

Horsham District Council Infrastructure Delivery Plan (IDP)



July 2024

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Disclaimer

The information presented in this document forms an important part of the evidence base in the preparation of the Council's Local Plan. It does not set policy nor provide any guarantees that the infrastructure detailed in this document will come forward within the stated timescales. Furthermore, it does not commit the Council to allocating land for any particular use and the information is given without prejudice to any subsequent planning applications that are submitted on the sites referenced within this document.

Whilst every care has been taken in producing this document, there may be typographical errors or errors in reproducing the information provided to us by the infrastructure and service providers. This is purely by mistake and as this is a 'live' document we will correct any errors as appropriate.

Finally, details of timescales and estimated financial costs are provided only as a guide and are likely to be subject to change through the Development Management process and updated evidence at the time of any planning application associated with the development set out in this document.

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Part 1: Background and Context

1.1 Introduction

1.1.1 Overview

The provision of infrastructure to support the growth and development of our communities and District is critical in providing new homes, building a strong, resilient and diverse economy and in helping to create sustainable communities.

The Infrastructure Delivery Plan (IDP) is a key document forming part of the evidence base in local plan preparation that assesses the quality and capacity of infrastructure within a local planning authority area and sets out the infrastructure likely to be required to support new development across Horsham District. It forms an important part of the evidence base which supports the Local Plan and the Council's Community Infrastructure Levy (CIL) Charging Schedule. It demonstrates how infrastructure supports the development and growth set out in the Local Plan over the Plan period and beyond.

Infrastructure has been defined in the Local Plan document as “a collective term for structures, services and facilities such as roads, electricity, sewerage, water, education and health provision required for society and the economy to function.”

The IDP sets out the infrastructure likely to be required for development across Horsham District, although it does not include areas of the South Downs National Park, located to the south of the District. The National Park Authority is a local planning authority in its own right and has produced an IDP to support the South Downs Local Plan which was



Figure 1: Map of Horsham District containing the administrative area for the IDP

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adopted on 2 July 2019. There is a delegation agreement between the Councils for Horsham District Council to determine applications in the parts of Horsham District that lie within the National Park. Nevertheless, the Council will ensure joint working where cross boundary infrastructure issues occur. Figure 1 shows in green the area covered by Horsham District Council's Infrastructure Delivery Plan.

1.1.2 Structure of this document

This IDP sets out the infrastructure likely to be required to support the District's growth and development set out in the Horsham District Local Plan 2023-2040. It identifies what projects are required to support this development, the associated funding considerations and potential delivery timescales. **It is important to note that this is a 'live' document** and will continue to evolve and be updated throughout the Local Plan review process and as necessary over the life of the Plan.

The IDP is set out as follows:

Part 1 details the background and context to the IDP. It provides a summary of national and local planning policy frameworks, why an IDP is required, the process for the preparation of the IDP, the types of funding available for infrastructure projects within the District and the information sources and evidence base documents used to inform the IDP.

Part 2 provides a summary of the existing infrastructure provision within the District. This baseline scenario helps to identify existing growth pressures within the District and what capacity there is to support growth. For each infrastructure category (listed on pages 7-8) an overview of the following is given:

Current Provision: a baseline describing the current provision in the District, including the responsibilities of infrastructure providers and any known oversupply or deficits and capacity concerns.

Planned Provision: an outline of committed works, programmes, funding and projects which will impact the current level of infrastructure provision.

Key Issues & Future Considerations: a summary of likely capacity issues that may occur as a result of delivering the Horsham District Local Plan.

A brief summary of likely funding streams is also provided. The infrastructure categories and sub-categories this report considers are set out on pages 7-8.

Part 3 contains guidance to explain the information contained within the IDP Schedule. This section sets out the detail of infrastructure types, specific improvement schemes, and their priority for delivery that will be needed to support the Local Plan. This section also identifies the organisation(s) responsible for delivery and the estimated costs and timescales. The infrastructure detailed in the IDP Schedule is based on the best available information at the time of writing and this document does not guarantee the delivery of the infrastructure that has been identified. Specific infrastructure needs and requirements are likely to continue to evolve for a range of different factors, including, but not limited to, the findings from a detailed planning application process, the cumulative impact of development within the District and within neighbouring authority areas and the evolving plans and requirements of infrastructure providers. The infrastructure requirements at the time will shape the nature of infrastructure provision and its delivery.

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Part 4 contains a full list of all the figures and tables contained in this document, a glossary of technical terms and a guide to any acronyms and abbreviations contained within this document.

1.1.3 Aims and objectives of the IDP

In producing the Infrastructure Delivery Plan, Horsham District Council seeks to identify what infrastructure is likely to be required to deliver the emerging Horsham District Local Plan 2023-2040.

This has been achieved by:

- fostering a collaborative approach with service partners including infrastructure providers, service delivery organisations, neighbouring local authorities, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters;
- identifying the costs of providing the infrastructure required to meet the planned growth within the District and the timescales for delivery;
- determining how infrastructure should be prioritised to support the delivery of planned growth; and
- setting out the funding sources that will help to meet the delivery of infrastructure within the District.

This document is colour coded to help identify the different types of infrastructure that are being considered. The key infrastructure categories and their subcategories are listed below:

Transport

- Road network
- Bus service
- Rail network
- Cycling, walking and equestrian routes

Education

- Further and higher education
- Secondary and primary education
- Early Years: Pre-schools and nurseries
- Special Educational Needs and Disability (SEND)

Health and Social Care

- Primary care
- Acute care and general hospitals
- Social care

Community and Sports Facilities

- Outdoor sport and recreation including children's play spaces
- Indoor sports facilities
- Local halls and neighbourhood halls
- Libraries
- Cemeteries
- Allotments

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Green Infrastructure

- Flood defence and flood management
- Sustainable Drainage Systems (SuDS)
- Open spaces and parks

Emergency Services

- Ambulance service
- Fire and Rescue Service
- Police Service

Utilities and Waste

- Electricity supply
- Gas supply
- Water supply, wastewater treatment and sewerage
- Waste and recycling
- Telecommunications & digital infrastructure
- Minerals safeguarding

1.2 Policy Context

1.2.1 National Planning Policy and Guidance

National Planning Policy Framework

As a local planning authority, Horsham District Council has to plan positively to ensure that the development and infrastructure needs of the District are met. To ensure that new development is delivered sustainably, the infrastructure, facilities and service needs of existing and future residents and businesses must be properly planned for.

The revised National Planning Policy Framework (NPPF) was published on 19 February 2019 and last updated on 20 December 2023. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a material consideration in the preparation of local and neighbourhood plans.

Paragraph 20 (b) of the NPPF identifies that strategic policies should make sufficient provision for “*infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)*”, *community facilities (such as health, education and cultural infrastructure)*” and “*green infrastructure*”.

Paragraph 26 of the NPPF states that “*effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs*

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that cannot be met wholly within a particular plan area could be met elsewhere”.

Paragraphs 99 and 100 of the NPPF outline the responsibility on local planning authorities to work proactively with public service infrastructure providers, such as school promoters and those providing hospitals, further education colleges and criminal justice accommodation, to ensure the smooth delivery of sufficient infrastructure to meet requirements.

