



Horsham
District
Council

Horsham District Local Plan Examination

Matters, Issues and Questions

Matter 6f: HA18 Storrington
(STO2, STO3 and STO4)

Questions i - iii

September 2026

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Issue: The Soundness of the Site Allocations: Storrington

STO2 – Land at Rock Road

1. Horsham District Council considers that the allocations of STO2, STO3 and STO4 in Storrington Village for approximately 247 dwellings in total is justified, effective and consistent with national policy. The allocations form part of Strategic Policy HA18 and were identified following additional evidence work undertaken through the Main Modifications process. The allocations represent a logical and sustainable extension to Storrington, identified in the 2nd tier in the settlement hierarchy, capable of contributing significantly to housing delivery whilst securing infrastructure, environmental mitigation and community benefits. The allocation is supported by site assessment work (**HBCJB14c, Part C**), transport evidence (**HDCJB15b**) and infrastructure planning (**HDCJB19**).
2. The **Sustainability Appraisal (SA) Addendum (HDCJB13)** in paragraph 2.2.19 demonstrates that Storrington is a logical and sustainable location for growth, providing a significant contribution towards housing delivery in the southern part of the district whilst benefiting from strategic connectivity to the A24 corridor and the south coast housing market area.

i. Transport and Movement

Highway Access Arrangements

3. The Council's evidence demonstrates that STO2 is a suitable, available and achievable allocation. The site fronts Rock Road and adjoins the existing built-up area of Storrington, enabling the provision of a safe and suitable means of access in accordance with NPPF requirements. The Council's site assessment evidence (**HBCJB14c, Part C**) identifies no fundamental highway constraints that would prevent development and confirms that access arrangements can be appropriately accommodated through the planning application process. WSCC Highway Authority has presented no objection to this allocation through their representation (**Main Modification Comment ID /1529**). The allocation represents a logical extension to the settlement edge of Storrington village rather than a detached or isolated form of development.
4. The site's location adjacent to the existing highway network also enables development to connect efficiently with existing pedestrian, cycle and vehicular routes without requiring significant off-site highway infrastructure. The allocation forms a key component of the Main Modifications strategy to increase housing supply and support the revised housing requirement. Storrington is a logical and sustainable location for growth, providing a significant contribution towards housing delivery in the southern part of the district whilst benefiting from strategic connectivity to the A24 corridor and the south coast housing market area. Accordingly, there is no evidence that highway access arrangements present a barrier to the site's allocation or delivery.

cumulative highway impact and village centre parking

5. The Council's Transport Assessment has assessed cumulative growth across the District, including growth proposed at Storrington. The evidence does not identify impacts arising from STO2 that would result in severe residual cumulative transport effects, which remains the relevant test set out by the NPPF.
6. The cumulative transport impacts of sites STO2, STO3 and STO4 in Storrington village have been comprehensively assessed through the Council's transport evidence base, including the **Horsham Transport Assessment (I06)** and **Horsham Transport Assessment, June 2026 (HDCJB15b)**. The modelling incorporates the proposed Storrington allocations alongside committed development and background growth across the wider highway network and demonstrates that, while additional movements will arise, the impacts can be appropriately mitigated and do not undermine the soundness of the allocations.

7. The cumulative effects of STO2, STO3 and STO4 have been assessed through the Local Plan Transport Assessment (**Horsham Transport Assessment, June 2026 - HDCJB15b**) which incorporates sustainable transport measures, travel planning and active travel assumptions as part of the modelling process. The assessment identifies a limited number of strategic junctions requiring mitigation, principally at Buck Barn, Hop Oast and Washington Roundabout, but does not identify any fundamental capacity or safety constraints within Storrington that would preclude the delivery of the allocations. The evidence therefore demonstrates that the cumulative transport impacts can be appropriately managed through a combination of sustainable transport measures, site-specific mitigation and targeted strategic highway improvements, without the need for major highway infrastructure works within Storrington itself.
8. The **Sustainability Appraisal (HDCJB13)** in paragraph 2.2.24 specifically notes that STO2 benefits from connectivity to the wider road network, including routes to the A24 corridor, thereby reducing reliance on routes through the historic village centre and helping to limit additional pressure on central parking provision. whilst STO3 and STO4 are located close to existing services and facilities, supporting shorter local journeys. Collectively, the sites will contribute towards sustainable travel objectives by increasing the critical mass required to support improvements to local bus services, active travel infrastructure and demand management measures.
9. Consequently, the Council's evidence base demonstrates that the cumulative traffic impacts arising from STO2, STO3 and STO4 can be accommodated through a combination of site-specific access improvements and wider sustainable transport measures. No fundamental highway capacity or safety constraints have been identified that would prevent the delivery of the allocations either individually or cumulatively through any representation from the statutory authorities. Furthermore, the location of the sites provides opportunities to maximise trips by walking, cycling and public transport, reducing reliance on the private car and supporting the modal shift objectives of Strategic Policy 24: Sustainable Transport and Paragraphs 110 of the NPPF, 2023.

