland which is also protected by a Tree Preservation Order (TPO). This would require at least a 15m buffer should development take place on the site. The proposed developable area excludes the woodland and enhancements could be sought. The site also contains some trees, especially near the boundary, and potentially a small pond area. The site has been left relatively unattended and nature has been allowed to take over. If progressed as a development site appropriate ecological assessments will be required, and suitable protection and mitigation required.			
<b>Archaeology/Heritage:</b> The site does not contain or lie within the setting of any designated heritage assets.			
<b>Environmental Quality:</b> The site promoter indicates the site comprises some Grade 3a and 3b Agricultural Land. It lies within the Brick Clay (Weald Clay) Minerals Safeguarding area. The			

<p>site is potentially affected by noise/odour/nuisance from the adjoining Industrial Estate and Sewerage Treatment Works. As reflected in a West Grinstead Neighbourhood Plan background paper (March 2020) the layout of any development would have to be informed by an odour assessment in consultation with Southern Water and would have to provide access to the existing sewage infrastructure for maintenance and upsizing purposes, as considered appropriate by Southern Water. A high-pressure gas pipeline and its 150m buffer affects much of the site, it is noted however that this has not unduly limited development on land adjacent. The western half of the site lies within a 150m consultation buffer zone around a major hazard site.</p>	
<p><b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood Zone 1). Beyond the south-east corner of the site lies an area within flood zone 2 and 3, which will need to be taken into account as appropriate.</p>	
<p><b>Climate/Renewables/Energy Efficiency:</b> The site promoter has indicated development will be designed to take energy efficiency and renewable energy into account and will include sustainable technology. They will also consider the provision of electric charging points. Further detail on how this will be provided is required.</p>	
<p><b>Social Considerations</b></p>	<p><b>Neutral Impacts</b></p>
<p><b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor will it deliver housing. It is not considered suitable for housing due to the constraints and the potential adverse impacts from noise and nuisance from the existing trading/industrial estate and sewerage treatment works.</p>	
<p><b>Education:</b> The site will not deliver a school, nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for education.</p>	
<p><b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. There is a GP practice in Partridge Green, however, employment development is not considered to generate a direct demand for health facilities.</p>	
<p><b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for such facilities.</p>	
<p><b>Transport:</b> The site is accessed from the B2135 which links to the A24 in the north and the A283 in the south, both of which form part of the major road network. To the east of Partridge Green lies the A281. The area has a reasonable bus service (up to hourly Mon-Sat) linking the village to Horsham and to Brighton via Cowfold and Henfield. Subject to crossing the relatively lightly trafficked B2135 there is pavement access to the village centre and a public right of way. The Downs Link bridleway, which provides a predominantly off-highway cycle route, lies nearby facilitating pedestrian and cyclist access from villages north and south. There could be potential for the creation of an off-road link along the old railway line from Star Road to the Downs Link, which potentially could include a spur through Huffwood Estate to the High Street.</p>	
<p><b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband which is considered important to support commercial development. The site's location enables it to benefit from the infrastructure within the village of Partridge Green.</p>	
<p><b>Economic Considerations</b></p>	<p><b>Favourable Impacts</b></p>
<p><b>Economy:</b> The site promoter supports a standalone allocation for employment. As set out in the West Grinstead Neighbourhood Plan, the local community seeks to encourage the relocation of the commercial uses at Huffwood Trading Estate to the site in order to facilitate the redevelopment of Huffwood for residential. However, Huffwood Trading Estate is in active employment use and there are no mechanisms enabling planning policy alone to secure appropriate relocation. The provision of employment on this site could help facilitate such relocation of uses. The site could therefore either form an expansion of the existing employment at the Star and Huffwood Estates, which are designated Key Employment Areas (KEAs), delivering a net gain in employment land. Alternatively, it could facilitate the relocation of existing businesses at the Huffwood Trading Estate on to the site, with the active use of the KEAs to be reviewed in future.</p>	
<p><b>Retail:</b> The site would not result in the loss of retail. The site is 400m south of the local facilities</p>	

and shops on Partridge Green High Street, however pavement access from the site to the High Street makes this 800m away.

**Site Assessment Conclusion:**

The site is recommended for allocation for employment subject to appropriate regard to a number of issues such as minerals safeguarding, odour assessment, provision of an off-road link to the Downs Link, biodiversity, and also access, retention / enhancement and buffer around the Ancient Woodland (which is also protected by a Tree Preservation Order), sewerage treatment works, major hazard sites and underground high pressure gas pipeline. It is not considered suitable for housing due to the constraints and the potential adverse impacts from noise and nuisance from the existing trading/industrial estate and sewerage treatment works. West Grinstead benefits from a made neighbourhood plan (made 23 June 2021) and the allocation of the site would align with Aim 2 in the Neighbourhood Plan to relocate existing business uses on Huffwood Trading Estate to the site.

**Existing Floor Space / Area:** 0

**Estimated Additional Floor Space / Area:** 3.8 ha (c.9,000sqm)

**4.02**

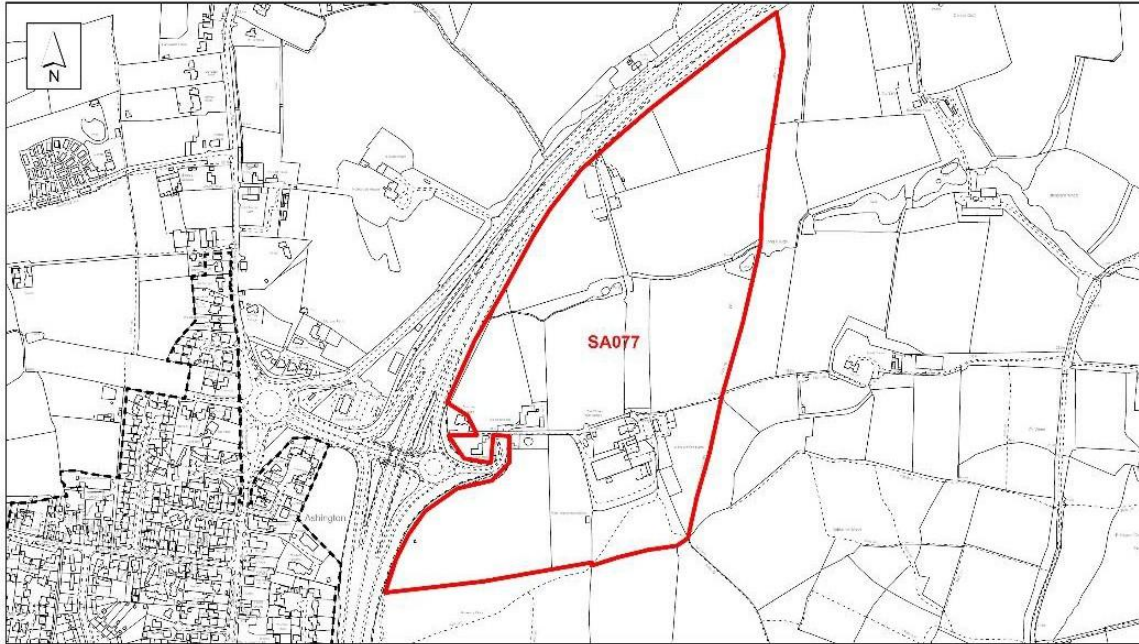
**Employment sites not considered  
suitable for allocation.**

# Ashington

**Site Name:** Land at East Wolves Farm

**SA077**

**Site Map:**



<p><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs - Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence. AC0000820204</small></p>	<p>Ashington</p>		
<p>Reference No :          Drawing No :</p>	<p>Drawn :</p>	<p>Date : 31 August 2023          Checked :</p>	<p>1:6,000 at A4          Revisions :</p>

**Parish:** Ashington

**Site Area:** 24.7 hectares

**Site Location:** The site is in the countryside northeast of Ashington on the eastern side of the A24.

**Site Description:** The site does not directly adjoin the existing built form of Ashington village to the west and is separated by the A24. The site consists mostly of open fields, with some ponds, delineated by hedgerows with some mature trees. There are up to seven residential properties on site and a small employment estate in the south-eastern portion of the site.

**Environmental Considerations**

**Very Negative Impacts (impacts unlikely / unable to be mitigated)**

**Landscape:** The site does not lie within or near a protected landscape but the site is visible in distant views from the South Downs National Park. The site is gently undulating with views across it from the rights of way which cross the land. The site is extensive in scale and development would lead to urbanisation of an area which is very limited in its relationship to the existing built form of Ashington creating an area of what would appear detached rural development.

**Biodiversity:** The site is not designated as important for nature conservation. Ancient woodland abuts the southern boundary of the site and appropriate buffers of at least 15m would need to be applied in order to protect the trees and roots. The site is predominantly pasture/grassland with some ponds and interspersed with trees and hedgerows between the fields. If progressed as a development site appropriate ecological assessment will be needed and suitable protection and mitigation and biodiversity enhancement would be required.

**Archaeology/Heritage:** There is a Grade II Listed Building about 170m to the east (Hook Farmhouse) and one to the west on the western side of the A24 (Holmbush House). The southern half of the site is designated as an Archaeological Notification Area with a Bronze Age Settlement, Medieval Farmstead and Post-Medieval Iron Working site. Further archaeological

investigation is required before any proposal is considered appropriate.	
<b>Environmental Quality:</b> The site lies within the Brick Clay (Weald Clay) Minerals Safeguarding area. The eastern field in the central band formed a landfill site for spoil from roadworks during the construction of the A24 in the 1990s. Except for some road noise from the A24 the site is considered tranquil especially as you move away from the A24.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood zone 1).	
<b>Climate/Renewables/Energy Efficiency:</b> The promoter indicates the proposal would be BREEAM Excellent or Outstanding and would incorporate PV systems, LED lighting, EV charging and rain-water harvesting. Any proposal will be expected to adhere to the Council's Climate Change policies.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. It would be reliant on existing GP practices in Steyning and / or Storrington, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> Ashington is classified as a medium village, having a moderate level of services and facilities. The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The site has direct access to the major road network via a roadway from the Ashington junction on the A24. There is a public footbridge over the A24 to the south of the site which provides a pedestrian / cycle link to Ashington Village, nevertheless the A24 acts as a significant barrier between the site and Ashington Village. Access to the site, especially from outside of Ashington, is primarily reliant on private motor vehicles as there is limited public transport.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband or other infrastructure but would be expected within a Grade A business park / employment campus.	
<b>Economic Considerations</b>	<b>Unfavourable impacts (with potential for mitigation)</b>
<b>Economy:</b> The proposal seeks to deliver c.60,400sqm (650,000sqft) employment floorspace (manufacturing and logistics) within a developable area of c.18ha. The promoter indicates they seek to create a regionally important Grade A quality business park that would have outstanding ESG credentials and generate around 800 jobs. This would provide a significant hub of employment with a sphere of influence that would far extend beyond the Parish and District boundary. Development would lead to an increase in the employment offer in this relatively rural location adjacent the A24. Based on the data provided in the Economic Growth Assessments (2020), there is a lack of evidence to demonstrate additional employment is needed, particularly of this scale and in this location, and taking into account the existing employment offer to the south of the village. The provision of employment on this site at the same time as other smaller sites in the District is liable to undermine the viability of those sites.	
<b>Retail:</b> The site is promoted for employment as such it would not result in the loss of retail. There is a small local convenience store in the centre of the village with restrictive parking, and a further convenience store at the local service station to the north of the village. There is no further expansion of retail provision proposed for the local community as part of the proposal.	
<b>Site Assessment Conclusion:</b> The site is not recommended for employment allocation in the local plan review. The location of the site is detached and separated from the main village of Ashington by the A24, which forms a clear physical barrier between the site and the settlement. This proposal would be poorly related to Ashington village in form and function. The scale of development proposed would have a significant impact on the wider open countryside and would be detrimental to the rural character of the locality. It would also be of a scale that could	

have a significant impact upon the recognised Functional Economic Market Area (FEMA) and beyond that could affect the viability of existing employment areas. There are a number of sites proposed for employment which are more appropriately located in terms of the development hierarchy and creation of sustainable communities, and should therefore come forward prior to the consideration of the need for this site. Ashington Neighbourhood Plan was made on 23 June 2021 and whilst it allocates sites it does not include this site.