Paragraph 128 of the NPPF states that planning policies should take into account *“the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use”.*

The NPPF is clear that local authorities must plan positively, working effectively in collaboration with partners to identify and co-ordinate the provision of infrastructure (paragraphs 8 (a), 16 (c) and 24-27).

Planning Practice Guidance

Planning Practice Guidance (Paragraph: 059 Reference ID: 61-059-20190315) provides guidance on how a local planning authority can show that a plan is capable of delivering strategic matters, including the provision for housing and infrastructure and states;

“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful

attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.

“At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so, they will need to:

- *“Assess the quality and capacity of infrastructure and its ability to meet forecast demands. Where deficiencies are identified, policies should set out those deficiencies will be addressed; and*
- *“Take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”*

Paragraph 060 Reference ID: 61-060-20190315 of Planning Practice Guidance also provides guidance on how strategic policy-making authorities demonstrate that there is a reasonable prospect that large-scale developments, such as new settlements, or significant extensions to existing villages and towns can be developed within a set timescale, stating that;

“Strategic policy-making authorities will need to demonstrate they have engaged with infrastructure providers, ensuring that they are aware of the nature and scale of such the proposals, and work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales. The authority can use statements of common ground, or

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other evidence, to detail agreements with infrastructure providers which confirm this and set out the further work which they will undertake to support the long-term delivery of the strategy.”

1.2.2 Local Planning Guidance

Horsham District Planning Framework

The Horsham District Planning Framework (HDPF) is the Council's current Local Plan, providing strategies and policies to meet the requirements of the District for the period up to 2031 and was adopted on 27 November 2015.

Policy 39 of the HDPF is a Strategic Policy and focuses on Infrastructure Provision. This policy states;

“1. The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.

“2. Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.

“3. To ensure required standards are met, arrangements for new or improved infrastructure provision, will be secured by planning obligation / Community Infrastructure Levy, or in some cases, conditions attached

to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development.”

The Inspector appointed on behalf of the Planning Inspectorate, during examination of the HDPF, stated that the review of this Plan should commence within three years of adoption.

The Local Plan Review commenced with the publication of the Issues and Options for Employment, Tourism and Sustainable Rural Development document for consultation between 6 April to 26 May 2018. The summary of responses and proposed next steps was published in 2018 and the document can be read by following <https://www.horsham.gov.uk/planning/local-plan/local-plan-review-issues-and-options>.

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Issues and Options Consultation 2018

Following the Issues and Options consultation in 2018, further evidence base studies were undertaken, and these fed into the preparation of the Horsham District Local Plan Regulation 18 document. Chapter 3 of the emerging Horsham District Local Plan set out the vision for the District;

“A place where people from all backgrounds can choose to live and work, in a high-quality natural environment and low carbon economy with access to high quality jobs, services and facilities that are close to home.”

Regulation 18 Consultation 2020

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The Regulation 18 consultation document presented a number of sites that were identified as having potential for development. Draft Strategic Policy 37 set out the Options for Growth, explaining how these options were tested through the preparation of the Local Plan. Views from stakeholders were sought in relation to the assessment process, the shortlisted strategic-scale sites as well as smaller-scale development. An early Draft Infrastructure Delivery Plan was published alongside the Regulation 18 Draft Local Plan to demonstrate that significant work with infrastructure providers has been undertaken to understand the infrastructure requirements of potential strategic and settlement site options.

Regulation 19 Publication 2024

The Regulation 19 Draft Local Plan was published for a six-week period of representation between 19 January and 1 March 2024. Interested parties were invited to make written comments as to whether the Local Plan complied with legislation and was sound. The Regulation 19 Local Plan was the result of testing a variety of growth scenarios and comprised the most sustainable, deliverable and suitable combination of sites consulted on at Regulation 18 stage within the context of achieving water neutrality. This strategy took account of ongoing engagement with infrastructure providers and stakeholders, representations made by statutory consultees, site promoters, members of the public and other stakeholders on both infrastructure and wider issues, as well as updates to the evidence base and evolving development proposals by site promoters.

1.2.3 Water Neutrality

On 14 September 2021, Natural England published a 'Position Statement' from Natural England. Evidence collected by Natural England shows that the abstraction of water to supply homes and businesses is having a negative impact on protected wildlife in the Arun Valley. It was advised that development in the North West Sussex water supply area (Figure 2) must not add to this negative effect in order for the affected authorities to comply with relevant environmental legislation. The Position Statement also impacts Crawley Borough Council, Chichester District Council, the South Downs National Park Authority and West Sussex County Council.

To ensure that the Local Plan does not deliver development which continues to harm the Arun Valley it has been prepared to be "water neutral". Water neutrality is defined as development that takes place which does not increase the rate of water abstraction for drinking water supplies above existing levels. This covers both housing and employment development, and also infrastructure such as schools, GP surgeries and community centres.

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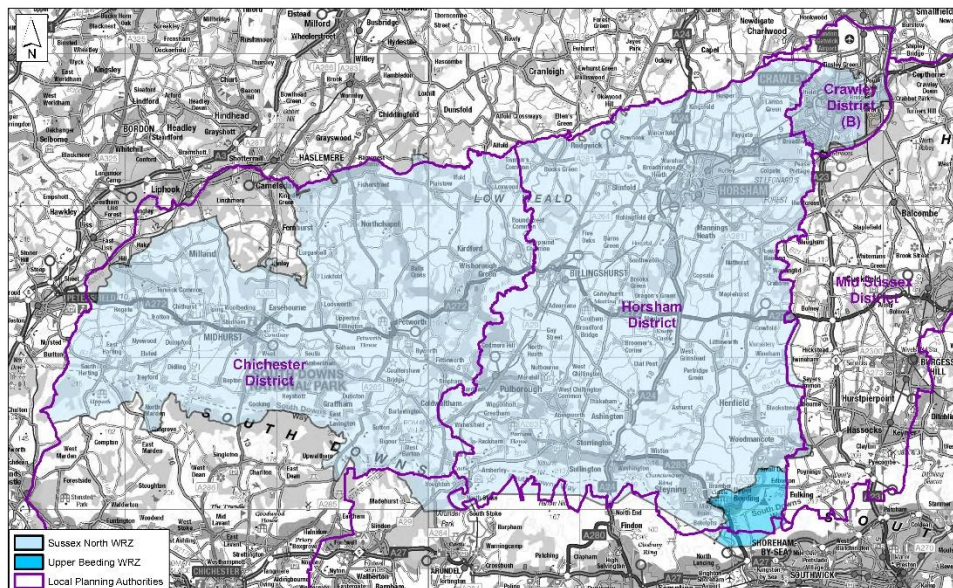


Figure 2: Sussex North Water Resource Zone

Significant joint working has been undertaken with the impacted local planning authorities, Natural England, Southern Water and other key stakeholders to develop a water neutral plan.

Water neutrality is likely to represent a constraint to development across the District for some time and water infrastructure improvements are likely to be required in the future in order to overcome this.

The Horsham District Local Plan shows a clear development strategy for the District, and the IDP, updated to take account of representations made during the Regulation 19 stage, continues to function as a 'live' document and will be updated as the Plan progresses following submission, taking account of ongoing work with stakeholders. Whilst some further refinement of the IDP will be undertaken, the Council considers that this iteration of the IDP is a robust and proportionate piece of evidence which underpins the Local Plan development strategy.