[the effect on the Air Quality Management Area](#)

10. The allocation of STO2, in combination with the other proposed allocations STO3 and STO4, is not considered to give rise to unacceptable air quality effects that would prejudice the soundness or deliverability of the site.
11. The Council considers that air quality impacts associated with all Storrington allocations are capable of being appropriately assessed and mitigated and do not represent a barrier to the soundness or deliverability of the growth within the village. Whilst STO2, STO3 and STO4 lie outside the designated Storrington Air Quality Management Area (AQMA), the allocation forms part of the wider Storrington growth and therefore must be considered in the context of cumulative traffic movements through the AQMA along the A283 corridor.
12. National policy (Paragraph 199, NPPF 2023) requires planning decisions to sustain and contribute towards compliance with air quality objectives, take account of AQMAs and consider cumulative impacts from individual sites. The NPPF further requires development to prevent unacceptable pollution impacts and, where possible, secure improvements in local environmental conditions. These requirements are reflected in Strategic Local Plan Policy 11: Environmental Quality, Strategic Local Plan Policy 12: Air Quality, and saved HDPF Policy 24: Environmental Protection, which require development to minimise emissions, assess cumulative impacts and contribute towards Air Quality Action Plan objectives.
13. The Council's Environmental Protection team advises that all major applications within Storrington should be accompanied by a robust Air Quality Assessment, including a detailed assessment of operational traffic impacts, construction dust impacts, emissions and cumulative effects arising from committed and allocated developments. This includes STO2, STO3 and STO4 which requires any proposal be accompanied by an Air Quality Impact Assessment and Emissions Mitigation Assessment (Strategic Policy HA18: Storrington, (2)). Particular attention should be given to cumulative impacts within the Storrington AQMA and to demonstrating consistency with the Storrington Air Quality Action Plan, 2020.

14. Air quality effects can be mitigated through a combination of sustainable transport measures, active travel connections, travel planning, EV charging infrastructure, low-emission heating technologies and targeted emissions mitigation contributions. In accordance with Air Quality and Emission Mitigation Guidance 2021¹, development proposals should submit an Emissions Mitigation Statement, including a damage cost calculation and a package of mitigation measures with a value equal to or exceeding the calculated emissions cost. Where appropriate, Section 106 contributions may assist delivery of Air Quality Action Plan measures that provide measurable air quality improvements within Storrington.
15. In considering STO2, STO3 and STO4 collectively, the relevant issue is not the impact of any individual allocation in isolation, but their cumulative contribution to traffic movements within Storrington. The Council's evidence base, including the Sustainability Appraisal and transport modelling, has assessed development cumulatively alongside existing commitments and allocations. The evidence identifies the village centre AQMA as a matter requiring ongoing monitoring and mitigation but does not identify any severe residual air quality impacts that would prevent allocations coming forward. STO2, STO3 and STO4 therefore adopts a mitigation-led approach, securing sustainable travel measures, active travel connections, travel plans and transport improvements to minimise additional vehicle trips through the AQMA and address cumulative effects over the plan period in accordance with Strategic Policy 12: Air Quality.
16. The Council considers that cumulative air quality impacts associated with allocations proposed in Storrington can be appropriately mitigated through a combination of sustainable transport measures, active travel infrastructure, travel planning, low-emission development design and emissions mitigation

[bus, cycling and pedestrian facilities and access to the village centre](#)

17. STO2 is located within reasonable walking and cycling distance of Storrington village centre located approximately 1,500m to the west of the site and is within reasonable walking and cycling distance. The site is therefore capable of supporting sustainable travel patterns and reducing dependence on private vehicles. The site is located close to existing PRoW 2625 connecting the site to the wider village. Thakeham Primary School and Steyning Grammar school is also located to the west of the site and can be reached via existing footways along Rock Road.
18. The Council would seek to optimise improvements to bus, cycling and pedestrian infrastructure. This will assist in improving connectivity between the site, the village centre, schools, healthcare facilities, public transport services and recreational facilities. Consequently, the allocation is consistent with national policy objectives which seek to maximise opportunities for active travel and ensure that developments are well connected to existing communities and services, supporting the modal shift objectives of Strategic Policy 24: Sustainable Transport and Paragraphs 110 of the NPPF, 2023.