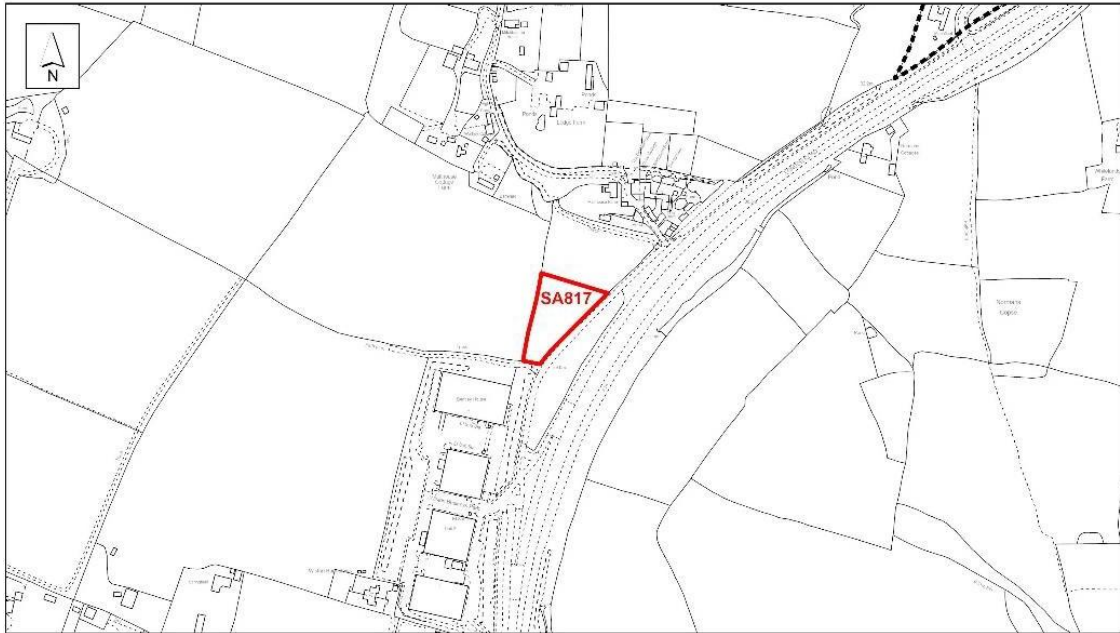
**Existing Floor Space / Area:** c.2,000sqm (mixed B1/B2/B8 Use Classes)

**Estimated Additional Floor Space / Area:** 0

**Site Name:** Land West of Malthouse Lane

SA817

**Site Map:**



**Horsham District Council**

Parkside, Chart Way, Horsham  
West Sussex RH12 1RL  
Barbara Childs, Director of Place

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Ashington

Reference No.:

Date: 17 October 2023

1:1,000 at A4

Drawing No.:

Drawn:

Checked:

Revisions:

**Parish:** Ashington

**Site Area:** 0.37 hectares

**Site Location:** The site is in the countryside.. It adjoins an existing industrial area (Wiston Business Park) which is located to the immediate south. The nearest settlements are Ashington 1km to the north, and Washington 2km to the south.

**Site Description:** The site is a sloping open agricultural field bordered by trees and hedgerows. Notwithstanding the A24 to the east and the employment to the south, it is rural in character.

**Environmental Considerations**

**Very Negative Impacts (impacts unlikely / unable to be mitigated)**

**Landscape:** The site does not lie within or near a protected landscape. Development in this location would be a linear extension of the built form of the existing 'rural' Wiston Business Park northwards, and would form ribbon development. The configuration of the site also limits its relationship with the existing built form. Despite the A24 and existing adjoining development the character of the area is rural. It falls outside the area assessed by the Landscape Capacity Study (2021) indicating the site falls outside the development hierarchy and therefore development is liable to cause harm to the countryside / rural landscape.

**Biodiversity:** The site and surrounding land is not designated as important for nature conservation. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.

**Archaeology/Heritage:** The site does not contain any designated heritage assets, however, Malthouse Farm Medieval Historic Farmstead a Grade II listed building lies 80m to the north across the field.

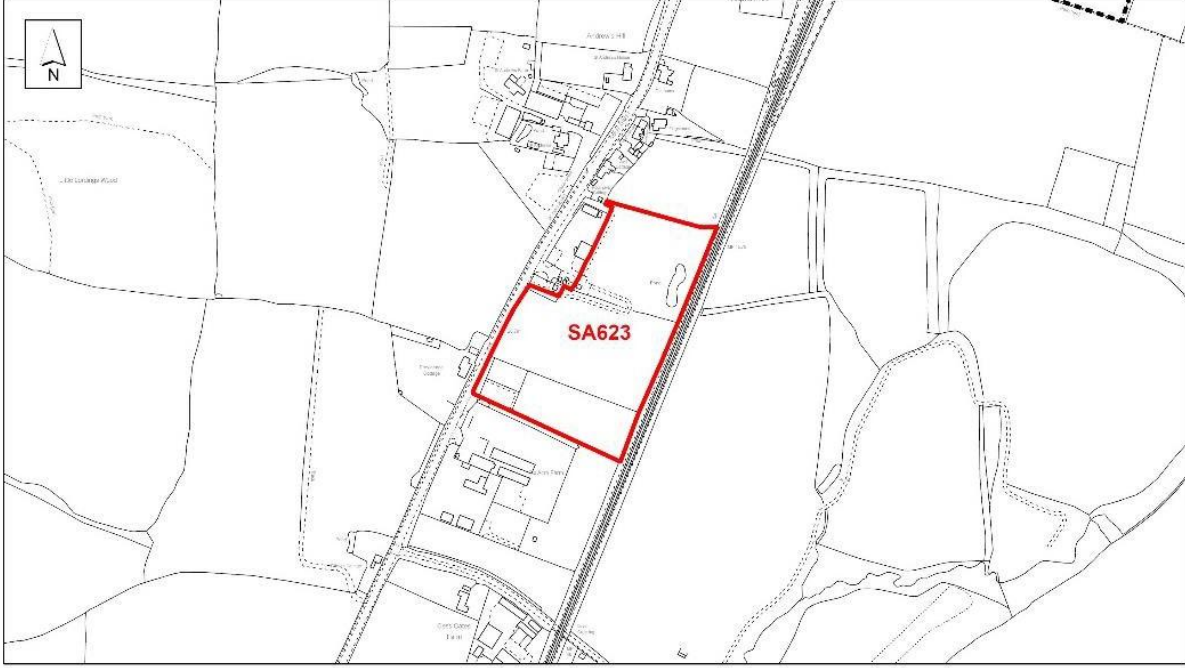
**Environmental Quality:** The site is subject to traffic noise from the A24. It is within a Brick Clay (Weald Clay) mineral safeguarding area.

**Flooding/Drainage:** The site does not lie within an area identified as at risk of flooding (Flood zone 1)

**Climate/Renewables/Energy Efficiency:** No known impacts or clear proposals.

Social Considerations	Neutral Impacts
<p><b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing.</p>	
<p><b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.</p>	
<p><b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. It would be reliant on the GP practices in Steyning and / or Storrington, however, employment development is not considered to generate a direct demand for health facilities.</p>	
<p><b>Leisure/Recreation/Community Facilities:</b> Ashington (1km to the north) is classified as a medium village and has a moderate level of leisure and community and facilities. The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.</p>	
<p><b>Transport:</b> The site is accessed from a gate at Malthouse Lane which is in turn accessed from a slip road from the northbound carriageway of the A24. The site thus has direct access to the major road network (A24). Public transport links are poor and the site is separated from the built up area boundary of Ashington. Pedestrian and informal cycle access to the site is possible from Ashington via a segregated made footway alongside the northbound carriageway of the A24, but is unlikely to be an attractive option due to the speed of traffic on the A24 together with the distance from either Washington or Ashington.</p>	
<p><b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband or other infrastructure.</p>	
Economic Considerations	Neutral Impacts
<p><b>Economy:</b> The site is located adjacent to an existing employment area and would increase the employment offer in this rural location.</p>	
<p><b>Retail:</b> The site would not result in the loss of retail. The site is remote from the services and facilities within the settlement of Ashington which is likely to lead to a reliance on private motor vehicles.</p>	
<p><b>Site Assessment Conclusion:</b> The site is not recommended for employment allocation. It is recognised that this site is located adjacent to an existing employment area, however, the land is not well related to the existing development in landscape terms or configuration. It would extend the built form of development north, leading to urbanisation in an area which lies in the countryside and has a rural character despite the A24 to the east of the site. The site is also detached from the settlement boundaries of Ashington and Washington. Ashington Neighbourhood Plan was made in June 2021 and does not seek the allocation of the site.</p>	
<p><b>Existing Floor Space / Area: 0</b></p>	
<p><b>Estimated Additional Floor Space / Area: 0</b></p>	

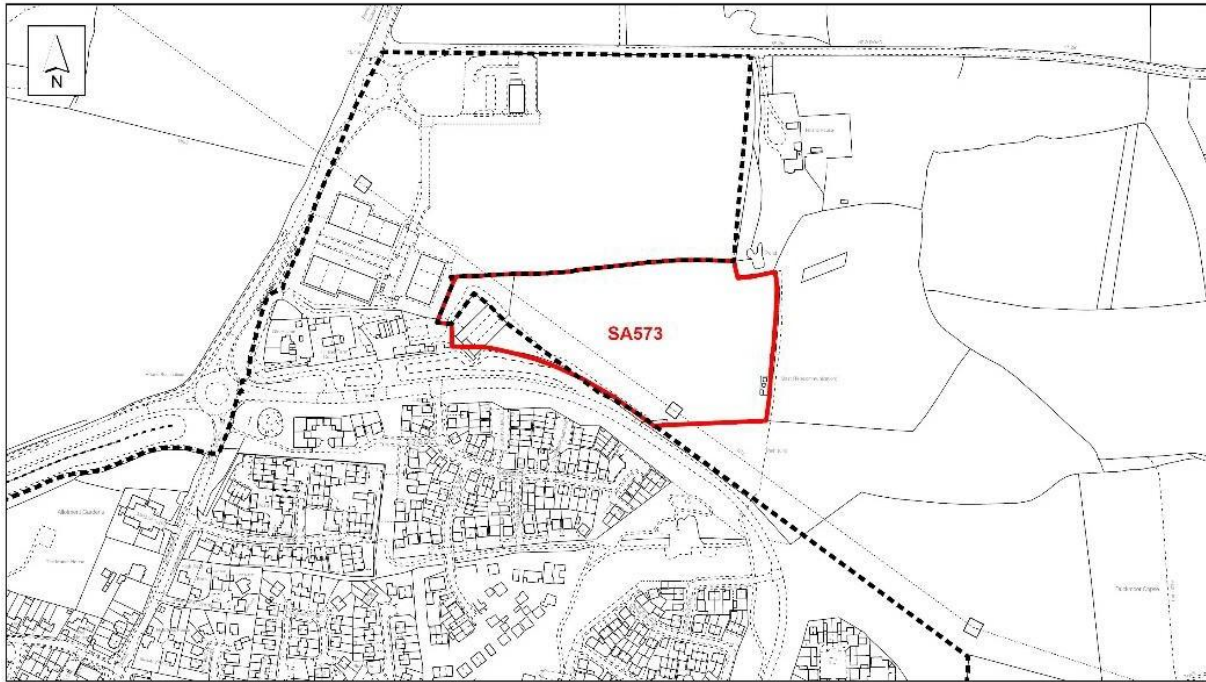
# Billingshurst

<b>Site Name:</b> Land at Andrews Hill, Billingshurst		SA623	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		Billingshurst	
<small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence. AC0000820204</small>		Reference No : Drawing No :	Date : 19 October 2023 Checked : Revisions :
<b>Parish:</b> Billingshurst			
<b>Site Area:</b> 2.05 ha			
<b>Site Location:</b> The site is in the countryside and 0.5 km south of the built up area boundary of Billingshurst.			
<b>Site Description:</b> The site comprises open green fields, one with a pond, largely bound by hedgerows. The railway adjoins the eastern boundary. Part of the western boundary adjoins Charles Wadey Ltd, a local builders yard, and the rest adjoins the A29. To the north are fields and to the south lies McVeigh Parker Ltd which is a farm and fencing supplier.			
<b>Environmental Considerations</b>		<b>Very Negative Impacts (impacts unlikely / unable to be mitigated)</b>	
<b>Landscape:</b> The site does not lie within a protected landscape. Notwithstanding the existing farms, and rural dwellings and businesses in this area (Andrews Hill), development of the site would lead to the urbanisation of the landscape beyond the confines of Billingshurst and would appear to extend the built form of Billingshurst southwards along the A29 and create linear urbanising / ribbon development into the countryside. The Landscape Capacity Study (2021) assesses the area as having no-low capacity for development (landscape character area 46).			
<b>Biodiversity:</b> The site and surrounding land is not designated as important for nature conservation. The site is within a bat sustenance zone where habitats to maintain feeding habitats for bats, particularly Barbastelle Bats, would need to be retained. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.			
<b>Archaeology/Heritage:</b> The site does not contain any designated heritage assets but potentially lies within the setting of three Grade II listed buildings, Flagstones, Home Cottage and Webb Cottage, which lie nearby across a field to the north.			
<b>Environmental Quality:</b> The site is subject to traffic noise from the A29 and train noise from the nearby Arun line Railway, and potentially from the adjacent employment sites. The site			

lies within the Brick Clay (Weald Clay) Minerals Safeguarding area.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. It would be reliant on the GP practices in Billingshurst, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> Billingshurst (1.5km from the site) is identified as a small town / larger village in the settlement hierarchy and has a good range of services and facilities with strong community networks, together with reasonable rail and bus services. The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The site is accessed from the A29 which is part of the major road network. Access to the site is primarily reliant on private motor vehicles albeit there is an hourly (weekdays/Saturdays) bus service connecting with Billingshurst, Horsham and other settlements in the area. Pedestrian and cycle access to the is unlikely to be an attractive option due to the narrowness of the side path and speed of traffic on the A29 together with the distance from Billingshurst village centre.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband or other infrastructure.	
<b>Economic Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
<b>Economy:</b> The promoter seeks to provide starter units on the site, which is in two ownerships. The site lies adjacent to two established commercial enterprises, a builders yard and an agricultural and fencing supplier. Development would lead to an increase in the employment offer in this rural location adjacent to the A29. The provision of employment on this site Billingshurst is liable to undermine the viability of other proposed and established sites. There is a lack of evidence to demonstrate additional employment in this location is needed, especially when regard is given to the Economic Growth Assessment (2020). The southern field strip was unsuccessfully subject to an outline application for 7 business starter units on land within the control of McVeigh Parker and Co Ltd, reference DC/22/1691.	
<b>Retail:</b> The site is promoted for employment as such it would not result in the loss of retail. The site is remote from any shops. There would be a reliance on private motor vehicles to access the facilities available in Billingshurst.	
<b>Site Assessment Conclusion:</b> The site is not recommended for employment allocation for a number of reasons including its location and configuration in relation to the settlement of Billingshurst. Development would create linear urbanising / ribbon development in the countryside. There are a number of sites proposed for employment in Billingshurst which are more appropriately located in terms of the development hierarchy and creation of sustainable communities, and should therefore come forward prior to the consideration of the need for this site. The Billingshurst Parish Neighbourhood Plan was made in June 2021 and does not include any development allocations.	
<b>Existing Floor Space / Area: 0</b>	
<b>Estimated Additional Floor Space / Area: 0</b>	

**Site Name:** Land at Hilland Farm North (Employment) | SA573

**Site Map:**



<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs - Director of Place	<b>Billingshurst</b>		
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	Drawing No :	Checked :	Revisions :

**Parish:** Billingshurst

**Site Area:** 2.3 hectares

**Site Location:** The greenfield site lies predominantly within the countryside between the recently extended urban boundary of Billingshurst to the south of the site (the Amblehurst development), and land permitted and under construction for employment development to the north. It largely lies outside of the amended built up area boundary of Billingshurst depicted in the Billingshurst Neighbourhood Plan (made 23 June 2021), which extended the built up area boundary to include the new development to the south and north of the site.