The below chapter discusses, in more detail, future growth across the District to 2040.

1.3 Future Growth across the District

1.3.1 Projected growth within the District to 2040

The Local Plan Strategy and Meeting Development Needs

The spatial strategy for the District to 2040 focuses on the positive management of change, in accordance with the principles of the NPPF. The strategy has been tested through the sustainability appraisal process including the assessment of a range of alternative options for delivering growth and change in the District, taking account of the context of the requirement for water neutrality. The strategy seeks to be relevant and reflect the needs of the District, supporting communities by delivering sustainable housing development and a thriving economy while respecting environmental limits, securing environmental net gains and protecting and enhancing the rural and historic character of the district while contributing to the delivery of a low carbon society.

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The District has relatively few designations such as Green Belt or Sites of Special Scientific Interest, that would ordinarily constrain development, however the legal requirements placed on the Council through the Habitats Regulations 2017 is a very significant consideration with the requirement for water neutrality applying District-wide. During the preparation of the Local Plan this requirement for water neutrality has moved the District from being a less constrained to a highly constrained area. It is, however, imperative that development needs are met as far as possible.

The Local Plan, therefore, makes provision for the development of at least 13,212 homes and associated infrastructure within the Plan period 2023-2040, which is an average delivery rate of 777 homes per year (including a 10% buffer). The Regulation 19 Draft Local Plan sets out that this figure will be achieved through:

1. Homes that are already permitted or have been allocated in a “made” Neighbourhood Plan, including previously allocated strategic sites Land West of Southwater (275) and Land at Kilnwood Vale (1,400)
2. New Strategic Sites: At least 1,600 homes on Land West of Ifield (from an allocation of 3,000 homes), at least 735 homes on Land North West of Southwater (from an allocation of 1,000 homes) and the entire allocation of 650 homes on Land East of Billingshurst
3. At least 1,795 dwellings from smaller scale allocations in this Local Plan or in Neighbourhood Plans
4. Land North of Horsham as identified in the HDPF (2015) saved policies SD1 to SD9 which is expected to deliver around 2,000

homes in the plan period (from an allocation of 3,250 homes) and will include 60 homes at land at Cuckmere Farm

5. 1,680 windfall units.

After this supply is deducted from the identified need of 15,487 over the 17-year Plan period of 2023 – 2040, there will be a remaining unmet need of 2,275 dwellings. Horsham Council will work with its neighbouring authorities, particularly those who form the Northern West Sussex Housing Market Area, in exploring opportunities and resolving infrastructure and environmental constraints to meet this need in sustainable locations.

To inform the strategy for development, the input of key infrastructure and service providers has been an essential part of this process. Providers have been asked to consider a range of different sites and growth scenarios and to advise the likely requirements for mitigation. Details of sites, locations and potential build out rates have been shared and providers have been advised that these potential development scenarios would be in addition to sites already permitted or allocated within the District. The sharing of information on potential sites and growth scenarios has been undertaken on a number of different occasions throughout the Local Plan review process to inform the strategy for proposed development in the period leading up to Regulation 19.

Employment Growth

As set out in Chapter 9: Economic Development of the emerging Horsham District Local Plan, since the adoption of the HDPF in 2015, progress has been made bringing forward sites for employment growth and investment. Planning permission for employment land has been

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granted on Land North of Horsham, at Brinsbury College between Billingshurst and Pulborough, at the former Novartis site in Horsham, at locations adjoining Billingshurst and at Nowhurst Business Park near Broadbridge Heath. Infrastructure services and facilities required to support employment development in the District also form an important consideration in the Infrastructure Delivery Plan.

Duty to Co-operate

Most of Horsham District falls within an area known as the Northern West Sussex Housing Market Area which includes the administrative areas of Crawley, Mid-Sussex and a small part of Reigate and Banstead. A small part of Horsham District also falls within the Coastal Housing Market Area which principally incorporates the administrative areas of Brighton & Hove and Adur & Worthing.

Local authorities are required by Government to undertake constructive and active dialogue with other local authorities and relevant bodies as part of an ongoing process to maximise effective engagement on strategic matters. Local planning authorities are also bound by the statutory Duty to Co-operate and are expected to prepare a Statement of Common Ground with neighbouring authorities which must contain details of the capacity within the strategic policy-making authority area(s) covered by the statement to meet their own identified needs.

The starting point for the Local Plan has been to seek to meet the District's own housing requirement derived from the standard housing methodology. In addition, the District has considered how much additional development can be accommodated to help address the unmet housing need of other districts in the surrounding area. The level of development the District is able to accommodate has changed over

the course of the preparation of the Local Plan as a result of the requirement for water neutrality, which has impacted on the authority's ability to accommodate unmet housing need from other districts and boroughs at the current time. The relationship of the District within the wider sub region has been an important consideration as part of the process of Local Plan preparation. This has taken account of both the North West Sussex Water Supply Zone and local housing and economic market areas. Given the scale of unmet needs across the South East as a whole, the approach followed by the Council was to consider the extent it could meet unmet needs of authority areas with the closest links to this District in the first instance.

A key consequence of the Natural England Position Statement since it was published in September 2021 was to limit the number of housing sites granted in full or outline permission from 2022 onwards. This was because most developers were unable to demonstrate their proposals were water neutral. This has limited the level of committed development which would normally be available to meet housing needs, particularly in the early years of the Local Plan. In addition, housing delivery will also be limited to that which can be provided through water offsetting schemes. This has therefore combined to restrict the level of housing which Horsham District Council can provide in the Plan period and at the current time, it is not possible to meet the standard housing methodology set for Horsham District nor to contribute to meeting the unmet needs of neighbouring authority areas.

Whilst there is no potential to meet these unmet housing needs directly, there remains opportunities to support economic growth in the area and deliver education needs arising from Crawley as part of development within Horsham District, including development at Land West of Ifield.

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Additionally, the ability of the District to meet unmet housing needs as part of the Duty to Co-operate will need to be revisited as part of any future local plan review.

1.4 Background to the Infrastructure Delivery Plan

1.4.1 The IDP and the Council's introduction of Community Infrastructure Levy (CIL)

The production of the IDP is required as part of the plan-making process. The 2014 IDP supported the current local Plan, the Horsham District Planning Framework and this latest document supports the Horsham District Local Plan. An interim version of the IDP was also produced in 2016 to support the Council's adoption of the CIL Charging Schedule.

The IDP provides a current assessment of the infrastructure fundamental to the delivery of the objectives and spatial strategy of the Horsham District Local Plan and the identified funding and delivery mechanisms to meet these requirements. The IDP produced in 2016 also served as evidence to justify the Council's introduction of CIL which came into effect on 1st October 2017 as it demonstrated infrastructure requirements in the District and the gap in funding.

1.4.2 The IDP as a 'live' and emerging document

The IDP is a 'live' document, iterative in nature, reflecting the Council's understanding of what potential infrastructure services and facilities will be required to support the development strategy outlined in the Local Plan. The Council is not a direct provider of many forms of infrastructure and has been working with infrastructure providers to understand the

potential timescales, costs and scale of infrastructure required to support the emerging Local Plan.