¹ [Air quality and emissions mitigation guidance for Sussex \(2021\)](#)

ii. The availability and sufficiency of social and community facilities

healthcare, education and other facilities

19. The Council's **Infrastructure Delivery Plan (HDCJB19)** demonstrates that healthcare, education and community infrastructure requirements arising from growth have been assessed in partnership with relevant infrastructure providers. Whilst growth will generate additional demand, the evidence indicates that any impacts can be appropriately mitigated through developer contributions and planned infrastructure investment.
20. Healthcare requirements can be addressed through engagement with NHS Sussex and infrastructure funding mechanisms. The Council's evidence base, including the IDP, and consultations with West Sussex County Council as Local Education Authority, identifies the need for education infrastructure to support planned growth across the district. Where additional pupil demand arises from STO4, appropriate financial contributions can be secured through Section 106 agreements towards primary and secondary education provision. The Council's **Infrastructure Delivery Plan (HDCJB19)** demonstrates that education and healthcare requirements arising from housing growth have been assessed strategically and are capable of mitigation through planned investment and developer funding mechanisms. There is no evidence that education impacts from STO2, STO3 and STO4 would be severe or incapable of mitigation.
21. Importantly, the IDP does not identify any infrastructure constraints relating to education or healthcare that would prevent the delivery of STO2, STO3 and STO4 during the Plan period. No representation from NHS Sussex or West Sussex County Council, in its role as Local Education Authority, has indicated that the allocations should not come forward (STO1, STO3 and STO4). The Council's evidence base demonstrates that impacts are capable of mitigation.

open space and recreation facilities

22. The cumulative impact of the allocations at STO2 (Rock Road), STO3 (North of Melton Drive) and STO4 (Fryern Road) on open space and recreation facilities is considered acceptable and can be appropriately mitigated through site-level provision and developer contributions secured through the development management process. The Council's assessment is informed by the **Open Space, Sport and Recreation Review 2021 (I04)**, which identifies existing deficiencies in several forms of open space provision in Storrington and establishes the quantitative standards that should be applied to new development.
23. Collectively, the allocations will deliver significant new areas of public open space, green infrastructure, landscape buffers, natural greenspace, play provision and multifunctional SuDS features, resulting in a net increase in recreational assets available to existing and future residents. The OSSR calculator applies the adopted quantity standards to the population expected to arise from the proposed development. Using the Council's occupancy assumptions and open space standards, it calculates the amount of open space and recreational infrastructure required to meet the needs generated by the new population.
24. In combination, the proposed new allocations are expected to provide additional multifunctional open space and green infrastructure. This will include children's play facilities, informal recreation space, ecological greenspace and publicly accessible landscaped areas. Where necessary, additional off-site contributions will be secured to enhance existing recreation and sports facilities in accordance with Local Plan policy requirements and the **Infrastructure Delivery Plan (HDCJB19)**.
25. Rather than placing unacceptable pressure on existing facilities, the allocations will contribute towards improving the quality, accessibility and quantity of open space provision within Storrington. The cumulative effect is therefore positive, with mitigation secured through the allocation policies and subsequent planning applications. The position continues to evolve as development proposals progress through the planning process, detailed layouts are refined, and the quantity, distribution, accessibility and functionality of open space provision are confirmed.

26. Through the development management process, each scheme will be required to provide on-site open space in accordance with the **Horsham Open Space, Sport and Recreation Review (EN07)** and Policy 43 (Green Infrastructure and Biodiversity), together with any necessary off-site contributions where specific deficiencies are identified. The allocations will therefore mitigate their own recreational demands and deliver a net enhancement to local provision rather than place unacceptable pressure on existing facilities.
27. The policy framework is capable of securing appropriate open space, sport and recreation provision alongside development, rather than establishing a fixed deficiency figure at a particular point in time. Strategic Policy HA18, together with the Council's Open Space, Sport and Recreation Review, provides a robust framework to secure on-site provision and, where necessary, off-site improvements through the development management process. Collectively, the allocations are capable of making a positive contribution towards addressing existing deficiencies, whilst ensuring that the needs arising from new development are appropriately mitigated.