**Site Description:** The site comprises agricultural fields with a row of pylons crossing the site within the south-western border. A public right of way runs along the eastern border and a telecommunication mast lies just within the eastern border of the site. The site is gently undulating with the highest point of the site in the north east corner. To the south-west lies the village of Billingshurst and a new housing estate extends the urban area up to the boundary of the site. Land to the north of the site, largely the other side of a ridgeline, has permission for employment which has commenced, including a now operational petrol filling station with a shop, a drive through coffee unit and a supermarket (Lidl). A dwelling, screened by trees is set back from the north eastern corner of the site. A farmhouse, farm buildings and some cottages lie to the west of the northern section and farmland lies to the east.

**Environmental Considerations**

**Very Negative Impacts (impacts unlikely / unable to be mitigated)**

**Landscape:** The site does not lie within or near a protected landscape. The site is open in character and forms a countryside buffer to the recent urban extension of Billingshurst with a rural right of way running alongside the eastern border of the site. The topography does not give the appearance of connection to the employment under construction to the north. The site slopes down from the north east corner to the south west (gentle-medium slope) and the south eastern section undulates with gentle to medium slopes. The pylons in this area detract from the wider landscape, but some elements of the site are more visually sensitive - development on the ridgeline would be particularly visible. The new A272 link road and pylons separate the site from

<p>the residential development to the south, and the topography does not give a clear appearance of connection to the employment site under construction to the north. The Landscape Capacity Study (2021) assesses the area to have low to moderate capacity for medium scale housing development, no / low capacity for large scale housing development, and no / low capacity for employment development (landscape character area 49).</p>	
<p><b>Biodiversity:</b> The site and surrounding land is not designated as important for nature conservation, however, the site lies within a Bat Sustenance Zone and habitats to maintain feeding habitats for bats would need to be retained. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required. As raised by Natural England any development would need to have appropriate regard to the impacts from surface and waste water on the Upper Arun SSSI together with the scope for mitigation.</p>	
<p><b>Archaeology/Heritage:</b> The site lies within an Archaeological Notification Area and an archaeological survey would be necessary before any development could come forward. No Listed Buildings lie within or adjacent the site but any views of the Grade I St Marys Church in the village should be protected particularly from public vantage points including public rights of way.</p>	
<p><b>Environmental Quality:</b> The land is believed to fall within a 3b agricultural land classification. It does not lie within a water source protection zone. Pylons cross the site and a telecommunication mast lies within the site. The land to the north has permission for employment. Any employment development would need to ensure that there is no risk to residents adjacent the site from any future noise, smell or vibration. The site lies within a Brick Clay (Weald Clay) Minerals Safeguarding Area.</p>	
<p><b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood zone 1)</p>	
<p><b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.</p>	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<p><b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing. It is noted the site promoter seeks housing on land to the south-east. The suitability of the land to the south-east is significantly affected by the landscape and the transition measures from urban to rural provided by the recent Amblehurst Green development.</p>	
<p><b>Education:</b> The site will not deliver a school nor would it result in the loss of such facilities. The site lies adjacent the settlement boundary which has both a primary and secondary school. Employment development is not considered however to generate a direct demand for education.</p>	
<p><b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. There is a GP practice in Billingshurst, however, employment development is not considered to generate a direct demand for health facilities.</p>	
<p><b>Leisure/Recreation/Community Facilities:</b> Billingshurst is identified as a small town / larger village in the settlement hierarchy and has a good range of services and facilities with strong community networks and local employment provision, together with reasonable rail and bus services. The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.</p>	
<p><b>Transport:</b> The site is currently accessed via a farm road off the Hilland Roundabout on the A29. It is anticipated any development would be accessed via the new A272 link road / Hilland Road to the south or potentially via the employment site under construction to the north. The site lies within walking distance to the village centre and its facilities. There is a nearby bus service serving the village centre, Horsham and other settlements, and there is a train station in the south of the village which lies over 1.5km away.</p>	
<p><b>Other Infrastructure:</b> No details have been provided in respect of future communication technology / high speed broadband. Due to the sites location adjoining Billingshurst the impact is assessed to be neutral.</p>	
<b>Economic Considerations</b>	<b>Neutral Impacts</b>

**Economy:** The site is promoted for employment and is intended to complement the employment under construction to the north of the site, to which the promotion of this site is connected, and the various employment opportunities within the village.

The 'community aim' is noted which seeks to encourage the relocation of the employment uses from the existing older 'key employment areas' / industrial estates within the village potentially to the outskirts with good access to the major road network. Employment development on the site could help facilitate such relocation of uses and the active use of the older constrained industrial estates would be subject to future review. However, the site to the north is still under construction and not yet complete. It was promoted largely on the basis it will help meet local employment needs. Based on the Economic Growth Assessments (2020), there is a lack of evidence to demonstrate that additional employment in this location is needed or would be viable. Regard is had to the employment development to the north being not completed and the units completed to date being largely trade counters, with units originally put forward for employemny now forming a Lidl supermarket rather than offering space for local employment occupants (typically B2 / B8 use classes). An application on the site for 9,825sqm employment floorspace (Class Eg[iii], B2, B8) was submitted and refused, reference DC/21/0748, and an appeal dismissed largely due to a lack of demonstrated economic need.

**Retail:** The site is promoted for employment as such it would not result in the loss of retail. Billingshurst has a number of retail outlets within walking distance and the development to the north of the site includes a petrol filling station with convenience store and a new supermarket (Lidl) has also subsequently been granted. Additional employment around Billingshurst may help to support the existing facilities, however, any provision of trade counters and further retail / E Use Classes could undermine the village centre.

**Site Assessment Conclusion:** The site is not considered suitable for employment allocation for a number of reasons. It lies within the countryside buffer surrounding the recent urban extension to Billingshurst and beyond the recently extended built up area boundary as depicted in the Billingshurst Neighbourhood Plan (made in June 2021). The new A272 link road and pylons / power lines reinforce the sites separation from the urban area. The topography largely disconnects the site from the employment site under construction to the north. There is a lack of evidence demonstrating there is a need for additional employment in this location. The Neighbourhood Plan does not include any development allocations.

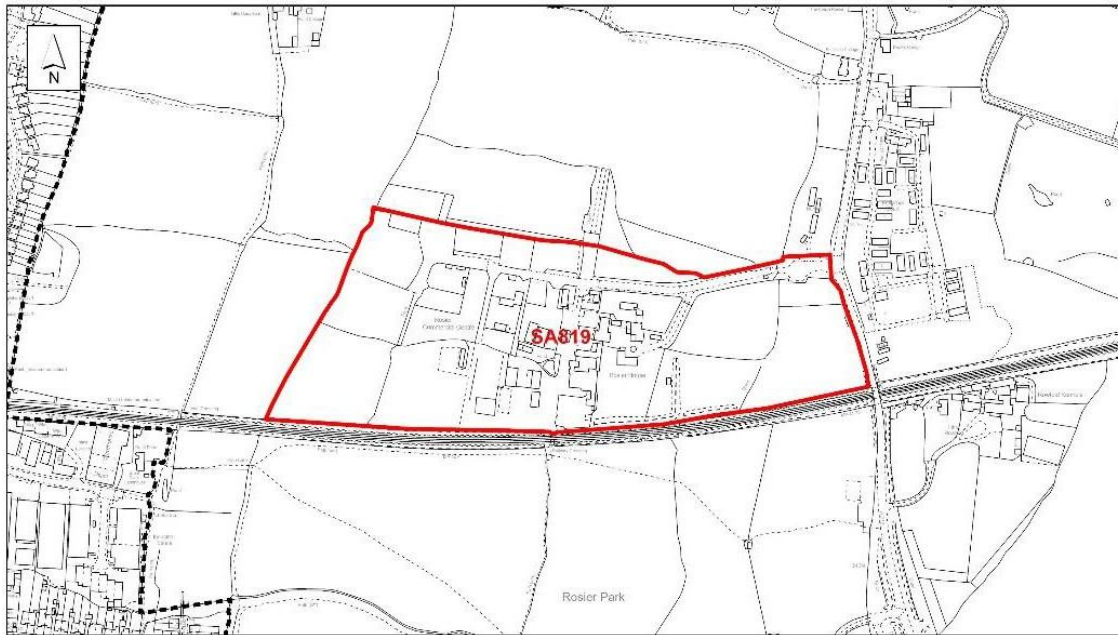
**Existing Floor Space / Area:** 0

**Estimated Additional Floor Space / Area:** 0

**Site Name:** Rosier Business Park

SA819

**Site Map:**



<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place	<b>Billingshurst</b>		
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			Revisions :

**Parish:** Billingshurst

**Site Area:** 8.5 ha (5.9 ha employment + agricultural)

**Site Location:** The site is located in the countryside to the east of Billingshurst,. It is currently separated from the Billingshurst built up area boundary by fields, however, these fields form part of the proposed East of Billingshurst strategic site allocation.

**Site Description:** The site is currently bound by countryside to the north, east and west and by the Arun Valley Railway line to the south. The site includes an existing employment area, Rosier Business Park, together with some surrounding agricultural land. Rosier Business Park is a large rural business site with a mix of offices, workshops, warehousing and open storage. It provides a mix of building types, including converted farm buildings and modern warehouse type buildings, and there are large external areas of storage and the operation of coaches, road transport businesses, car services and other vehicles. The site adjoins, and in parts overlaps with, the proposed strategic site 'Land to the East of Billingshurst (Little Daux)' (site reference SA118) which is being allocated in the Local Plan Review for 650 homes with open space, a primary school and some employment and community facilities provision.

**Environmental Considerations**

**Neutral Impacts**

**Landscape:** The site does not lie within or near a protected landscape. A documented Ancient / Veteran tree lies within the site to the east of Rosier Farmhouse. The Landscape Capacity Study (2021) assesses the area as having moderate capacity for medium and large-scale housing and low / moderate capacity for large scale employment (landscape character area 48).

**Biodiversity:** The site and surrounding land is not designated as important for nature conservation. It lies within a Bat Sustenance Zone where habitats to maintain feeding habitats for bats, particularly Barbastelle Bats, would need to be retained. As raised in the representations from Natural England any intensification / development would need to consider the impacts from surface and waste water on the Upper Arun SSSI together with the scope for mitigation, and its potential to impact functionally linked land associated with The Mens SAC. Regard should be given to Natural England's draft protocol for the Sussex Bat SACs. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.

<b>Archaeology/Heritage:</b> The entire site is within an Archaeological Notification Area and an archaeological survey would be necessary before any development could come forward. Within the site lies Rosier Farmhouse which is a Grade II listed building.	
<b>Environmental Quality:</b> This is a relatively tranquil rural employment site albeit next to the railway line. Within the western borders lies an intermediate pressure gas pipeline and its 50m buffer which could limit the developable area. The site is within a Brick Clay (Weald Clay) mineral safeguarding area.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing. There is however an overlap with the proposed East of Billingshurst (Little Daux, SA118) strategic allocation.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. There is a GP practice in Billingshurst, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> Billingshurst is classified as a large village / small town, having a good range of services and facilities with strong community networks and local employment provision, together with reasonable rail and / or bus services. The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The site is accessed via a concrete drive directly off the A272 (Coneyhurst Road). The site has direct access to the major road network. Although the adjacent A272 is not dual carriageway it provides good access to the District's main A24 north south route and also access to the A29. There is currently no safe pedestrian access along the road from Billingshurst. There is access to public rights of way through fields but there are currently no made pedestrian public footpaths from the site to Billingshurst centre or Billingshurst Railway Station which lie over 1.5km by footpath to the west. No bus stop is readily accessible. Employees tend to rely on private vehicles to get to work. Should the urban extension 'Land East of Billingshurst (Little Daux)' (SA118) progress, then good-quality and direct pedestrian and cycle access would link the site to the village and the railway station.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband.	
<b>Economic Considerations</b>	<b>Favourable Impacts</b>
<b>Economy:</b> The core area within the site is currently in employment use (c.5.9ha) and is predominantly (c.87%) in B8 (storage) use. The site currently offers c.21,500sqm and is promoted for a further 7,000-7,500sqm. There are empty spaces in between the existing buildings, and there may therefore be potential for intensification of employment uses. Intensification and / or expansion of this site would increase the employment offer of Billingshurst. It is noted that the surrounding, and in part overlapping, land is being separately promoted as an urban extension to the East of Billingshurst and forms a proposed strategic allocation delivering housing and also 0.5ha employment.	
<b>Retail:</b> The site is relatively remote from any shops. It is around 2km away by car via the A272 from the shops and services within Billingshurst village centre. Should the urban extension 'Land East of Billingshurst (Little Daux)' (SA118) progress, then good quality pedestrian and cycle access would link the site to the village and any retail offer within the urban extension.	
<b>Site Assessment Conclusion:</b> It is recommended that the core 'employment' section of this site be designated as a new Key Employment Area. It is not considered the site be specifically allocated for employment given the general support for expansion via the employment policies and the overlapping proposed 'Land East of Billingshurst (Little Daux)' strategic allocation which seeks the delivery of 0.5ha employment and enables regard to the future land uses in	

the area to be considered comprehensively.