The NPPF recognises that large-scale development, and associated infrastructure delivery, may take place beyond the Plan period and may not all be identified early on. For this reason, footnote 39 states that *"anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated"*.

The Regulation 18 consultation presented a number of growth options and strategic sites for allocation and the draft IDP Schedule reflected this range of possible sites. Subsequently a development strategy was agreed for Regulation 19 publication following a detailed review of representations and taking account of feedback from infrastructure providers, site promoters and other consultees, as well as the update of other evidence base documents. A list of main modifications to support the submission of the Local Plan has been produced to reflect feedback at Regulation 19. The IDP also reflects works to understand the local impact of smaller sites including feedback from Parish Councils, Neighbourhood Councils and the Horsham Blueprint Forum.

In addition to this, the IDP has been dependent on a number of the Local Plan's supporting evidence base documents which have provided further detail on what infrastructure will be required to support the Local Plan. These studies include, but are not limited to:

- Horsham Transport Study (December 2022)
- Horsham Transport Study Review (2023)
- Highways Safety Study (2024)

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- TN001 Horsham Transport Study Pre-Submission Technical Note (2024)
- Northern West Sussex Economic Growth Assessment 2020
- Gatwick Sub-Region Water Cycle Study (August 2020)
- Horsham Strategic Flood Risk Assessment (SFRA) 2020
- Upper Mole Strategic Flood Risk Assessment (SFRA) 2020
- Upper Mole Strategic Flood Risk Assessment Update 2023
- Electric Vehicle Charge Point Strategy 2020
- Horsham Open Space, Sport and Recreation Review 2021
- Horsham District Wide Community Facilities Assessment 2021
- Horsham District Council Viability Assessment 2023
- Horsham District Council Golf Supply and Demand Assessment 2021
- Horsham District Council Golf Support and Demand Assessment Update 2022
- Horsham District Council Local Cycling and Walking Infrastructure Plan (LCWIP) 2020
- Water Neutrality Study Part A Individual Authority Areas 2021
- Water Neutrality Assessment Part B In Combination 2022
- Water Neutrality Assessment Part C Mitigation Strategy 2022

As with the IDP, many of these evidence base documents have continued to progress following the Regulation 19 publication. As such, their contribution to the IDP has been reviewed and updated to ensure this document reflects the most up to date picture of the local and cumulative impacts of growth and development.

As the Local Plan progresses through submission and examination periods, and beyond, the IDP will continue to evolve. Discussions

between the Council, infrastructure providers and other key stakeholders will be ongoing in order to allow a better understanding of key infrastructure requirements, the associated costs and timescales for their delivery, as well as the strategy for necessary provision to mitigate the impact of planned development.

1.5 Delivering Infrastructure

1.5.1 How will infrastructure be delivered in the District?

The Council has a strong track record of actively engaging with infrastructure and service providers to understand what infrastructure is required to meet the needs of residents and businesses and to support development in the District. The Council is not responsible, however, for the delivery of the majority of infrastructure services and facilities. It is important to note that development that comes forward cannot be expected to solve existing infrastructure deficits, although it is essential that new development does not create additional burdens on these services and facilities and it can provide new infrastructure that existing communities can benefit from. This is considered to be an important element of sustainable development, contributing to successful, cohesive communities.

Some elements, such as the delivery of on-site utilities, will be an integral part of all new development. In most cases the costs of providing on-site connections to existing networks, such as electricity supply or broadband connections will be borne by the developer.

Outside of any site itself, if sufficient infrastructure capacity does not already exist to meet the need created by new residents or users of a development, the developer may be required to deliver infrastructure

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provision off-site or make a financial contribution towards provision or enhancement elsewhere.

Where relevant, the IDP indicates how the infrastructure will be provided and whether this is to be delivered direct by the developer, the infrastructure provider, through planning obligations, CIL contributions or another funding mechanism.

The funding raised through the collection of CIL monies is not expected to fully plug the infrastructure funding gap and is considered to be only one source of funding for delivering infrastructure. Other sources, such as S106 contributions, the direct provision of infrastructure by developers or investment in infrastructure from providers' capital spending programmes, all play an important role in delivering on- and off-site infrastructure and community projects.

1.6 Funding and Delivery

Infrastructure provision within the District is funded in a number of different ways, as explained in the sections below.

1.6.1 Community Infrastructure Levy (CIL)

Horsham District Council's CIL Charging Schedule came into effect on 1 October 2017 and sets out the following levy rates for the District, which are index-linked to take account of increasing costs associated with infrastructure delivery:

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Table 1: CIL Charging Schedule for Horsham District

Residential Development

	CIL Charge £/m ² (2017)	CIL Charge £/m ² (2018)	CIL Charge £/m ² (2019)	CIL Charge £/m ² (2020)	CIL Charge £/m ² (2021)	CIL Charge £/m ² (2022)	CIL Charge £/m ² (2023)	CIL Charge £/m ² (2024)
District Wide (Zone 1)*	£135	£147.74	£150.10	£157.66	£157.19	£156.71	£167.57	£179.84
Strategic Sites (Zone 2)*	£0	£0	£0	£0	£0	£0	£0	£0

Other Development (across charging areas)

	CIL Charge £/m ² (2017)	CIL Charge £/m ² (2018)	CIL Charge £/m ² (2019)	CIL Charge £/m ² (2020)	CIL Charge £/m ² (2021)	CIL Charge £/m ² (2022)	CIL Charge £/m ² (2023)	CIL Charge £/m ² (2024)
'Large format' retail dev't (A1 to A5)*	£100	£109.44	£111.19	£116.78	£116.43	£116.08	£124.13	
'Standard Charge'*	£0	£0	£0	£0	£0	£0	£0	

**Please see CIL Charging Schedule for definitions*

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The map on page 18 (Figure 3) shows the geographical boundaries of the different CIL charging zones.

The Zone 2 sites highlighted in pink on the map are the strategic sites Land North of Horsham and Kilnwood Vale. Based on viability evidence undertaken in preparation for the current Local Plan, the Horsham District Planning Framework (2015), it was found that these sites, if liable for CIL, together with Section 106 payments, would potentially make development unviable. Therefore, it was subsequently determined that these sites would be 'zero-rated' for CIL and exempt from the levy.

On behalf of the Council, Aspinall Verdi has undertaken a Local Plan Viability Study, which sets out that for future strategic sites to be zero-rated a CIL review would be required. The testing of the emerging Local Plan site allocations and policies has included CIL, as the sites are not currently zero-rated, with the findings to inform (amongst other things) whether a CIL review is required for strategic sites. It is anticipated that the strategic sites will be liable for CIL and will not therefore be zero-rated. The Study highlights that including CIL on strategic sites may mean an element of double counting with the assumptions used for Section 106, as these sites progress the Council will need to ensure no double counting does occur.