iii. Impacts and Mitigation

the landscape, including the setting of the South Downs National Park

28. The Council's landscape evidence, including **Site Assessment (HBCJB14c, Part C)** and the **Landscape Capacity Assessment (EN08)**, identifies STO2 as having low-moderate capacity for development and concludes that landscape impacts are capable of mitigation through a landscape-led design approach. The site comprises agricultural fields bounded by established hedgerows and mature trees and forms part of the transition between Storrington and the surrounding countryside. Development proposals will therefore be informed by a Landscape and Visual Impact Assessment (Policy HA18: Criterion 5) and required to retain key landscape features, provide extensive structural landscaping and create a soft settlement edge. The site is not within the South Downs National Park and is not considered to lie within its immediate setting; however, Criterion (b) of STO2 highlights that proposals will be required to demonstrate that there are no unacceptable effects on wider landscape views, including views experienced from elevated locations within the National Park. Subject to these measures, the allocation STO2 is capable of being delivered without significant adverse landscape effects.

the countryside, trees and woodland

29. The site is enclosed by well-established hedgerows and mature trees which make an important contribution to local landscape character. There are no protected veteran trees, ancient woodland or priority habitats within the curtilage of the site. The allocation specifically requires the retention and protection of existing hedgerows, mature trees and other landscape features wherever practicable. Detailed arboricultural and ecological assessments will inform the layout, ensuring appropriate root protection areas, habitat buffers and biodiversity enhancements are incorporated from the outset. New native planting, green infrastructure and long-term landscape management will further strengthen the site's relationship with the surrounding countryside and secure biodiversity net gain in accordance with Strategic Policy 17: Green Infrastructure and Biodiversity. Consequently, the allocation provides an opportunity to conserve key landscape features whilst delivering enhancements to the site's ecological value.

the maintenance of settlement separation

30. STO2 is located on the edge of Storrington but does not perform a strategic role in maintaining separation between settlements. The site remains physically separated from Abingworth by a substantial area of open countryside characterised by hedgerows, mature trees and topography. The Council's site assessment (**HBCJB14c**) concludes that development of STO2 would not result in settlement coalescence. Nevertheless, the allocation requires a landscape-led layout with lower density development towards the site's northern and eastern boundaries, reinforced native planting and generous landscape buffers to ensure a soft and defensible settlement edge. These measures will maintain the distinction between site and the wider countryside.

heritage assets

31. There are no heritage assets on the site and there will be no direct impact resulting from development. A Grade II Listed Building (Penfolds) is located 50m to the west of the site. Policy STO2 (a) requires any proposal should have regard to the setting of the Penfolds. Notwithstanding, this listed building is already experienced within the twentieth century suburban expansion of Storrington & Sullington. It is anticipated that the impact of development of this site to the setting of Penfolds will include increased vehicle movements, increased noise and increased perception of activity. However, the harm will not be substantial and overall, the level of harm will be very low.

drainage and flood risk

32. There are no identified flood risk constraints that would prevent the delivery of STO2. STO2 lies within Flood Zone 1. There is evidence of surface water flood risk at the western end of the site but this can be managed through the implementation of sustainable drainage measures (SuDs). As with all allocations, development will be required to incorporate SuDs informed by detailed site-specific assessment with adaption for climate change being a key component of the Local Plan through the implementation of development sustainable drainage measures and management of surface water flood risk through Strategic Policy 6: Climate Change (c) and Strategic Policy 10: Flooding (h). The retention of landscape features, provision of green infrastructure and integration of SuDS within the development framework will manage surface water runoff, contribute to water quality improvements and provide wider biodiversity benefits. Subject to compliance with national policy and Lead Local Flood Authority requirements, drainage and flood risk matters can be satisfactorily addressed through the development management process, and do not present a barrier to the allocation or delivery of the site.

STO3 Land South at Northlands Lane

i. Transport and Movement

Highway Access Arrangements

33. STO3 would be served by the approved vehicular access associated with the adjoining Wates development (DC/24/2006), comprising a priority-controlled T-junction onto Fryern Road and associated highway improvements, including a reduced speed limit, gateway features, visibility splays and a new footway connection to Melton Drive.
34. The access has been designed and assessed as part of the adjoining scheme to accommodate the cumulative traffic generated by both developments and is anticipated to operate within its available capacity. STO3 also benefits from wider connectivity through Melton Drive and links to the Public Rights of Way network, ensuring safe and suitable access and promoting travel by sustainable modes in accordance with national and local planning policy.