As raised in the representations from Natural England any intensification / development would need to consider the impacts from surface and waste water on the Upper Arun SSSI together with the scope for mitigation, and its potential to impact functionally linked land associated with The Mens SAC. Regard should be given to Natural England's draft protocol for the Sussex Bat SACs. Appropriate regard to a number of other issues would also be required, such as, the Listed Rosier Farmhouse, Archaeological Notification Areas, biodiversity and bat sustenance, minerals safeguarding, intermediate pressure gas pipeline, traffic and sustainable transport including links to the village centre and train station.

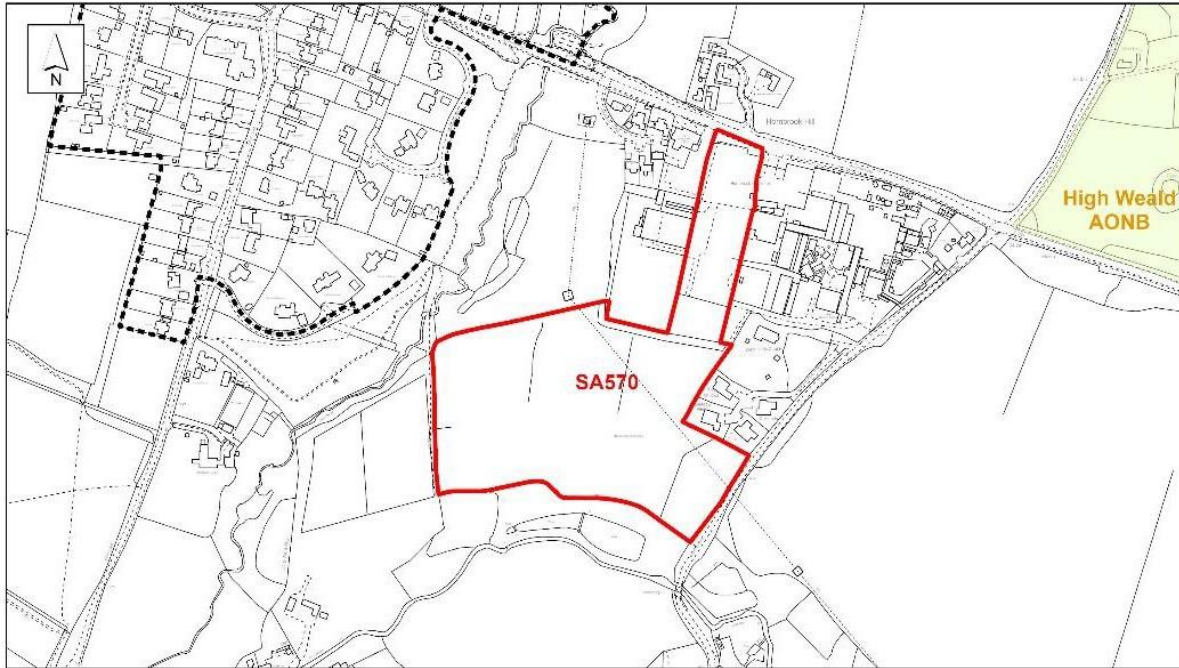
**Existing Floor Space / Area:** 21,316 sq.m.

**Estimated Additional Floor Space / Area:** Subject to compliance with employment policies and / or proposed Strategic Site Allocation.

# Horsham – Forest Ward

<b>Site Name:</b> Land South of Hilliers Garden Centre	SA570
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**Site Map:**



<p><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs : Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence. AC0000820204</small></p>	Horsham		
	Reference No :	Date : 17 October 2023	1:1,000 at A4
Drawing No :	Drawn :	Checked :	Revisions :

**Parish:** Horsham Forest

**Site Area:** 5.46ha

**Site Location:** The site is in the countryside just beyond the south east built-up area boundary of Horsham, which is classified as the main town in the District with a large range of services and facilities with good rail and bus accessibility and meets the majority of its own needs and many of those in smaller settlements. To the north lies a large garden centre, camping retailer and a timber merchants. To the east, there are a small number of dwellings. Other boundaries adjoin fields or woodland, although the site is geographically close to the western boundary of Horsham.

**Site Description:** The site is rural in character and primarily comprises grassland. There are hedgerows with mature trees all around the site which is separated into what used to be four very large fields by further hedgerows with mature trees. The wires of the nearby electricity pylons cross the site. The site is currently only accessible by foot. A public right of way runs along the western most and southern boundary.

**Environmental Considerations** **Very Negative Impacts (impacts unlikely / unable to be mitigated)**

**Landscape:** The site is flat and hidden from the surrounding area. There are hedgerows with mature trees all around the site and dividing the site. The site adjoins existing commercial uses but is not well related to the nearby residential properties and is not a natural extension of the built form of Horsham. The Council's Landscape Capacity Study (2021) found the area within which the site lies to have no / low overall landscape capacity for development.

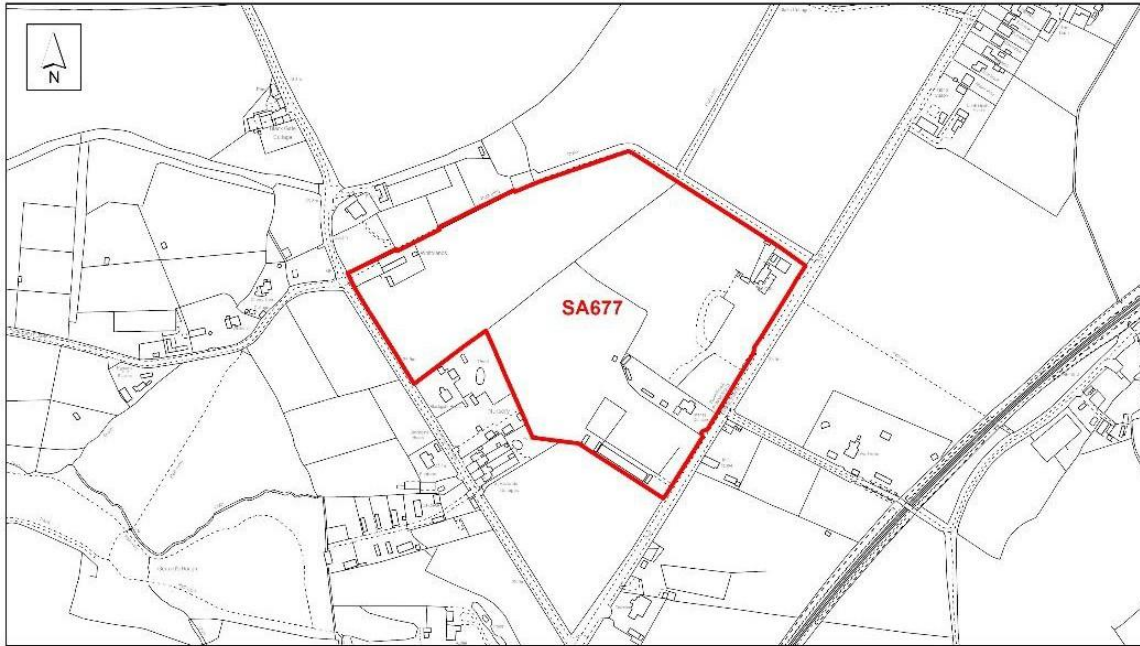
**Biodiversity:** The site is not designated as important for nature conservation. The southern boundary adjoins an Ancient Woodland which would require at least a 15m buffer. The western most corner lies near Horn Brook which feeds into the River Arun. If progressed as a development site appropriate ecological assessment will be needed and suitable protection,

mitigation and biodiversity enhancement would be required.	
<b>Archaeology/Heritage:</b> The site does not contain or lie within the setting of any designated heritage assets.	
<b>Environmental Quality:</b> The site is considered tranquil as it is sheltered from the traffic noise of the A281. The wires of the nearby electricity pylons cross the site. The site does not lie within a minerals safeguarded area.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood Zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Very Negative Impacts (impacts unlikely / unable to be mitigated)</b>
<b>Housing:</b> The site is promoted for housing of approximately 75 dwellings or alternatively mixed use development but if allocated for employment the landowner has indicated acceptance. The site's lack of relationship to Horsham town's built form, particularly its residential built form, its access through the commercial / garden centre area and car park or via a country lane, and the pylons significantly affect the suitability of the site for housing and also for mixed use or employment.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Any housing development in this location is not of a sufficient scale to provide new educational facilities and such needs would have to be met by provision in Horsham Town. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. It would be reliant on the GP practices in Horsham. Employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The area has a good bus service to Horsham and to Henfield, Brighton and Haywards Heath. Access could be gained off the A281 through the existing commercial area / garden centre or possibly via Sedgewick Land, a narrow country lane. Horsham town centre lies approximately 1.5km to the west, however, there is currently no made footway directly from the site to the town.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband.	
<b>Economic Considerations</b>	<b>Neutral Impacts</b>
<b>Economy:</b> Horsham Town is the main employment centre in the district. The site does have some relationship with some outlying 'commercial' premises albeit a garden centre and similar uses. Employment development would provide additional employment opportunities for residents in the Horsham area and could form, to a certain extent, a logical extension to the commercial activities to the north of the site. However the availability of this site for employment is uncertain given the promoters preference for housing.	
<b>Retail:</b> The site would not result in the loss of retail. Horsham Town is the main retail centre in the district. There are local services nearer to the site including a Tesco Express on the A281 and some retail at Hilliers Garden Centre.	
<b>Site Assessment Conclusion:</b> The site is not considered suitable for employment allocation for a number of reasons including the pylons, access and uncertainty over its availability and deliverability for employment given the promoter primarily seeks housing. The sites proximity to Horsham Town and some existing commercial uses suggests some potential as an employment site, however, its configuration sits uncomfortably with the built up area boundary of Horsham. In addition, development would be hindered by a number of issues such as those relating to Ancient Woodland, amenity impacts upon the adjacent dwellings, and the public right of way. For the avoidance of doubt, the site is also not considered suitable for residential or mixed use development.	
<b>Existing Floor Space / Area:</b> 0 sq. m.	
<b>Estimated Additional Employment Floor Space / Area:</b> 0	

# Pulborough

**Site Name:** Land at Toat Café and Whitelands | SA677

**Site Map:**



<p><b>Horsham District Council</b>                  Parkside, Chart Way, Horsham                  West Sussex RH12 1RL                  Barbara Childs : Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence. AC0000820204</small></p>	Pulborough		
	Reference No :	Date : 17 October 2023	1:1,000 at A4
Drawing No :	Drawn :	Checked :	Revisions :

**Parish:** Pulborough

**Site Area:** 8.2 hectares

**Site Location:** The site is in the countryside and lies approximately 0.7km north of the built up area boundary of Codmore Hill. The site directly adjoins the A29.

**Site Description:** This is in part a greenfield and part previously developed site that has been used for a Café, Children’s Play Area, Hand Car Wash, overnight lorry park and car boot sales. The north western portion of the site is grassland and is bounded by a mature hedgerow / trees. The north border adjoins a public right of way.

**Environmental Considerations** **Very Negative Impacts (impacts unlikely / unable to be mitigated)**

**Landscape:** The site does not lie within a protected landscape. The site is detached from the main settlement. The area is rural in nature and there may be some long views to the South Downs National Park which would need to be considered should this site be developed / redeveloped. Additional development in this location on greenfield land could appear to be a disjointed extension of the built form of Codmore Hill northwards along the A29 and potentially lead to ribbon development along the road. The Council’s Landscape Capacity Study (2021) found the site to fall within an area of low-moderate landscape capacity for development (landscape character area 43). The post examination Pulborough Parish Neighbourhood Plan reflects that part of the site is already in partially occupied commercial use. Housing or employment on the remaining wider site is assessed to have very negative landscape impacts.

**Biodiversity:** The site and surrounding land is not designated as important for nature conservation. The site is within a bat sustenance zone where habitats to maintain feeding habitats for bats, particularly Barbastelle Bats, would need to be retained. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.