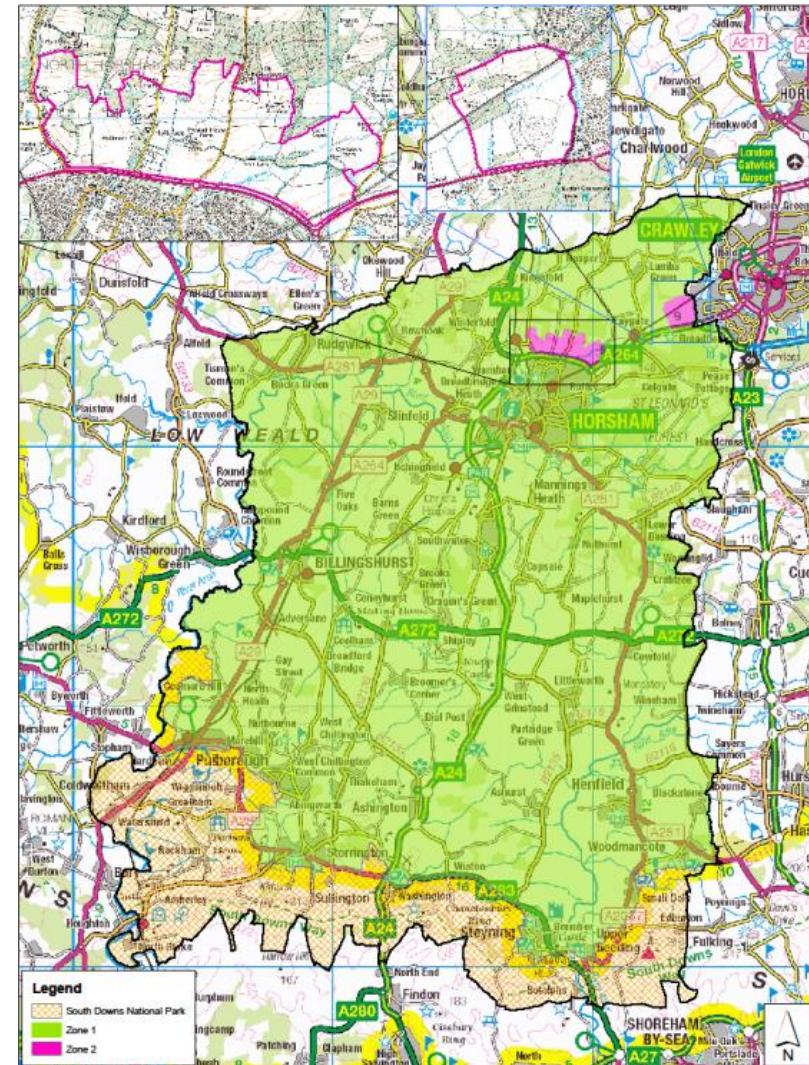


Figure 3: The CIL charging area and the charge zones

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With the exception of the area that lies in the administrative area of the South Downs National Park Authority, the remainder of the District lies within Zone 1 (green area on the map) and for 2024 attracts a CIL charge of £179.84 per m². The charges set out in the Charging Schedule are index-linked which means that the rates are adjusted in line with information published by the Royal Institute of Chartered Surveyors (RICS) to ensure that these continue to reflect the costs of infrastructure provision that the levy will be used to fund. The adjustment to charge rates is applied from 1 January each year, using the index figure published by RICS for the previous 1 November.

It is the Council's responsibility to prioritise the spending of CIL. CIL must be spent on infrastructure to support the overall development of the area, although, it is important to bear in mind that CIL is not expected to cover the costs of delivering all infrastructure within the District.

On 28 November 2019, Cabinet approved the Council's CIL Governance Arrangements which establishes a clear CIL Governance Structure to oversee the collection, auditing and spending of CIL monies.

Regulation 121A of the Community Infrastructure Levy Regulations 2010 (as amended) requires authorities that receive developer contributions to produce an Infrastructure Funding Statement (IFS) each year. The IFS summarises developer contributions and sets out how the Council intends to use those contributions. Horsham District Council's [Infrastructure Funding Statement 2022/23](#) is available on the Council's website.

1.6.2 Planning Obligations

Planning obligations are the main mechanism for meeting critical infrastructure requirements and are used to reduce the impact of a new development and to make sure it does not place an unnecessary burden on existing infrastructure.

These contributions are secured through a Section 106 legal agreement or a Section 106 unilateral undertaking. However, planning obligations may only constitute a reason for granting planning permission if it is determined that they are necessary to make the development acceptable in planning terms, directly related to development and fairly and reasonably related in scale and kind. Planning obligations cannot therefore be used to resolve existing capacity issues in infrastructure provision.

Horsham District Council adopted its Planning Obligations and Affordable Housing Supplementary Planning Document on 21 September 2017 in accordance with the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (Regulation 14). This document provides details on the provision of affordable housing, services and facilities and the priorities of provision that will be required when land is proposed for development and where planning obligations would be sought. This document will be updated in due course to reflect the revised Local Plan.

1.6.3 Other funding

It is important to note that not all infrastructure will be funded through the above mechanisms and CIL cannot deliver all the necessary

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infrastructure to support the growth and development of communities. Some infrastructure funding can be secured through public and private sector investment through working with Local Enterprise Partnerships (LEPs), grant funding and funding through Government schemes such as the New Homes Bonus. Many infrastructure providers also have rolling programmes of investment, typically over a 5-year period where investment in critical infrastructure is programmed to support growth. For example, Southern Water sets out its 5-year business plan and programme for investment in their Asset Management Plan cycles. Southern Water's Asset Management Plan 7 covers the period 2020-2025. A number of organisations operate in this way and understanding how infrastructure providers programme infrastructure investment and upgrades is crucial in ensuring that the infrastructure necessary to support growth is delivered in a timely manner that keeps pace with development.

1.7 Process of Preparing the Infrastructure Delivery Plan

1.7.1 Preparing the Draft Infrastructure Delivery Plan

The IDP has been prepared by Horsham District Council working collaboratively with other Government bodies and relevant infrastructure delivery agencies in accordance with national planning policy and planning practice guidance (as highlighted in section 1.2 of this report).

This is the latest version of the emerging IDP and, at the time of publication in July 2024, contains the best, most current available data. The IDP is a 'live' document and is designed to change and develop, anticipating growth and development within the District.

The steps the Council has taken in preparing this document are set out as follows;

1. Identification of the relevant organisations providing infrastructure services and facilities.
2. Information gathering and review of current plans and strategies. Identifying the existing infrastructure provision within the District and existing deficiencies. This forms the basis of the information provided in Section 2 of this document.
3. Contacting infrastructure providers to arrange initial and follow-up meetings. These meetings and subsequent engagement have helped to inform the Infrastructure Delivery Schedule which can be found in Part 3 of this document. This Schedule sets out the Council's understanding of what infrastructure is likely to be needed to support new growth within this District and deliver the desired outcomes of the Local Plan. This should be treated as a 'snapshot' and not exhaustive, with a number of unknowns, both in terms of the infrastructure required and the associated costs and timescales for delivery, which are also impacted by water neutrality.
4. Engaging with parish and neighbourhood councils, and the Horsham Blueprint Neighbourhood Forum, to gain more in depth understanding of local issues and requirements in order to support Neighbourhood Plans, the Local Plan and the Council's CIL Charging Schedule.