Cumulative highway impact and village centre parking

35. Please refer to paragraph 5-9 in this paper. The allocation of STO3 is not considered to give rise to unacceptable highways impact directly or cumulatively that would prejudice the soundness or deliverability of the site.
36. In relation to village centre parking, the scale of development is modest and the site (STO3) would be expected to be supported by sustainable transport measures, reducing dependence on private car travel for localised short journeys. Active travel measures are expected to encourage non-vehicular trips made into village centre. West Sussex County Council parking standards and Strategic Policy 25: Parking, will look to ensure parking demand is accommodated within the development rather than displaced to the village centre. There is no evidence that identifies a direct material parking impact on Storrington village centre arising from the allocation STO3.

the effect on the Air Quality Management Area

37. Please refer to paragraph 10-16 in this paper. The allocation of STO3 is not considered to give rise to unacceptable air quality effects that would prejudice the soundness or deliverability of the site.

bus, cycling and pedestrian facilities and access to the village centre

38. The evidence demonstrates that STO3 is located within reasonable walking and cycling distance of Storrington village centre (village centre is located approximately 500m to the south west of STO3) and a wide range of day-to-day services, including schools, healthcare facilities, shops, leisure facilities and employment opportunities (**Settlement Sustainability Review, EN07**). The village centre is accessible on foot via several alternative routes, including improved connections through Melton Drive, Downsview Road, Fryern Road and Public Rights of Way connections.
39. The development would provide direct pedestrian and cycle connections to the adjacent Wates development, Melton Drive, Footpath 2442 and Footpath 2448, the latter benefiting from improvements secured through the adjoining Land North of Downsview development (DC/19/2015). These routes integrate the site into the wider active travel network and provide convenient access to the village centre.
40. Bus services are available from stops on Fryern Road approximately 600m from the site and provides an hourly service connecting Storrington with Worthing, Pulborough, Midhurst and Pulborough Railway Station, offering onward rail connections to London Victoria and the wider rail network.

ii. The availability and sufficiency of social and community facilities:

healthcare, education and other facilities

41. Please refer to Paragraph 19 to 21 of this paper.

open space and recreation facilities

42. Please refer to Paragraph 22 to 27 of this paper.

iii. Impacts and Mitigation

the landscape, including the setting of the South Downs National Park

43. The Council considers that STO3 is capable of being delivered without unacceptable landscape impacts, subject to the landscape-led mitigation embedded within the allocation policy and informed by detailed site-specific assessment. Whilst the Council's **Landscape Capacity Assessment (EN08)** identifies Local Landscape Area 59 (Land North of Water Lane) as having high landscape sensitivity and limited capacity, the site-specific evidence demonstrates that the immediate context has materially changed through the approval and implementation of residential development to the east (DC/19/2015) and west (DC/24/2006), creating an opportunity to consolidate the northern edge of Storrington in a coherent manner.
44. The site lies within Landscape Character Area E1: Parham and Storrington Wooded Farmlands and Heaths, where key characteristics include small pastoral fields, mature hedgerows, woodland cover and a strong rural setting. Development of STO3 is proposed in a manner that responds directly to these characteristics through retention of existing landscape structure, provision of substantial green infrastructure, the implementation of landscape buffers and establishment of a defensible settlement edge. Development proposals will therefore be informed by a Landscape and Visual Impact Assessment (Policy HA18: Criterion 5) and required to retain key landscape features, provide extensive structural landscaping and create a soft settlement edge. The site is not within the South Downs National Park and is not considered to lie within its immediate setting; however, proposals will be required to demonstrate that there are no unacceptable effects on wider landscape views, including views experienced from elevated locations within the National Park. Subject to these measures, the allocation is capable of being delivered without significant adverse landscape effects.

the countryside, trees and woodland

45. The allocation STO3 has been specifically framed to respond to the site's rural characteristics. Existing landscape features, including boundary woodlands, mature tree belts, hedgerows and the central green corridor, represent important components of local character and biodiversity and are expected to be retained and enhanced through the development management process.
46. Any proposal should look to retain the majority of existing trees and hedgerows, with development set back from site boundaries and integrated with extensive new planting and open space. Arboricultural evidence identifies most trees as moderate-quality Category B specimens capable of long-term retention. There are no Tree Preservation Orders located within the site but two veteran trees lie within the south-eastern corner of the site.
47. The allocation policy requires protection of veteran trees and woodland edge habitats together with appropriate undeveloped buffers. Detailed arboricultural and ecological assessments will inform final layout and ensure compliance with NPPF, 2023 paragraph 131, 180 (c) regarding protection of irreplaceable habitats, together with HDPF Strategic Policies 25, 31 and Strategic Policy 17: Green Infrastructure and Biodiversity. It is expected that appropriate mitigation will be applied to preserving the integrity of the veteran trees including the potential application of root protection zones.