<b>Archaeology/Heritage:</b> The site does not contain or lie within the setting of any designated heritage assets.	
<b>Environmental Quality:</b> There is some traffic noise from the A29. The site, in part, has an urban appearance which is at odds with the rural surroundings of the site which comprise a network of agricultural land and hedgerows. The site lies within the Brick Clay (Weald Clay) Minerals Safeguarding area.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
<b>Housing:</b> The site is promoted for mixed use comprising enabling residential development (c.15 dwellings) alongside employment and leisure space. The site promoter has stated that affordable housing would be provided in line with local plan policy. This level of housing in a rural location would conflict with the development hierarchy in the District and the approach to creating sustainable communities.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. There is a primary school in Pulborough however this is not easily accessible by foot and there are no safe cycle routes. The nearest secondary school is at Billingshurst, approximately 3 miles away along the A29 main road. However this is near or at capacity. Appropriate mitigation, which may include CIL, would be required if the site were developed for housing. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. It would be reliant on the GP practices in Pulborough or Billingshurst. Employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The promoted proposal seeks to deliver outdoor leisure space but would not be of a scale to meet all the potential open space needs of any future occupants. These would need to be met by the facilities in the surrounding settlements which is likely to be primarily reliant on private motor vehicles to access given that Codmore Hill has limited services and facilities compared with Pulborough which lies further to the south. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The site has direct access to the major road network as it adjoins the A29. Access to the site is primarily reliant on private motor vehicles as there is limited public transport (an hourly bus service between Pulborough and Billingshurst) and pedestrian and cycle access to and from the nearest settlement is unlikely to be attractive due to the narrowness of the side path located on the southbound carriageway, distance and speed of traffic.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband.	
<b>Economic Considerations</b>	<b>Neutral Impacts</b>
<b>Economy:</b> The site is promoted for mixed use development including commercial uses. The site, in part, is a brownfield site with some existing commercial uses so some small scale employment re-development could make effective use of the site and increase the employment offer in this rural location. This is reflected in Policy 8 of the post examination Pulborough Parish Neighbourhood Plan.	
<b>Retail:</b> The site is promoted for mixed use, employment and housing, and would not result in the loss of retail. The site is remote from shops / local centres. There would be a reliance on private motor vehicles to access the facilities available in Codmore Hill and Pulborough. It is 1.4km by car from services and facilities in Codmore Hill.	
<b>Site Assessment Conclusion:</b> Part of the site, the eastern field area which contains the brownfield 'Toat Café' site, has been identified in the emerging Pulborough Parish Neighbourhood Plan as an allocation for commercial uses (in Use Classes B2, B8, C1, E, F1, motor sales showroom and leisure parkland). The Neighbourhood Plan has been subject to Examination and the examiner concluded it should proceed to referendum subject to specified amendments. This has been held in abeyance due to the requirements of Water Neutrality. It is therefore considered that	

the allocation of this part of the site should be determined via the Neighbourhood Planning process.

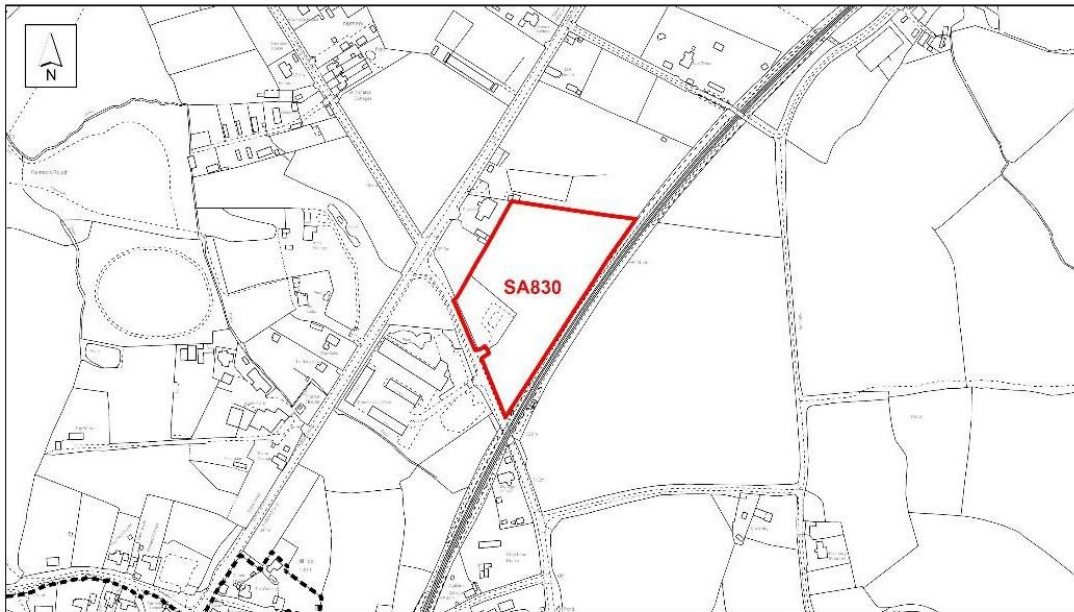
The rest of the site is greenfield and is not recommended for allocation. The site lies within the countryside in a relatively isolated rural location, unrelated to any settlement edge. It is therefore not considered appropriate for residential or employment development.

**Existing Floor Space / Area: 0**

**Estimated Additional Floor Space / Area: 0**

**Site Name:** Land North of Broomers Hill Park | SA830

**Site Map:**



**Horsham District Council**  
 Parkside, Chart Way, Horsham  
 West Sussex RH12 1RL  
 Barbara Childs : Director of Place

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Pulborough			
Reference No :	Date : 17 October 2023	1:4,000 at A4	
Drawing No :	Drawn :	Checked :	Revisions :

**Parish:** Pulborough

**Site Area:** 2.05 ha

**Site Location:** The site is in the countryside north of the built-up area boundary of Codmore Hill. The site is accessed from Broomers Hill Lane, which in turn adjoins the A29

**Site Description:** This is an open green field bounded by railway, road and trees/hedgerows. Part of the southern boundary lies adjacent the Broomers Hill Industrial Park (also known as Broomers Hill Business Park) but separated due to Broomers Hill Lane.

<b>Environmental Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
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**Landscape:** The site does not lie within a protected landscape, although long views to the nearby South Downs National Park would need to be considered. Development in this location would extend the built form of Codmore Hill northwards along the A29 and create linear urbanising / ribbon development into the countryside. The site is located within a landscape character area (area 43) identified as having low-moderate capacity for development.

**Biodiversity:** The site and surrounding land is not designated as important for nature conservation. The site is within a bat sustenance zone where habitats to maintain feeding habitats for bats, particularly Barbastelle Bats, would need to be retained. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.

**Archaeology/Heritage:** The site does not contain or lie within the setting of any designated heritage assets.

**Environmental Quality:** There is traffic noise from the A29 and train noise from the nearby Arun line Railway. The site lies within the Brick Clay (Weald Clay) Minerals Safeguarding area.

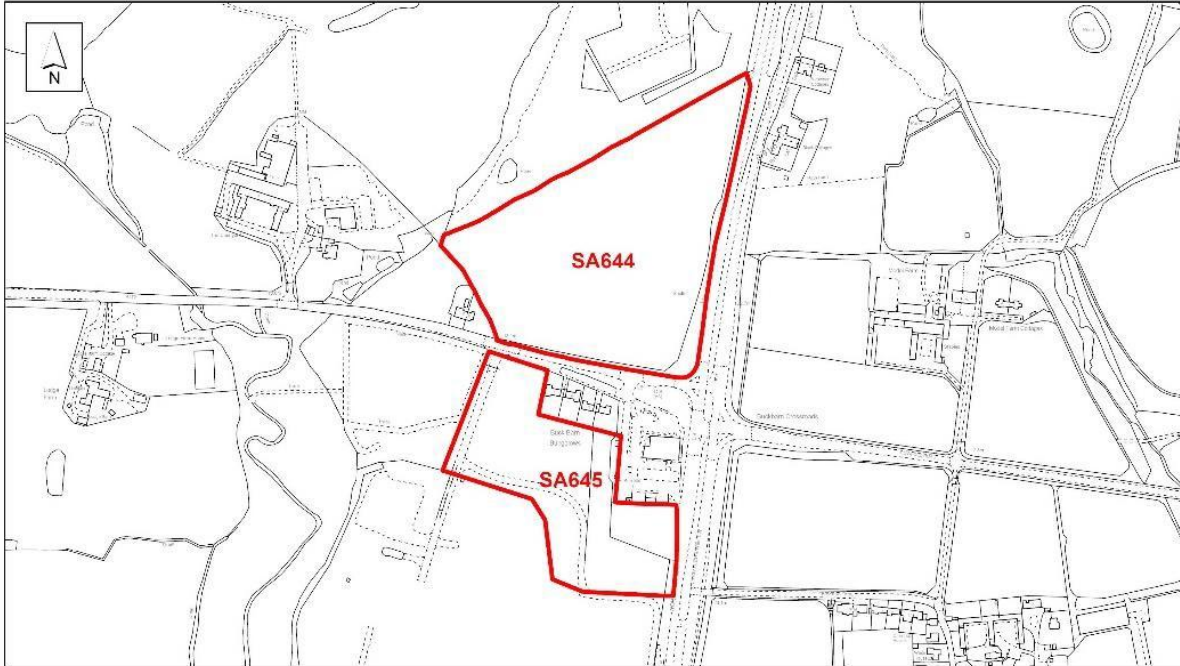
**Flooding/Drainage:** The site does not lie within an area identified as at risk of flooding (Flood zone 1)

<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. It would be reliant on the GP practices in Pulborough, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The site has direct access to the major road network as it adjoins the A29. Access to the site is primarily reliant on private motor vehicles as there is limited public transport and pedestrian and cycle access to and from the nearest settlement is unlikely to be attractive due to the narrowness of the side path on the A29, distance and speed of traffic.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband.	
<b>Economic Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
<b>Economy:</b> The site lies adjacent to an existing employment area and development would increase the employment offer in this rural location adjacent a railway line and near an 'A' road. However, the land south of Broomers Hill Industrial / Business Park is also being promoted and allocated in the emerging Neighbourhood Plan. The land south of the Industrial Park is more appropriately located in terms of the development hierarchy as it is situated between the Industrial Park and built-up area boundary and should come forward prior to the consideration of the need to expand further to the north. There is a lack of evidence to demonstrate there is an economic need for this site to come forward alongside the expansion to the south. The provision of employment on this site at the same time as any expansion to the south of the Industrial Park could undermine the viability of both sites.	
<b>Retail:</b> The site is promoted for employment as such it would not result in the loss of retail. The site is remote from any shops. There would be a reliance on private motor vehicles to access the facilities available in Codmore Hill and Pulborough.	
<b>Site Assessment Conclusion:</b> The site is not recommended for employment allocation for a number of reasons including its location and configuration in relation to the built-up area boundary of Codmore Hill and its separation via a road from the existing Broomers Hill Industrial Park. Its development would create linear urbanising /ribbon development in the countryside. In addition to this, when regard is given to the site promoted to the south of Broomers Hill Industrial Park and identified in the emerging Pulborough Parish Neighbourhood Plan as an employment allocation, it is considered there is a lack of evidence to demonstrate there is a need for further employment in this location or to demonstrate it won't have a negative impact upon the viability of expansion to the south of the Industrial Park.	
<b>Existing Floor Space / Area:</b> 0	
<b>Estimated Additional Floor Space / Area:</b> 0	

# Shipleigh

<b>Site Name:</b> Land North and South of Buck Barn Services	SA644 and SA645
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**Site Map:**



<p><b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex, RH12 1RL Barbara Childs, Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence. AC0000820204</small></p>	<b>Shipleigh</b>		
	Reference No :	Date : 17 October 2023	1:4,000 at A4
Drawing No :	Drawn :	Checked :	Revisions :

**Parish:** Shipleigh

**Site Area:** 4.62 ha & 2.47ha

**Site Location:** These sites lie in the countryside, and do not adjoin any built up area or settlement boundary. They are located on the western side of the A24 and A272 crossroads with one site to the north of the A272 and the other to the south.

**Site Description:** The site north of the A272 is bound by woodland to the north, the A24 to the east, the A272 to the south and pasture / grassland to the west but with its furthest western tip adjacent to the curtilage of Pondtail Farm and its employment units. The site south of the A272 is bound by Buck Barn service station and some dwellings to the north, the A24 to the east, and agricultural land to the south and west. The sites are close to, but do not adjoin land that is being promoted for a new settlement (Weald Cross), which is located on the north east of the A24 / A272 road junction.

<b>Environmental Considerations</b>	<b>Very Negative Impacts (impacts unlikely / unable to be mitigated)</b>
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**Landscape:** The site does not lie within or near any protected landscapes. It falls outside the area assessed by the Landscape Capacity Study (2021) indicating the site falls outside the development hierarchy and therefore development is liable to cause harm to the countryside / rural landscape. Development of these sites would significantly affect the rural character of the area.

**Biodiversity:** The site and surrounding land is not designated as important for nature conservation. The site promoter has indicated that a preliminary ecological survey will be undertaken. The site is close to the rewilding area of the Knepp Castle Estate and the impact of development on wildlife in this location would need to be considered. It is recognised that these sites form part of the wider Knepp Estate and could therefore help support the extensive re-wilding and regenerative farming project within the Estate which links into the Green

Infrastructure Strategy and Nature Recovery Network. If progressed as a development site appropriate ecological assessment would be needed and suitable protection, mitigation and biodiversity enhancement would be required.	
<b>Archaeology/Heritage:</b> The site does not contain or lie within the immediate setting of any designated heritage assets. However, a Grade II Listed dwelling, Pondtail Farmhouse, lies across a field to the west. Screening is offered by hedgerows and trees but there may be some impact upon its rural setting notwithstanding the employment units within the listed building's 'farmyard curtilage'.	
<b>Environmental Quality:</b> The site is within the Brick Clay (Weald Clay formation) Safeguarding Area. The proximity of the site to both the A272 and the A24, and the Buck Barn crossroads means the site is subject to road noise. There is also low-level noise from the service station, electricity substation and car wash.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding. (Flood Zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> The site promoter has indicated that development will explore renewable energy and climate change mitigation. Further detail to understand how this could be brought forward would be necessary.	
<b>Social Considerations</b>	<b>Very Negative Impacts (impacts unlikely / unable to be mitigated)</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. It would be reliant on the GP practices in Southwater or other surrounding villages, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The sites are on an existing junction of the A24 and A272. Gaining access to the site may be difficult to achieve in terms of maintaining existing traffic movements and road safety. It is proposed to create an access to the southern site from the A272 west of the crossroads. Further detailed traffic assessment work will be necessary to support development in this location. Access to the northern site is proposed via the Pondtail Farm employment area. There are bus stops nearby with services running between Storrington and Horsham and between Worthing and Crawley. Journeys, including those to nearby settlements (Southwater approx. 4.2km, and Cowfold approx 5.5km), are however likely to be largely reliant on private motor vehicles due to the site's rural location and poor frequency of buses.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband or other infrastructure.	
<b>Economic Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
<b>Economy:</b> These sites are proposed for employment use. They lie at a major road network junction but are remote from any settlement. Employees would largely rely on private motor vehicles to get to work.	
The sites' promotion proposes 4000sqm employment on the southern site and 8000sqm on the northern site. The promoter seeks to develop the southern part within 5 years and the northern part within 10 years if allocated. The northern site would potentially act as an extension to the employment at Pondtail Farm. Notwithstanding the small employment area at Pondtail Farm and the commercial uses at Buck Barn services this area is relatively unknown in terms of the employment market.	
There is a lack of evidence to demonstrate additional employment in this location is needed. This has regard to evidence provided in the Economic Growth Assessments (2020) and the	

number of other sites promoted for employment which are more appropriately located in terms of the development hierarchy and creation of sustainable communities. The provision of employment on these sites at the same time as other more suitable sites in the District is liable to undermine the viability of those sites.