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The information we have received from the parish and neighbourhood councils has been very useful and clearly indicates the local priorities for infrastructure across the District. There are numerous projects put forward by parish and neighbourhood councils that have already been identified by the infrastructure providers and therefore we have not sought to duplicate this information. A number of other projects identified were not considered to be strategic and therefore necessary to deliver the Horsham District Local Plan and have not been included in the Infrastructure Delivery Schedule in Part 3. Work is ongoing to ensure the infrastructure needs identified at parish and neighbourhood council level are reflected.

However, where overarching requirements have been identified in the Infrastructure Delivery Schedule, for example as identified in the Open Space, Sports and Recreation Review (2021) or as a result of the requirements for new development to meet Policy 28 Community Facilities, Leisure and Recreation, the infrastructure projects for improvements to existing community facilities identified by parish and neighbourhood councils will be very useful to the Council as part of the consideration of CIL spending and S106 negotiations. All of the information submitted to the Strategic Planning team has been shared with the Planning Obligations team in this regard. The Council has also shared these details with West Sussex County Council as evidence of local infrastructure priorities to be considered as part of the work WSCC is undertaking to identify opportunities for joint funding of Local Transport Improvement Schemes.

The Council is continuing to work closely with all relevant partners and infrastructure providers throughout the Local Plan Review process to aid delivery of the identified infrastructure requirements set out in this document.

1.8 Evidence Base

1.8.1 Key documents and information sources

The information set out in this document has largely been provided to us through collaboration with infrastructure providers, delivery agencies and other key partners. This work has also been informed by the latest evidence base documents, either provided to us by our partners or those freely available in the public realm. An extensive list of the evidence base documents that have helped to inform this report can be found in Part 4 of this document ([4.3 Evidence Base Documents](#)).

Part 2: Infrastructure Provision within Horsham District

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Part 2: Infrastructure Provision within Horsham District

2.1 Transport

2.1.1 Transport: Road Network

Lead Organisation(s)

- West Sussex County Council - Local Highways Authority (LHA)
- National Highways

Sources of Funding

- Developer contributions (S278, CIL, S106)
- West Sussex County Council Capital Budget
- National Highways Designated Funding
- National Roads Fund
- Transport for the South East
- Defra Air Quality Grants

Evidence / Sources of Information

- Meetings with West Sussex County Council
- Horsham Transport Study (2023)
- Highways Safety Study (2024)
- TN001 Horsham Transport Study Pre-Submission Technical Note (2024)
- West Sussex Transport Plan 2022-2036
- West Sussex County Council Highway Infrastructure Asset Management Policy 2020-2022

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- West Sussex County Council Highway Infrastructure Asset Management Strategy 2020 to 2022
- Transport for the South East: A 30 year Transport Strategy for the South East
- Transport for the South East: Draft Strategic Investment Plan for the South East
- Air quality and emissions mitigation guidance for Sussex (2021)
- DfT Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure
- Dft Manual for Streets
- Horsham District Council Electric Vehicle Charge Point Strategy
- West Sussex Inter-Authority Air Quality Group Breathing Better: A partnership approach to improving air quality in West Sussex
- Net Zero: Build Back Better (October 2021)

Current Provision

There are no roads in the District which fall within the Strategic Road Network (SRN) (roads managed by National Highways) although the A3 lies west of the District, the A27 to the south of the District and the M23/A23 lies in close proximity to the eastern boundary. The A24 and the A264, which are located within Horsham District, form part of the County Strategic Road Network. The A24 is the main north-south route, and the A272 is the main east-west road in the District. There are also networks of local roads which link some of the medium and larger villages and are used for commuting and to access some of the main community and recreational facilities in the District. The A264 is the main connection between Horsham and Crawley and further on to the A23, M23 and M25. The A29 runs from the south-western corner of the District, north through Pulborough and Billingshurst and connects these settlements to Horsham via Broadbridge Heath, and to Guildford and Dorking.

A number of the District's roads fall within the Major Road Network (MRN). The MRN is a Department for Transport (DfT) defined tier of economically important A roads, with its own funding stream for improvements known as the National Roads Fund to be made available between 2020 and 2025. As well as economic and strategic objectives, a key aim of the MRN is to support housing delivery. The A29, A24, A264 between Five Oaks and Broadbridge Heath and between Horsham and Crawley, A283 between Washington Roundabout and Shoreham and the A272 between Buck Barn crossroads and the A23 are all included in the MRN, however there are currently no planned improvements through the MRN investment stream.

Two Air Quality Management Areas (AQMAs) have been declared in Horsham; one in Storrington on the A283 and the other in Cowfold on the A272. The Air Quality Action Plans set out congestion improvement measures through changes to road layouts and access to alternative transport options. They are supported by separate local air quality guidance and direct applicants to the Sussex Air *Air quality and emissions mitigation guidance for*

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Sussex (2021) for advice on how to mitigate impacts of development on air quality. These two AQMAs are of particular relevance to any development which is close to, or is assessed as impacting on traffic levels through, Storrington or Cowfold.

Relatively few junctions in Horsham District are signal controlled, due to the rural nature of the area and the fact that many settlements are small in size. There are 11 traffic signal-controlled junctions and interchanges in the District. Other than the A24/A272 Buck Barn interchange, all are within the Horsham, Broadbridge Heath, Billingshurst and Southwater areas. Other main junctions in the District are usually formed of roundabouts.

There have been some committed improvements for new junctions and crossings on the A264 northern bypass between Horsham and Crawley and on the A24/B2237 approaches to support the strategic development Land North of Horsham.

The Local Highways Authority, in their Annual Delivery Programme (ADP), account for developer-funded improvements to the highway network. These can be fully funded schemes, where a S106 agreement will outline the nature and cost of the scheme to be fully funded by developers but delivered by the LHA. 'Larger than local' schemes (Strategic Transport Investment Programmes or STIPs), Local 'top down' Schemes and Community 'bottom up' Schemes can all make use of developer contributions.

Planned Provision

As part of the Local Plan evidence base, the Council has worked with consultants to prepare a detailed Transport Study, which gives a clear indication of the key issues arising, specifically as a result of any proposed development, on both the local road network and the SRN. Both West Sussex County Council (the LHA) and National Highways have been involved in this piece of work. The study has identified a number of issues at junctions where mitigation will be required. Details of the physical mitigation required has been included in the Transport section of the Infrastructure Delivery Schedule in Part 3 of this report (please see 3.2.1).

The following issues have been raised by the Local Highways Authority as existing traffic problems in the District in relation to the road network. The mitigation strategy identified in the Horsham Transport Study (2023) is designed to address the impacts arising from the development identified in the Horsham District Local Plan. Whilst development cannot solve existing deficiencies, transport mitigation required for Local Plan development may help to address some of these issues:

- Longstanding need for major improvements to the Surrey boundary sections of the A24, with severe issues between the Great Daux roundabout and Capel. There are related cross-boundary impacts on Mole Valley with significant development in and around Horsham town exacerbating these issues.