[the maintenance of settlement separation](#)

48. The Council acknowledges that the site lies within the Green Gap identified by Policy 9 of the Storrington, Sullington and Washington Neighbourhood Plan and HDPF Strategic Policy 15: Settlement Coalescence. However, the evidence demonstrates that allocation of STO3 would not result in settlement coalescence between Storrington and West Chiltington.
49. The Council's **Site Assessment Report (HBCJB14c)** concluded that there is no direct intervisibility between the settlements due to intervening woodland, topography and field patterns. The separation between settlements would remain substantial, reducing only marginally from approximately 1.15 km to 1.04 km, whilst the distinct ridgeline and extensive woodland continue to provide a clear physical and visual break.
50. Recent development commitments immediately east (DC/19/2015) and west (DC/24/2006) of the site have already established a revised settlement context. Consequently, STO3 represents infilling between committed development rather than an isolated extension into open countryside. The allocation therefore accords with Strategic Policy 15: Settlement Coalescence and Policy 9 of the Storrington, Sullington and Washington Neighbourhood Plan, 2019.

[heritage assets](#)

51. The Council considers that STO3 is capable of being developed without giving rise to unacceptable effects on designated heritage assets and that the allocation is consistent with the requirements of national policy and Strategic Policy 21: Heritage Assets and Managing Change within the Historic Environment. The site assessment process, Sustainability Appraisal and heritage evidence (**Culture Heritage Assessment, EN09**) have all informed the allocation and identified appropriate mitigation measures to address potential impacts on heritage significance and setting.
52. There are no designated heritage assets within the allocation site itself. The principal heritage considerations relate to the setting of the nearby listed buildings comprising East Wantley (Grade II), East Wantley Barn (Grade II) and West Wantley Farmhouse (Grade II*), together with the non-designated East Wantley Cottage.
53. The Council's site assessment (SA732) recognises that the site contributes to the rural setting of the Wantley farmsteads and therefore requires a landscape-led approach with appropriate regard given to the setting of the listed buildings to the north. Criterion (a) of the draft allocation policy specifically requires development to have regard to the setting of West Wantley Farmhouse, East Wantley Barn and East Wantley Farm.
54. The Council considers that any proposed development at the site would result in only a low impact on the significance of East Wantley and East Wantley Barn, a very low impact on West Wantley Farmhouse, and overall would amount to less than substantial harm in NPPF Terms 2023. The assessment identifies that the principal effects would arise through changes to the rural setting, together with increased activity, lighting, traffic and noise, rather than through any direct impact on the heritage assets themselves.
55. Recent development commitments to the east and west have altered the settlement context surrounding STO3. In heritage terms, Strategic Policy HA18 specifically requires development to have appropriate regard to the setting of East Wantley Barn (Grade II) and East Wantley Farm (Grade II), while the allocation is also subject to a Landscape and Visual Impact Assessment and landscape mitigation measures. Through sensitive site design, retention of existing landscape features and the provision of appropriate landscape buffers, development can conserve the significance and setting of nearby heritage assets while maintaining a clear distinction between the settlement edge and the surrounding countryside. Accordingly, the allocation is capable of complying with Strategic Policy 21 (Heritage Assets and Managing Change within the Historic Environment) and the relevant provisions of the Storrington, Sullington and Washington Neighbourhood Plan.

56. Overall, the evidence demonstrates that any harm arising from development of STO3 on the heritage asset and their setting would be less than substantial and capable of effective mitigation through landscape-led design, substantial boundary buffers and sensitive layout. The Council is therefore satisfied that STO3 is justified, effective and consistent with national and local heritage policy.

drainage and flood risk

57. The site lies outside areas of significant flood risk and surface water management can be accommodated through Sustainable Drainage Systems and infiltration-based solutions. The evidence prepared for adjoining allocations demonstrates that flood risk can be managed without increasing risk elsewhere, consistent with Strategic Policy 10: Flood Risk and NPPF, 2023 Paragraph 164 (a).
58. Southern Water (**Main Modifications Comment ID /388**) have identified existing infrastructure crosses the site and potentially require an easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting. The issue raised by Southern Water is not necessarily a constraint to development, but it is a material design and deliverability consideration that should be addressed through the planning application process.