**Retail:** The two sites lie adjacent or near the retail convenience offer at Buck Barn services, which includes a petrol filling station, a co-op food store and a drive thru / sit down McDonald's. This rural site is however remote from any local centres.

**Site Assessment Conclusion:** This site is not recommended for employment allocation for the reasons detailed which include the impact upon the rural character of the area, access and the impacts upon traffic and provision of sustainable transport, and the impact upon employment needs, settlement hierarchy and creation of sustainable communities. The site lies in an area covered by Shipley Parish Neighbourhood Plan, which was made on 23 June 2021 and does not include development allocations.

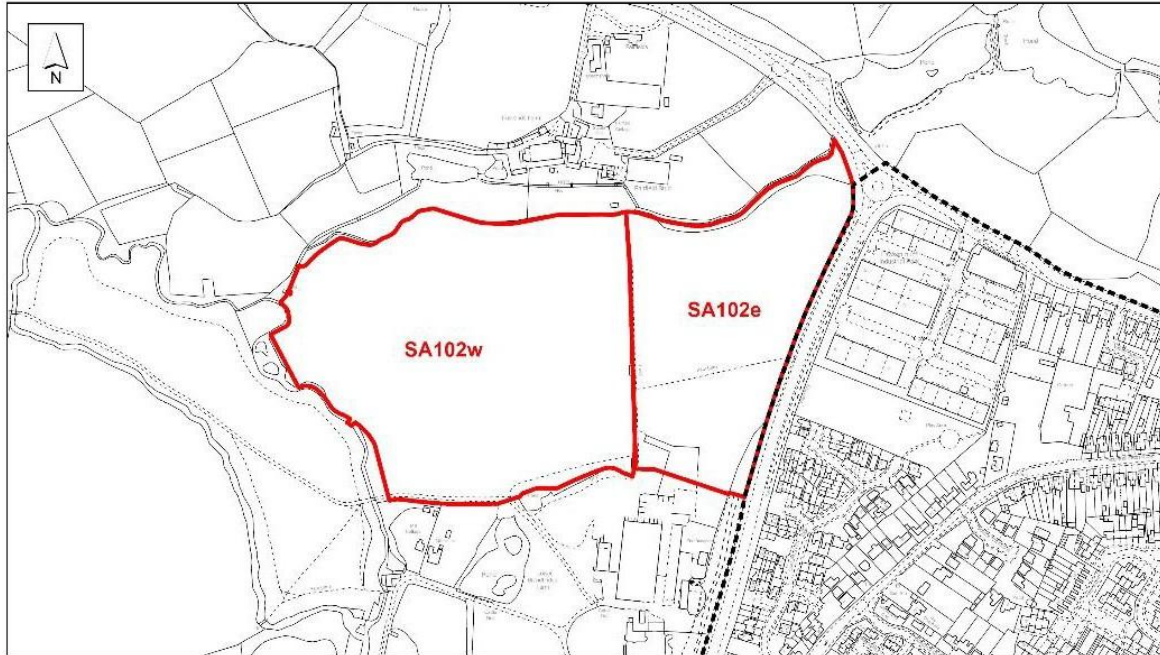
**Existing Floor Space / Area: 0**

**Estimated Additional Floor Space / Area: 0**

# Slinfold

<b>Site Name:</b> Land North of Lower Broadbridge Farm, Slinfold	SA102
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**Site Map:**



<p><b>Horsham District Council</b>          Parkside, Chart Way, Horsham          West Sussex RH12 1RL          Barbara Childs : Director of Place</p> <p><small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence: AC0000820204</small></p>	<p>Slinfold / Broadbridge heath</p> <table border="1"> <tr> <td>Reference No :</td> <td>Date : 17 October 2023</td> <td>1:1,000 at A4</td> </tr> <tr> <td>Drawing No :</td> <td>Drawn :</td> <td>Checked :</td> </tr> <tr> <td></td> <td></td> <td>Revisions :</td> </tr> </table>	Reference No :	Date : 17 October 2023	1:1,000 at A4	Drawing No :	Drawn :	Checked :			Revisions :
Reference No :	Date : 17 October 2023	1:1,000 at A4								
Drawing No :	Drawn :	Checked :								
		Revisions :								

**Parish:** Slinfold

**Site Area:** 12.2 ha

**Site Location:** The site is in the countryside, within Slinfold parish, but adjoins the A281 and the built-up area boundary (BUAB) of Broadbridge Heath, which is classified as a larger village / small town. The Lawson Hunt Industrial Estate, a designated Key Employment Area, and housing lie to the east. To the north and west lie agricultural fields and Horsham Stone & Reclamation lies to the south.

**Site Description:** The site comprises agricultural fields. Trees and hedgerows lie along the eastern and northern boundary and a number of trees lies within the site. A public right of way crosses the site from east to west. There is an existing access off the A281 just north of the Newbridge Roundabout, which also serves Horsham Stone & Reclamation and a small number of residential dwellings.

<b>Environmental Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
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**Landscape:** The site does not lie within or near any protected landscapes. The site is relatively flat with mature and semi-mature trees sited along most of the boundaries and form tree belts within the site. Retention of these trees is considered to be important if the site were to be redeveloped. A public right of way crosses the site west to east crossing the A281 towards Lawson Hunt Industrial Park. The Council's Landscape Capacity Assessment (2021) found the area within which the site lies to have low-moderate and moderate capacity for both housing and employment (lower capacity towards the western boundary of the site). The site promoter states their proposals seek to respond to the Landscape Character Study and aim to incorporate key vegetation and locate development adjacent to the established settlement edge.

**Biodiversity:** The site and surrounding land is not designated as important for nature conservation. The site does however lie within a Bat Sustenance Zone and habitats to

maintain feeding habitats for bats would need to be retained. The site is known to be a habitat for geese during their winter migration and promoters suggest this can be maintained and enhanced as part of any proposal. The Ecological Technical Briefing Note submitted by the site promoter suggests that there is the opportunity to deliver a net gain in biodiversity through the delivery of new ecological corridors. If progressed as a development site appropriate ecological assessment would be needed and suitable protection, mitigation and biodiversity enhancement would be required with the retention of key ecological features / networks across the site. Regard would also need to be given to the advice from Natural England regarding a need to consider the potential impacts from surface water and wastewater on the Arun SSSI and the scope for mitigation.

**Archaeology/Heritage:** The Grade II listed Lower Broadbridge Farmhouse lies to the south of the site and the Grade II listed Mill House and Mill Cottage lies to the south west of the site. However Horsham Stone & Reclamation and its curtilage lies between.

**Environmental Quality:** The site is affected by some noise / nuisance from the road to the east and roundabout, and also from the Horsham Stone & Reclamation site to the south. A high pressure gas pipeline and its 150m buffer affects much of the western / south-western half of the site, although the promoter suggests that easements greater than the SGN required easements (16m) have been accounted for in their masterplan. The site lies within the Brick Clay (Weald Clay) Minerals Safeguarding area and almost all of the site, except the north-eastern corner, lies within a Permitted Minerals Sites Consultation area.

**Flooding/Drainage:** The majority of the site does not lie within an area identified as at risk of flooding (Flood Zone 1). However, the northern and western boundaries are within Flood Zones 2 and 3 which will need to be taken into account as appropriate. Natural England have raised a need to have regard to any potential impacts from surface water and wastewater on the Arun SSSI.

**Climate/Renewables/Energy Efficiency:** No known impacts or clear proposals.

**Social Considerations**

**Very Negative Impacts (impacts unlikely / unable to be mitigated)**

**Housing:** The site is promoted for employment and housing as part of a wider mixed use proposal including site SA766 Lower Broadbridge Farm and SA386 south of Lower Broadbridge Farm. The wider mixed use site as put forward by the site promoter is formed of SA102, SA766 and SA386 and is promoted for c.211 residential units (although it should be noted that two separate applications relating to the different parcels have been submitted to the Council for 147 and 133 dwellings respectively). . Both were refused but DC/22/1052 for 133 dwellings is subject to an Appeal which is still pending. Given the proximity of this site to the road, and adjacent Lawson Hunt Industrial Park and the Horsham Stone & Reclamation which directly adjoins the southern boundary, there is a strong likelihood of potential impacts from noise and commercial activity on any residents in this location. Any proposal which includes residential will be expected to provide policy-compliant levels of affordable housing. The area of this site promoted for housing is affected by a high-pressure gas pipeline, which will affect the suitability of the site for housing.

**Education:** The site will not deliver a school, nor would it result in the loss of such facilities. The site lies adjacent the settlement boundary which has a primary school and is within the catchment area of Tanbridge House Secondary School. Employment development is not considered to generate a direct demand for education.

**Health:** The site will not provide health facilities, nor would it result in the loss of such facilities. It would be reliant on the GP practices in the Broadbridge Heath / Horsham area. Employment development is not considered to generate a direct demand for health facilities.

**Leisure/Recreation/Community Facilities:** Together with SA386 and SA766 the promoters propose approximately 9.4ha of public open space alongside housing and employment. The promoters indicative landscape masterplan for the wider site includes areas of open space, trim trails and play space. The site is located a short distance from Broadbridge Heath village which has a good range of services and facilities however many lie some 1.5km from the site. These services and facilities include a primary school, public houses, large Tesco supermarket plus a smaller convenience store with Post Office, village hall and church. Sports

facilities include a large leisure centre (The Bridge), local playing fields, tennis court, football pitch, games courts and outdoor gym equipment.

**Transport:** The site is well located in relation to the A281 which links to the A264 and then the A24, all form part of the major road network within the district. There is an existing access off the A281 just north of the Newbridge Roundabout, which also serves Horsham Stone & Reclamation and a small number of residential dwellings. New access to this site may be possible from the A281 to the east of the site, but this would be subject to the removal of hedgerows and the implementation of suitable visibility splays. There are a number of bus stops in close proximity to the site and the promoter indicates there may be opportunities for bus services to route through the site. Given the sites proximity to the settlement there will be some access via foot and bicycle and the promoter indicates, if the wider site is developed, the provision of shared pedestrian/cycle links into Broadbridge Heath and construction of a crossing over the A281. However, employment on this site is likely to have quite high reliance on private motor vehicles. The northern access would be via the creation of a fourth arm to the existing roundabout at Lawson Hunt Industrial Park. This access would serve primarily employment development in this part of the site. Surrey County Council's concern over the transport impacts on Surrey from sites, including those at Broadbridge Heath, is noted and will be subject to the findings of the transport study.

**Other Infrastructure:** The promoter gives no clear reference to the provision of future communications technology / high-speed broadband or other infrastructure.

**Economic Considerations**

**Neutral Impacts**

**Economy:** The site is promoted for mixed use, together with SA386 and SA766, to deliver 4.6ha of employment land (B2, B8, and former B1 uses) alongside c.211 dwellings and approximately 9.4ha of public open space. The site could help to consolidate employment near Lawson Hunt Industrial Estate, which is located to the east of the site on the other side of the A281, and the semi-industrial quarry / store of local Horsham Stone to the south. However, the employment promoted on the site appears speculative and the promotion of the site proposes a significant level of housing. Given the future employment needs of the district it is considered that, having regard to all issues, there is no demonstrable need for employment on this site. In addition to this, in view of the refused application for housing, reference DC/22/1057, the availability of the site for employment is called into question.

**Retail:** The site would not result in the loss of retail. The site lies to the west of the built-up area of Broadbridge Heath which is classified a small town / larger village with a good range of services and facilities. However, there is currently no made footpath to the limited retail offer at Newbridge Nurseries which lies approximately 700m to the south and the retail park lies approximately 1.5km away to the east.

**Site Assessment Conclusion:** The site is not considered suitable for employment allocation for a number of reasons including potential impact upon heritage assets and minerals, access, and the speculative nature of the employment, which lacks appropriate evidence that there is a need for additional employment in this location. The recent application just seeking housing also indicates that this site may not be available for employment.