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- A264 route between Horsham and Crawley is heavily congested. There is also a narrow section of dual carriageway eastbound outside Crawley.
- Traffic signals junction on dual carriageway where A272 crosses A24 at Buck Barn is a departure from standards.
- A24 south of Buck Barn performs well in terms of flow and capacity as far as Ashington, however there are safety issues with gaps in central reservation at priority junctions. This is mitigated by reduced speed limits and camera enforcement.
- Junction of A24 and A283 (south periphery of the Washington roundabout) is prone to severe congestion, with its proximity to the South Downs National Park making resolution more complicated.
- A29 is generally of a poor standard with the exception of the Billingshurst Bypass, particularly north of Bury around Pulborough/Codmore Hill.
- A264 between Horsham and Five Oaks has a number of issues with bends and the junction at Lyons Corner with no dedicated right hand turn lane.
- There are capacity issues on the A29 between Billingshurst and Five Oaks. The Five Oaks roundabout, where the A264 meets a busy stretch of the A29 to Billingshurst, can become congested.
- A283/B2139 at Storrington and the A272/A281 in Cowfold both experience issues with cross-traffic movement, issues of queuing and air quality.
- Issues at the Hop Oast roundabout at Southwater which, WSCC indicate, may require signals or a cut through roundabout ('through-about' - where the main road passes through the centre of a signalised roundabout).

West Sussex County Council is responsible for the preparation of a Local Transport Plan. The West Sussex Transport Plan (WSTP) is the County Council's main policy on transport with a WSTP for 2022 to 2036 adopted in April 2022. The County Council's transport strategy for Horsham District includes the following objectives:

- Improvements to provide bus priority at signal-controlled junctions,
- Small scale improvements to the A24 and A264,
- On-street electric vehicle charging infrastructure in Horsham, Billingshurst, Southwater, Colgate and Rusper
- Prioritisation of active transport modes increasing space for active travel through infrastructure improvements on priority routes
- Delivery of Air Quality Action Plans in Storrington and Cowfold
- Investigating resolution of capacity issues on the A264
- Consulting on removal of sections of the A272 from the Primary Route Network (PRN)
- Changing driver behaviour to reduce inappropriate use of rural routes,
- Work with partners to improve rail services along the Arun Valley and into London

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Key Issues & Future Considerations

Stantec were commissioned by Horsham District Council to produce a high-level transport assessment to support the Local Plan Review. This Study has assessed the impact of a number of development scenarios on the local highway network managed by West Sussex County Council, along with assessing impacts on the Strategic Road Network (SRN), managed by National Highways. The modelling work undertaken for the Study has also informed the mitigation strategy required to support the Local Plan.

The following junctions could be dealt with through sustainable travel measures and changes to the signal timings:

- A264 / A24 Broadbridge Heath Southern Interchange (Western Dumb-bell Roundabout) (Sustainable measures)
- A281 East Street / Park Way Junction, Horsham (Optimisation of traffic signals)
- A264 / B2195 Moorhead Roundabout (Optimisation of traffic signals)
- B2195 Harwood Road / Crawley Road / Forest Road Junction (Optimisation of traffic signals)
- A29 Five Oaks Roundabout (Sustainable measures)
- A283 / A29 Roundabouts, Pulborough (Sustainable measures)

Where it has been demonstrated that sustainable travel measures would not be enough to fully mitigate the impacts of the Local Plan, further mitigation measures have been assessed. The following junctions are shown to require physical mitigation within Horsham District:

- A24 / A272 Buck Barn
- A24 / B2237 Hop Oast Roundabout
- A24 / A283 Washington Roundabout

The assessment of the impacts of the Local Plan on the SRN, has indicated that the A23 is already over capacity within the Reference Case model and this traffic is resultant from background growth of traffic not related to the Horsham District Local Plan. The Horsham Transport Study recommends that further discussion is held with National Highways to quantify impacts that would specifically arise from the Local Plan and potentially explore options for mitigation in the next Road Improvement Strategy (RIS). Following the Regulation 19 submission, further assessment work to ascertain information relating to the SRN, and to a proposed mitigation scheme at Great Daux roundabout, was carried out. The outcome of this work was that no further

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mitigation was required on the A23 Bolney junction or the A23 Hickstead junction. At M23 Junction 11 (Pease Pottage) it was concluded that signal (traffic light) optimisation was required to allow the junction to operate below capacity with growth as a result of the Local Plan.

Transport for the South East (TfSE) is the sub-national transport body for the South East of England. Following publication of TfSE's 30-year Transport Strategy in June 2020, TfSE has worked with stakeholders on five Area Studies to investigate the issues, challenges and opportunities identified in the Transport Strategy. The outcome of these studies forms the basis of TfSE's Draft Strategic Investment Plan which is intended to be submitted to Government in early 2023. The TfSE Plan will apply to all areas of transportation, not just to road transport, but also to rail, airports, ports and to sustainable transport measures.

2.1.2 Transport: Bus Service

Lead Organisation(s)

- Bus service operators
- West Sussex County Council

Evidence / Sources of Information

- Meetings with service providers
- Meetings with West Sussex County Council
- Horsham District Council Transport Study 2022
- West Sussex Transport Plan 2022-2036
- West Sussex Bus Strategy 2018-2026
- West Sussex County Council Highway Infrastructure Asset Management Policy 2020-2022
- West Sussex County Council Highway Infrastructure Asset Management Strategy 2020 to 2022
- Transport for the South East – A bold vision for a bright future: A 30-year transport strategy for the South East
- Bus Back Better: national bus strategy for England (2021)
- West Sussex County Council Bus Service Improvement Plan (2021)

Current Provision

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Bus service across the District is provided by the following bus operators and Community Transport Schemes:

- Arriva
- Buses4u
- Compass Travel
- Metrobus
- Southern Transit
- Stagecoach
- Sussex Coaches
- Southdown Buses

A number of community and rural transport services are run across the District on a voluntary basis. These can be eligible for voluntary transport grants, which are co-ordinated by the West Sussex Forum for Accessible Transport. West Sussex County Council also plays an important role, constructing and maintaining much of the District's public transport infrastructure, commissioning and operating bus services where commercial services may not be financially viable and providing access to schools by bus for eligible children.

Bus travel plays an important role in improving sustainable transport, reducing the number of private vehicles on the road, and thus reducing congestion. In Horsham District, 88% of households own at least one car compared with a regional average of 81% and a national average of 74%. 76% of journeys to work from residences within the District tend to be taken by car. Making bus travel more attractive helps to reduce private car travel and therefore to reduced carbon emissions and improving bus provision allows people with disabilities, older and vulnerable people and those without access to a car to travel around the District.

Hop Oast Park and Ride has a high frequency service running to Horsham and Southwater and is served by routes running to Crawley as well as local Southwater services. West Sussex County Council supports buses and community transport (including those deemed to be important for the community but not commercially viable) through funding, which has been reduced significantly in recent years due to budget pressures and this is likely to continue. The West Sussex Bus Strategy 2018-2026 highlights that new services are only likely to come forward if funded through fares driven by new development. Infrastructure improvements can also be funded through developer contributions, or through Local Enterprise Partnership (LEP) funding. Priority for funding is based on the following considerations:

- Cost of subsidy per passenger

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- Economic impact of service
- Likelihood of service becoming commercially viable
- Likelihood of alternative funding
- Presence of alternative services
- Interchange possibilities
- Contribution of Land Use Policy

There are aspirations among some bus operators to increase their involvement at the early stages of development to ensure that design and layout encourage and facilitate the use of bus services.