STO4 Land at Fryen Road

i. Transport and Movement

Highway Access Arrangements

59. The Council considers that STO4 is a sustainable and deliverable allocation and that the transport impacts arising from development can be satisfactorily mitigated through the requirements of the allocation, the wider Local Plan policy framework and identified transport measures. The evidence demonstrates that the allocation would not result in severe residual highway impacts and is therefore consistent with the tests set out within NPPF paragraph 116 and emerging Horsham Local Plan policies relating to sustainable transport and infrastructure delivery.
60. The Site Assessment evidence (**HBCJB14c**) alongside Strategic Policy 24: Sustainable Transport, Strategic Policy 23: Infrastructure Provision, Strategic Policy 2: Development Hierarchy, Policy HA18 and Main Modification MM244, which collectively require development to promote sustainable travel, mitigate transport impacts and ensure infrastructure is delivered alongside growth. It is anticipated that direct access can be achieved directly onto Fryen Road which abuts the eastern edge of STO4. The Council considers access can be satisfactorily addressed through the development management process, and do not present a barrier to the allocation or delivery of the site.

cumulative highway impact and village centre parking

61. Please refer to paragraphs 5 -9 of this paper. The Council's evidence demonstrates that STO4 can be served by a safe and suitable access from Fryern Road and would not result in severe residual transport impacts. Given its location close to the village centre there are opportunities to support active travel measures to encourage non-vehicular trips into the village centre to access local services.
62. STO4 criterion a) requires any proposal for this site is supported by a Travel Plan. A Travel Plan should present a robust and comprehensive mitigation package and combine physical infrastructure improvements with behavioural change measures, financial incentives, monitoring and long-term management arrangements. Consequently, the Travel Plan significantly strengthens compliance with NPPF, 2023 Paragraphs 110, and Strategic Policy 23 Infrastructure, Strategic Policy 24: Sustainable Transport and Strategic Policy 25: Parking.

the effect on the Air Quality Management Area

63. Please refer to paragraph 10-16 of this paper. The allocation of STO4 is not considered individually or cumulatively to give rise to unacceptable air quality effects that would prejudice the soundness or deliverability of the site.
64. Whilst the site would contribute additional vehicle movements to the local highway network, the evidence demonstrates that impacts on the Storrington Air Quality Management Area (AQMA) can be appropriately assessed, mitigated and managed through the planning process and would not undermine compliance with relevant air quality objectives. Given the location of the site is within reasonable walking and cycling distance of the village centre, there are opportunities to maximise active travel measures to reduce vehicular trips movements through the AQMA. Accordingly, the Council is satisfied that STO4 is capable of being delivered without resulting in unacceptable effects on the Storrington AQMA. Any residual impacts can be effectively addressed through the site's policy requirements, the Local Plan's environmental and transport policies (Strategic Policy 24, Sustainable Transport), planning conditions and Section 106 obligations, ensuring that development remains consistent with national policy and does not prejudice ongoing improvements in local air quality.

[bus, cycling and pedestrian facilities and access to the village centre](#)

65. STO4 is located within a sustainable location (approx. 700m north of the village centre) that enables convenient access to Storrington village centre, schools, healthcare facilities, employment opportunities and community services. The Local Plan evidence demonstrates that the site benefits from opportunities to connect to existing pedestrian and cycle networks and public transport services. Opportunities exist to upgrade existing PRow connections 2649 and 2438 to improve connectivity to key services including Storrington First School, Storrington Leisure Centre and village centre in accordance with Strategic Policy 23: Infrastructure Provision, Strategic Policy 24: Sustainable Transport and Paragraph 110 of the NPPF, 2023.

ii. The availability and sufficiency of social and community facilities:

66. The allocation of STO4 is supported by a robust evidence base which demonstrates that the development can be accommodated without unacceptable impacts on social and community infrastructure, subject to appropriate mitigation secured through policy requirements, infrastructure planning and developer contributions.
67. Storrington functions as a highly sustainable settlement within the Horsham settlement hierarchy - Smaller Town and Larger Village – Tier 2 (Policy 3: Settlement Hierarchy) and provides a substantial range of existing community services and facilities. The site lies within convenient walking and cycling distance of healthcare facilities, schools, shops, community facilities and public transport services. The submitted evidence identifies access to a medical centre, pharmacies, community facilities, libraries, places of worship and local retail provision within the settlement.
68. The approach is consistent with national policy which requires planning authorities to plan positively for the provision and use of shared community facilities and services, and to ensure development supports healthy and safe communities (NPPF 2023, Chapter 8). It is also consistent with emerging Horsham Local Plan policies on infrastructure delivery, community facilities and sustainable development.