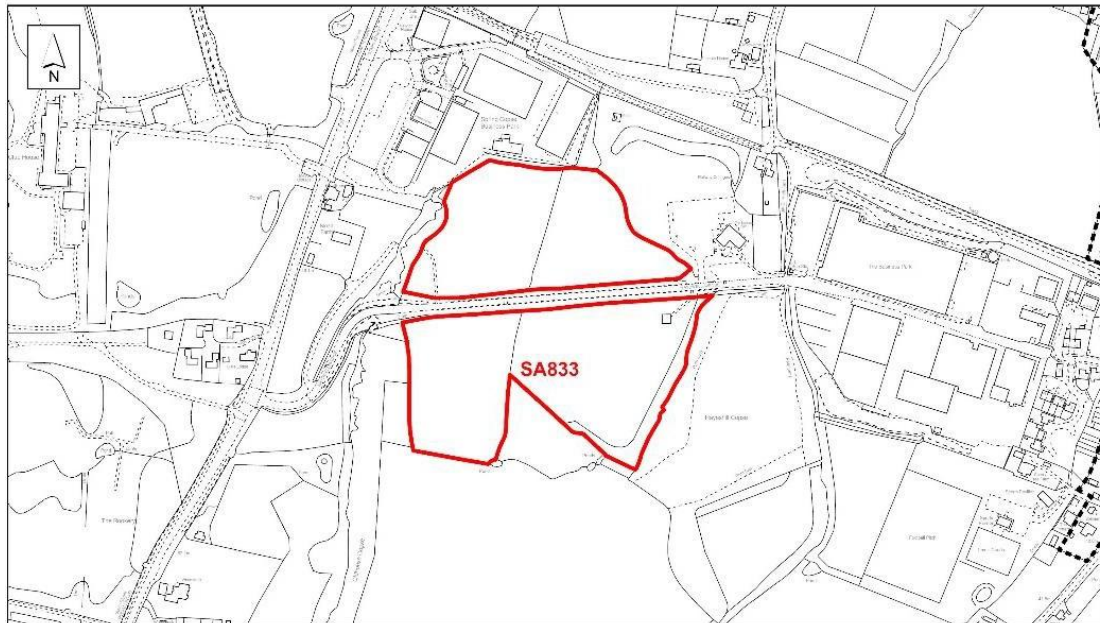
**Existing Floor Space / Area: 0**

**Estimated Additional Floor Space / Area: 0**

**Site Name:** Land North and South of  
Maydwell Avenue

SA833

**Site Map:**



<p><b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs - Director of Place</p>	<p>Slinfold</p>		
<p>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey Licence: AC0000820204</p>	<p>Reference No :</p>	<p>Date : 17 October 2023</p>	<p>1:1,000 at A4</p>
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**Parish:** Slinfold

**Site Area:** 6.3 hectares

**Site Location:** The site is in a countryside location close to, but not adjoining the built up area boundary of Slinfold. The site is adjacent to Spring Copse Business Park and near The Business Park on Maydwell Avenue, which lies between the site and the built up area boundary. There is good access from A29 via a purpose built drive to service the Business Park.

**Site Description:** The site consists of grassed agricultural fields either side of the landscaped driveway into Maydwell Business Park. The ground slopes inwards towards the road (Maydwell Avenue). The site gained approval in 2013 for the installation of a solar farm but this has not been implemented.

**Environmental Considerations**

**Unfavourable Impacts (with potential for mitigation)**

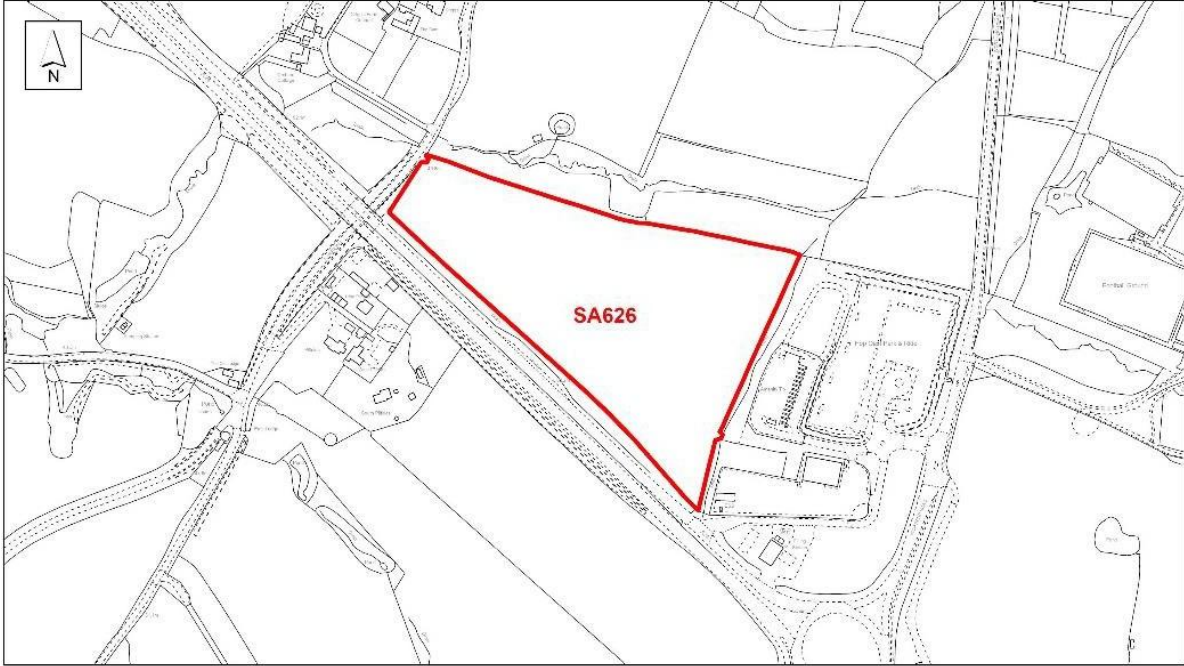
**Landscape:** The site does not lie within or near a protected landscape. The site is well contained in the landscape and well screened from the surrounding area. The site falls outside the area assessed by the Landscape Capacity Study (2021) indicating the site falls outside the development hierarchy and therefore development is liable to cause harm to the countryside / rural landscape, however, it does adjoin a Business Park on the outskirts of the settlement of Slinfold and is not isolated in open countryside.

**Biodiversity:** The site is not designated as important for nature conservation. Ancient woodland lies to the east of the southern parcel and any development would need to take account of this and retain, as a minimum, a 15m buffer. The site is within a bat sustenance zone, which means development would need to ensure the feeding habitat of bat species is maintained as a result of development. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.

**Archaeology/Heritage:** The site does not contain or lie within the setting of any designated heritage assets.

<b>Environmental Quality:</b> The site is considered as relatively tranquil as it is sheltered from the traffic noise of the A29 and noise from the nearby industrial estates. The site lies within the Brick Clay (Weald Clay) Minerals Safeguarding area.	
<b>Flooding/Drainage:</b> the site does not lie within an area identified as at risk of flooding (Flood zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing	
<b>Education:</b> The site will not deliver a school nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. There are GP practices in Horsham, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> There is good access from A29 via purpose built drive 'Maydwell Avenue' to service the Business Park. Public transport links are poor. It's approximately 1.5km to the limited services in the village of Slinfold to the north east.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband. Due to the site's location adjoining existing Business Parks the impact is assessed to be neutral.	
<b>Economic Considerations</b>	<b>Neutral Impacts</b>
<b>Economy:</b> The site is available and adjoins two existing employment areas, which are designated Key Employment Areas (KEAs), and additional employment development would increase the jobs offered in this semi-rural location. However, it is relatively large and would create an employment area potentially out of scale with the village. In addition to this, its location in the north of the District could undermine the viability of the employment allocation, which is yet to be delivered, within the North of Horsham's strategic site. There is a lack of evidence to demonstrate additional employment in this location is needed.	
<b>Retail:</b> The site is promoted for employment as such it would not result in the loss of retail. Its approximately 1.5km by car, foot or cycle to the limited offer in the Slinfold village.	
<b>Site Assessment Conclusion:</b> This site is not recommended for employment allocation. Commercial development would result in a significant impact of urbanisation of the landscape beyond the confines of Slinfold. It could also undermine the viability of the employment allocation, which is yet to be delivered, within the North of Horsham's strategic site. There is a lack of evidence to demonstrate additional employment in this location is needed. It is on the other hand considered the employment and environmental policies appropriately enable growth of employment beyond the boundaries of the existing KEAs in a manner that is in keeping with the area.	
<b>Existing Floor Space / Area: 0</b>	
<b>Estimated Additional Floor Space / Area: 0</b>	

# Southwater

<b>Site Name:</b> Land West of Hop Oast		SA626	
<b>Site Map:</b>			
			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		Southwater	
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		<small>Drawing No :</small>	<small>Checked :</small>
		<small>Drawn :</small>	<small>Revisions :</small>
<b>Parish:</b> Southwater			
<b>Site Area:</b> 5.6 hectares			
<b>Site Location:</b> The site is located within the countryside between Horsham and Southwater. It's eastern boundary adjoins the Hop Oast depot, small service / petrol station, household recycling centre and park and ride. The A24 runs along the southern boundary of the site.			
<b>Site Description:</b> The site is currently used as agricultural / pasture land bounded by trees and hedgerows. There are some urban influences as a result of the proximity of the site to the A24 to the south and the various urban uses at the Hop Oast site accessed from the Worthing Road and the service station.			
<b>Environmental Considerations</b>		<b>Very Negative Impacts (impacts unlikely / unable to be mitigated)</b>	
<b>Landscape:</b> The site does not lie within or near a protected landscape. The site is located within a landscape character area (area 24) identified as having no / low capacity for Employment Development.			
<b>Biodiversity:</b> The site and surrounding land is not designated as important for nature conservation. The site is within a bat sustenance zone where habitats to maintain feeding habitats for bats, particularly Barbastelle Bats, would need to be retained. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.			
<b>Archaeology/Heritage:</b> The site does not contain or lie within the setting of any designated heritage assets.			
<b>Environmental Quality:</b> The site lies within the Brick Clay (Weald Clay Formation) and Building Stone (Horsham Stone) Mineral Safeguarding Areas. A high-pressure gas pipeline passes directly through the site from NW to SE, which can limit the amount of development which can take place in the easements along these pipelines. Much of the site lies within the permitted waste site area around the Hop Oast household waste recycling site, which lies to			

the east of the site.	
<b>Flooding/Drainage:</b> The site does not lie within an area identified as at risk of flooding (Flood zone 1)	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing nor would it deliver housing.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities nor would it result in the loss of such facilities. It would be reliant on the GP practices in Horsham or Southwater, however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Transport:</b> The A24 runs along the southern edge of the site. Although close to the major road network, there is currently no direct access to the site and further work would be required to understand if this could be achieved. The promoter indicates access can be obtained via Two Mile Ash Road, however, this would not provide ready access to the major road network. The site is 2.5km by road north to Horsham Town Centre, which has a train station, and 2.8km by road south to Southwater Village Centre. The Hop Oast Park and Ride, from which a number of bus services depart to and from Horsham Town centre and Crawley, is nearby but there is currently no safe pedestrian footway to the site.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband or other infrastructure.	
<b>Economic Considerations</b>	<b>Neutral Impacts</b>
<b>Economy:</b> The site has been promoted for up to 33,924 sq m of employment floorspace comprising units of various sizes from 610 sq m to 15,240 sq m. Horsham town is the main employment area in the District, however, this site is outside and some distance from the built up area boundary of Horsham and lies closer to Southwater yet separated by the A24, which acts as a significant barrier both visually and physically. The proposed strategic North-west of Southwater allocation, which includes employment, and the smaller proposed employment allocation south-west of Hop Oust Roundabout should be sufficient to address the employment demand generated from the proposed housing in the area. There is a lack of evidence to demonstrate additional employment in this location is needed. This site is rated neutral because it is uncertain if it would compete or complement the more sustainably located proposed employment nearer the settlement of Southwater.	
<b>Retail:</b> The site would not result in the loss of retail. The site is 2.5km by road north to Horsham Town Centre and 2.8km by road south to Southwater Village Centre. Horsham is the main town in the District, and Southwater is classified as a small town/ larger village. Both have a good level of services and facilities including supermarkets. There is a small convenience shop at the adjacent petrol filling station.	
<b>Site Assessment Conclusion:</b> This site is not recommended for employment allocation. Although close to the major road network, there is currently no direct access to the site and further work would be required to understand if this could be achieved. The site is also bisected by a high pressure gas main which can limit the amount of development which can take place in the easements along these pipelines. The site also forms part of a wider mixed use promoted scheme considered within SA784. There is some uncertainty as to whether the site remains available.	
<b>Existing Floor Space / Area:</b> 0	
<b>Estimated Additional Floor Space / Area:</b> 0	