[healthcare, education and other facilities](#)

69. Please refer to Paragraph 19 to 21 of this paper.

[open space and recreation facilities](#)

70. Please refer to Paragraph 22 to 27 of this paper.

iii. Impacts and Mitigation

[the landscape, including the setting of the South Downs National Park](#)

71. The allocation of STO4 has been informed by the Council's site assessment (**HBCJB14c**, site SA639) the **Horsham District Landscape Capacity Assessment (EN08)** and wider landscape evidence. The Landscape Capacity Assessment identifies the site within Local Landscape Character Area 58 (Land East of Fryern Road and South of Greenhurst Lane), recognising that the site has a predominantly rural character and limited capacity for development. However, the assessment does not conclude that development is precluded, rather that any development must be carefully designed and landscape-led.
72. The allocation is supported by policy requirements that development be accompanied by a Landscape and Visual Impact Assessment (LVIA) to inform the developable area, layout, density, building heights and mitigation measures. The policy also requires a landscape-led approach, ensuring that development responds appropriately to local landscape character and avoids visually intrusive settlement edges.

73. The proposed allocation therefore accords with Strategic Policy 13: Natural Environment and Landscape Character, Strategic Policy 14: Countryside Protection and Local Plan Policy HA18 and the objectives of Paragraph 174 of the NPPF 2023, which seek to recognise the intrinsic character and beauty of the countryside and protect valued landscapes whilst supporting sustainable development in appropriate locations.
74. The site lies outside the South Downs National Park and is not within a nationally designated landscape. Evidence prepared for the site demonstrates that visual relationships with the National Park are limited by existing topography, woodland belts, settlement form and intervening vegetation. Views from the National Park are generally distant and filtered, with only a small part of the site visible in longer-range views. The Council considers the effects on views from the South Downs National Park would be no greater than minor adverse to negligible and would reduce further as landscaping matures.

[the countryside, trees and woodland](#)

75. Land at Fryen Road comprises agricultural land on the edge of Storrington and contains a network of established hedgerows, mature trees and landscape features which contribute positively to local landscape character. Both the Council's evidence base and the site's draft policy requirements recognise the importance of retaining these features as part of any future scheme.
76. The Council considers that the majority of hedgerows and trees can be retained and incorporated within a landscape-led development framework, with only limited removal required for access purposes and has informed the policy framework (Strategic Policy HA18 - Criterion 5). The woodland belt associated with the River Stor corridor to the south provides an important landscape and ecological feature which would remain intact and be protected through suitable stand-off distances and management. The appraisal further concludes that new native tree planting, hedgerow reinforcement and green infrastructure would provide long-term landscape and biodiversity benefits.
77. Development proposals would be required to accord with other policies in the plan relating to biodiversity, green infrastructure, trees and landscape character. Detailed arboricultural and ecological assessments would inform the precise layout to ensure that root protection areas, important hedgerows and priority habitat features are appropriately safeguarded. Accordingly, the allocation is consistent with Policy LP25, Policy LP31 and NPPF paragraphs 180, 186 and 187.

[the maintenance of settlement separation](#)

78. The site lies within the Green Gap identified by Policy 9 of the Storrington, Sullington and Washington Neighbourhood Plan. However, the Council's evidence (**HBCJB14c**) demonstrates that there is no direct intervisibility between Storrington and West Chiltington due to the intervening topography, field boundaries and woodland network. The site therefore does not perform the same role as more visually open land in maintaining perceived separation between settlements.
79. The Landscape Character Assessment (**EN05**) acknowledges the importance of ensuring that development does not extend too far north into the gap, sympathetic to the topography, and avoids creating sprawl unrelated to the existing settlement edge. The allocation responds directly to this evidence by requiring landscape buffers and boundary treatments to minimise any perception of settlement coalescence.

[heritage assets](#)

80. There are no heritage assets on the site and there will be no direct impact resulting from development. Listed buildings are largely concentrated around the historic core of Storrington and have no significant intervisibility with the site.

81. The allocation has been informed by the Council's strategic flood risk evidence and Site Assessment work (**HBCJB14c**) specifically includes a policy requirement that development have regard to areas affected by surface water flooding and provide appropriate mitigation. The site is not constrained by fluvial flood risk to an extent that would prevent development, although areas of surface water flood risk are present and must be incorporated into the site design. Criterion (b) of the draft allocation policy (Strategic Policy HA18: Storrington) specifically requires such areas to inform site layout and mitigation strategy.