# Warnham

<b>Site Name:</b> Land at Westons Farm		SA325	
<b>Site Map:</b>			
<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		Warnham	
<small>Reproduced by permission of Ordnance Survey map on behalf of HMSO. © Crown copyright and database rights (2023). Ordnance Survey License: AC0000820204</small>		Reference No : Drawing No :	Date : 17 October 2023 Checked : Revisions :
<b>Parish:</b> Warnham			
<b>Site Area:</b> 38 ha			
<b>Site Location:</b> The site is in the countryside northwest of Horsham Town and east / north east of Warnham village. The A24 and A264 form the southern boundary of this site, with the roundabout where the two roads meet roughly at the central point along the southern boundary. Station road adjoins the site to the north, with Warnham railway station in the northeast. The railway forms the eastern boundary to the site.			
<b>Site Description:</b> The site comprises around 38 hectares of agricultural land located to the north / northeast of the A24 Dorking Road and the A264. Most of the fields are medium scale and separated by low hedgerows. There is more substantial screening around the main site boundaries which comprise more mature trees. Mature trees are also dotted throughout the site. Boldings Brook runs along the north and eastern edges of the site. There are a number of existing derelict farm buildings on the western portion of the site. Beyond the railway line to the east is a potential housing allocation (SA568 Land around Mercer Road) beyond which lies the North of Horsham strategic allocation which is under construction.			
<b>Environmental Considerations</b>		<b>Unfavourable Impacts (with potential for mitigation)</b>	
<b>Landscape:</b> The site does not lie within or near a protected landscape. The site is large in scale and development in this location, together with the North of Horsham strategic allocation would extend the built form of the settlement to the west and lead to coalescence with Warnham. The site is separated from Horsham Town and its northern urban extension by the Boldings Brook river corridor and the railway line on the eastern boundary, and the A24/ A264 road network on the southern boundary. The Landscape Capacity Study (2021) assesses the area to have moderate capacity for medium scale housing, low-moderate capacity for both large scale housing and large-scale employment. The promoter suggests landscape effects can be mitigated by tree			

screening.	
<b>Biodiversity:</b> The site and surrounding land is not designated as being of importance for nature conservation. Whilst the arable fields may have more limited ecological value, the river corridor, hedgerows and tree lines may have a greater value for wildlife and act as a wildlife corridor. The promoter seeks to retain the Boldings Brook area in the eastern part of the site as a wildlife corridor. If progressed as a development site appropriate ecological assessment would be needed and suitable protection, mitigation and biodiversity enhancement would be required.	
<b>Archaeology/Heritage:</b> The western border adjoins three land pockets which all contain Grade II listed buildings. These include Weston Cottage, Great Daux, Westons Place and The Granary. Regard to the setting of these heritage assets is required.	
<b>Environmental Quality:</b> Some of the site is affected by traffic noise from the A264 and A24. The railway line to the east also generates some intermittent noise impacts. The site lies within the Brick Clay (Weald Clay) Minerals Safeguarding area and partly within the Horsham Stone mineral safeguarding area, which may need to be extracted prior to any development.	
<b>Flooding/Drainage:</b> Boldings Brook runs through the eastern part of the site. The brook along with land immediately abutting it falls within flood zones 2 and 3 which decreases the size of any developable area. Appropriate regard would need to be given to any increase in surface water run-off into the Brook as this may increase the potential for flooding downstream.	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals.	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing, nor would it deliver housing.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. It would be reliant on the GP practices in Horsham; however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site proposal includes 1392sqm of Use Class F1 for a place of worship and church centre. The promoter seeks to wrap the employment area with approximately 21 hectares of publicly accessible woodland, wetland, informal open space, green ways and verges. A range of public pedestrian and cycle routes is proposed in and around the wetland/flood zone areas.	
<b>Transport:</b> The site is close to the major road network (A24/A264 roundabout junction). It is currently accessed via a narrow entrance and track from a fast-moving stretch of the A24 (Dorking Road). It is proposed to create a main entrance to the site from the Great Daux Roundabout and a pedestrian and cycle link to the adjacent Warnham Train Station. Other pedestrian access is proposed from points on Station Road. Two emergency vehicular access points are proposed on the A24 and A264. There are hourly train services to Horsham and London from Warnham Station but no bus stops near the site. Improvements to bus services will likely be required to support a future scheme.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband or other infrastructure.	
<b>Economic Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
<b>Economy:</b> The site is promoted for employment development with open space. Approximately 17ha)is promoted for employment offering around 52,000sqm floorspace in total with a range of building scales from 932sqm to 16,400sqm of net floor space. There has been prior interest for 5000sqm of employment and 1392sqm of community floor space from a faith group, who advise this would help meet their specific needs.	
Key to the area north of Horsham will be the viability and vibrancy of the nearby North of Horsham strategic allocation, including its employment offer. Until the North of	

Horsham employment area is established and occupied it is considered this site, which is large for employment, is likely to have a negative impact upon the viability of the strategic allocation, for example, competing for employment occupants / staff and road capacity, especially when considered alongside the employment commitments and strategic allocations in the Local Plan Review.

There is a lack of evidence to demonstrate additional employment in this location is needed. Especially given the evidence provided in the Economic Growth Assessments (2020) and the number of other sites promoted for employment which are more appropriately located in terms of the creation of sustainable communities and should therefore come forward prior to the consideration for the need for this site. The provision of employment on this site at the same time as other more suitable sites in the District is liable to undermine the viability of those sites.

**Retail:** The site would not result in the loss of retail. The site is remote from any shops. There would be a reliance on private motor vehicles to access the facilities available in Warnham and Horsham.

**Site Assessment Conclusion:** This site is not considered recommended for employment allocation. Overall the site is large in scale, but the form of the site would lead to urbanisation of the landscape beyond the immediate confines of Horsham and the new development under construction at North of Horsham, and lead to coalescence with Warnham. Environmental impacts, including flood risk, are likely. Although new access to the site could potentially be delivered from the A24/A264 roundabout, via a proposed additional lane, mitigation of impacts on highways safety and the cumulative traffic impact with new development and programmed road upgrades in the area have not been sufficiently evidenced. Without improvements in local bus services the site is likely to be accessed predominantly by private motor vehicles as it is some distance from Horsham town and train services are at best hourly from Warnham Station. The impacts of this large site upon the viability of the employment within the North of Horsham strategic allocation under construction, along with other impacts such as traffic, are judged as unfavourable.

The unique requirements of the proposed first phase occupants for faith-related activities are noted. However, these are not considered to outweigh the current issues considered above. The site is not considered suitable solely for a faith facility due to its rural location and lack of sustainable transport modes for the community it would serve.

The site is covered by the Warnham Neighbourhood Development Plan (made 26 June 2019) which identifies a rectangle of land in the northeastern corner as a car park site for Warnham Station.

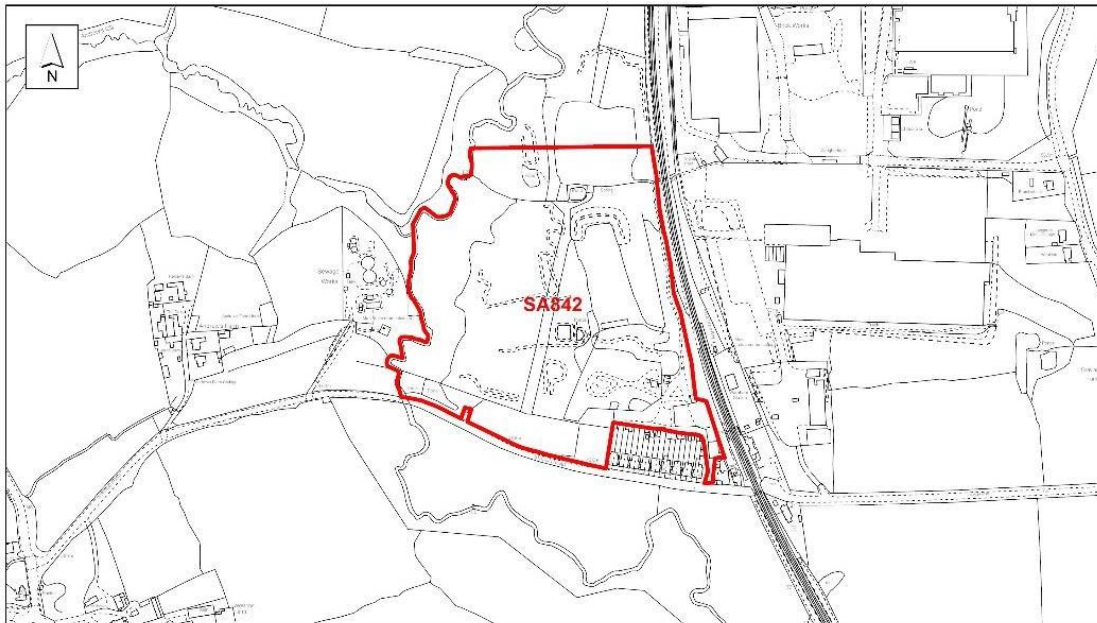
**Existing Floor Space / Area: 0**

**Estimated Additional Floor Space / Area: 0**

**Site Name:** Land North of Station Road

SA842

**Site Map:**



<b>Horsham District Council</b> Parkside, Chart Way, Horsham West Sussex RH12 1RL Barbara Childs : Director of Place		Warnham	
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**Parish:** Warnham

**Site Area:** 7.46 ha

**Site Location:** The site is in the countryside northwest of Horsham Town and east / northeast of Warnham village. Station Road, including a row of dwellings, adjoins the site to the south.. The railway line and Warnham Station forms the eastern boundary to the site.

**Site Description:** The site is largely overgrown with some of the land used for storing wood and keeping poultry. Behind 1 Station Road is a bus depot which stores buses overnight. The site is largely a mixture of grassy fields and woodland. Among the woods there are ponds and the remains of old buildings. The western boundary of the site comprises Boldings Brook and associated flood zone. Beyond the railway line to the east is Warnham Brickworks site comprising a number of industrial types uses, and south east, below the Brickworks site, lies a potential housing allocation (SA568 Land around Mercer Road) beyond which lies the North Horsham strategic allocation. A row of dwellings adjoin part of the site's southern boundary of the site.

**Environmental Considerations**

**Unfavourable Impacts (with potential for mitigation)**

**Landscape:** The site does not lie within or near a protected landscape. The site is physically separated from the north of Horsham and its respective strategic development by virtue of the railway on its eastern boundary, and it is not well related to the existing settlement form. The site is relatively large in scale, particularly for a rural location, and development in this location in combination with the North of Horsham strategic allocation would significantly extend the built form to the west. It would lead to urbanisation of the landscape beyond the immediate confines of Horsham and the new development at North Horsham, and significantly contribute to the appearance of coalescence with Warnham. It falls outside the area assessed by the Landscape Capacity Study (2021) indicating the site falls outside the development hierarchy and therefore development is liable to cause harm to the countryside / rural landscape.

**Biodiversity:** Most of the site is not designated as important for nature conservation. However, there is an area of ancient woodland in the northern part of the site. This would require protection should development come forward, including the provision of a 15m buffer as a minimum. The ponds, river corridor, hedgerows and tree lines are likely to have value for wildlife and act as a

wildlife corridor. If progressed as a development site appropriate ecological assessment will be needed and suitable protection, mitigation and biodiversity enhancement would be required.	
<b>Archaeology/Heritage:</b> The site does not contain or lie within the setting of any designated heritage assets.	
<b>Environmental Quality:</b> The site lies within a Brick Clay (Weald Clay Formation) and Horsham Stone minerals safeguarding area. It also lies within an allocated waste site consultation zone. Employment use on this site may have an impact on the amenity of residents on Station Road, due to noise, lighting etc.	
<b>Flooding/Drainage:</b> Approximately a third of the site along the western border is within Flood Zone 2 and 3 (Boldings Brook) the rest of the site does not lie within an area identified as at risk of flooding (Flood zone 1).	
<b>Climate/Renewables/Energy Efficiency:</b> No known impacts or clear proposals	
<b>Social Considerations</b>	<b>Neutral Impacts</b>
<b>Housing:</b> The site is promoted for employment as such it would not result in the loss of housing, nor would it deliver housing.	
<b>Education:</b> The site will not provide nor result in the loss of educational facilities. Employment development is not considered to generate a direct demand for education.	
<b>Health:</b> The site will not provide health facilities, nor would it result in the loss of such facilities. It would be reliant on the GP practices in Horsham; however, employment development is not considered to generate a direct demand for health facilities.	
<b>Leisure/Recreation/Community Facilities:</b> The site will not deliver leisure, recreation or community facilities nor would it result in the loss of such facilities. Employment development is not considered to generate a direct demand for these facilities.	
<b>Transport:</b> The site is linked to the major road network via Station Road to the A24 to the west, vehicular access to the east is prohibited by the railway line and crossing constraints. Station Road is a country road which includes a bridge across Boldings Brook, . The present entrance to the site requires a sharp turn into a coach holding station between 1a and 1b Station Road. A new vehicular access and bridge improvements may be required if this site were to be developed together with modifications to the junction of the A24 and station road. There are no bus stops nearby but the site adjoins Warnham Rail station with hourly services to Horsham and London. It is probably there would be a relatively high reliance on the car to access the facilities available in Warnham and Horsham due to the relatively low frequency in the train service. Access to Warnham on foot would require crossing the A24 at a point where there are no controlled crossing facilities. This may generate highway safety concerns.	
<b>Other Infrastructure:</b> The promoter gives no clear reference to the provision of future communications technology / high-speed broadband.	
<b>Economic Considerations</b>	<b>Unfavourable Impacts (with potential for mitigation)</b>
<p><b>Economy:</b> The site is proposed for employment use and as such would help increase the employment opportunities in the district. To the east beyond the railway line, there is land at the Graylands Estate which forms a potential employment allocation and is considered to be more appropriately located in terms of the development hierarchy because it lies, in effect, next to the North of Horsham strategic allocation, which is under construction, and also adjacent a thriving managed employment estate. The employment within the North of Horsham strategic development is yet to be delivered. It is considered this relatively large site off Station Road is liable to undermine the viability of the existing and proposed employment sites to the North of Horsham, which are more in keeping with the development hierarchy in the district (and in the case of North of Horsham already benefits from outline planning permission).</p> <p>There is a lack of evidence to demonstrate additional employment in this location is needed. Especially given the evidence provided in the Economic Growth Assessments (2020) and the number of other sites promoted for employment which are more appropriately located in terms of the creation of sustainable communities and should therefore come forward prior to the consideration for the need for this site. Indeed, the provision of employment on this site at the same time as other more suitable sites in the District is liable to undermine the viability of those</p>	

sites.
<b>Retail:</b> The site is promoted for employment as such it would not result in the loss of retail. The site is remote from any shops.
<b>Site Assessment Conclusion:</b> The site is not recommended for employment allocation due to a number of reasons including potential harmful impact upon the viability of existing / proposed employment in the area, access and transport impacts, urbanisation and coalescence.  The site is covered by, but is not allocated for development in, the Warnham Neighbourhood Development Plan (made 26 June 2019).
<b>Existing Floor Space / Area: 0</b>
<b>Estimated Additional Floor Space / Area: 0</b>