Planned Provision

The latest West Sussex Transport Plan for 2022-2036 was adopted in April 2022 and builds on the aspirations of the 2011-2026 document; focusing on reducing transport emissions and improving and maintaining the transport network across the County.

Under the Government's Bus Back Better strategy, the model under which West Sussex County Council operates bus services, has changed to an Enhanced Partnership model. Detail of how this will work in practice has yet to be established, however, West Sussex County Council's Bus Service Improvement Plan (BSIP) outlines how WSCC seeks to grow bus patronage after the Covid-19 pandemic and to raise mode share for bus travel. The objectives of this plan include co-operation with bus operators and community bus services, improving reliability and punctuality, introduction of concessionary bus travel for under 30s, introduction of Digital Demand Responsive Transport (DDRT) services and achieving carbon neutrality by 2050. The BSIP also includes a number of funding bids for projects. A decision on the outcomes of these bids has yet to be made.

It is understood that Metrobus has plans to secure funding to improve bus stop facilities including provision for higher quality shelters and Real Time Information. Metrobus has also seen good uptake from free bus travel offered to residents of new developments, acting as an incentive to choose bus travel as a mode of transport, which helps to make existing services commercially viable and, in turn, makes it possible to invest and improve the service further. This is because the promotion of bus services through free or reduced ticket pricing helps establish mode share choice early on in the delivery of a development scheme.

Sources of Funding

- Developer contributions (via CIL / S106)

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- West Sussex County Council
- National Roads Fund (funding only available for bus infrastructure, not bus service provision)
- Local Enterprise Partnership funding
- West Sussex Strategic Transport Investment Programme (STIP) (schemes over £1million)
- West Sussex Local Transport Investment Programme (LTIP) (schemes under £1million)
- National Bus Strategy

Key Issues & Future Considerations

Government has made increasing the number of journeys made by public transport a key commitment (Net Zero: Build Back Better), with a pledge to invest in networks, services and in zero emission buses. Most bus services in the District operate commercially, but some routes receive subsidies from West Sussex County Council. Following recent consultation, there have been reductions in this funding and subsequent changes to some of these routes and services across the District and it is anticipated that future cuts in funding will continue to impact bus provision. Additionally, the main bus station in Horsham Town Centre does have limitations, as the capacity of the bus station now dictates the volume of the service provided.

Key parts of some of the routes in the District are impacted by congestion resulting in poor performance of services in terms of reliability and journey times and operators. Some parts of key routes are also impacted by road safety issues meaning that bus stops have had to be decommissioned and services to some rural locations reduced or stopped completely.

Considering the role of buses in supporting independence for, in particular, older people, new development will be encouraged to support the role of buses, including Demand Responsive Transport Services in rural communities.

Horsham District Council commissioned Stantec to produce a high-level assessment to support the Local Plan Review. The study, assessing the impact of a number of development scenarios on the local highway network and the Strategic Road Network, has also informed the mitigation strategy required to support the Local Plan. These measures are summarised in section 2.1.1.

2.1.3 Transport: Rail Network

Lead Organisation(s)

- Network Rail

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- Govia Thameslink Railway (train operating company or TOC)

Evidence / Sources of Information

- Engagement with Network Rail and Govia Thameslink Railway (GTR)
- Horsham District Council Transport Study 2022
- West Sussex County Council Local Transport Plan 2022-2036
- Go-Ahead Climate Change Strategy 2021
- Go-Ahead The Next Billion Journeys Strategy 2022
- Network Rail 2022 Southern Delivery Plan Update
- Network Rail London and South East Market Study (2013)
- Network Rail Network Specification 2016: South East Route
- Network Rail Route Specification 2016: South East
- Network Rail Railway Upgrade Plan: South East 2017/18
- Network Rail South East Route Strategic Plan 2018
- Network Rail South East Route: Sussex Area Route Study 2015
- Network Rail Strategic Business Plan (2019-2024)
- Network Rail Investment in Stations: A guide for promoters and developers 2017
- DfT Great British Railways: Williams-Shapps Plan for Rail
- DfT Manual for Streets
- TfSE: A 30-year Transport Strategy for the South East
- TfSE: Draft Strategic Investment Plan for the South East

Current Provision

Network Rail's Sussex Route is one of the busiest and most congested rail routes in the country, transporting large numbers of commuters and leisure travellers between the south coast, Gatwick Airport and London Terminals. Govia Thameslink Railway (GTR) is the leading train operating company (TOC), operating Southern, Thameslink, Gatwick Express and Great Northern (not in Horsham District) services and running trains on the Arun Valley

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line between Southampton / Portsmouth / Bognor Regis north to Three Bridges. These services run through Pulborough, Billingshurst, through Horsham and on to Crawley. The Sutton and Mole Valley Line also runs between Horsham, via Warnham through Surrey to South London.

There are eight railway stations in the District at the following locations:

- Littlehaven
- Warnham
- Faygate
- Horsham
- Christ's Hospital
- Billingshurst
- Pulborough
- Amberley

Most passengers in the District make use of a half-hourly service that runs between London Victoria and the Solent, through the Arun Valley and also includes a slow service to Bognor Regis. There is also a high proportion of local travel within Horsham and the Arun Valley. Journeys on the half-hourly stopping Thameslink service are generally shorter journeys for connections due to the slow service. There are also slow services hourly between Horsham and London Victoria via Dorking and Mole Valley stations.

Planned Provision

Land for new railway stations has been safeguarded as part of the outline planning permissions for the strategic site allocations at Kilnwood Vale and Land North of Horsham. Since the grant of planning permission for the sites, concern has been raised regarding the capacity of the Arun Valley line to accommodate additional stations. Work has been undertaken between Network Rail, Govia Thameslink Railway (GTR), Department for Transport, West Sussex County Council, Horsham District Council, Crawley Borough Council and Coast to Capital Local Enterprise Partnership to explore capacity on the Arun Valley line and to assess whether the line can accommodate one or two new railway stations between Horsham and Crawley. It has been indicated that any new stations on this section of the line will significantly compromise performance on the Thameslink network. As part of the work Transport for the South East is undertaking for its Draft Strategic Investment Plan, faster services on the Arun Valley line are proposed but this is subject to further feasibility work at this stage.

Sources of Funding

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- Central funding (for maintenance of existing facilities)
- Developer contributions via CIL / S106 (for enhancements to existing facilities and in some cases the provision of new facilities)

Key Issues & Future Considerations

The Arun Valley line, which is the main line linking the south of the District and Horsham with Crawley, Gatwick Airport and London, is heavily congested and there is a relatively high concentration of stations on this part of the line already (5 stations within 7 miles of track). GTR have indicated that by 2040 there will be considerably more passengers using the railway network than pre-Covid. Currently it is considered that there is insufficient capacity on the network to accommodate any new stations between Horsham and Crawley without impacting current performance and therefore suppressing rail usage. Despite the latest findings that there is insufficient capacity on this line to accommodate an additional railway station, Horsham District Council is very supportive of at least one new station on the Arun Valley Line and will continue to work with other stakeholders to enhance railway provision in the north of the District. Enhancements to walking and cycling access and bus routes linking existing stations with current and new development have been recommended in this location, and any large development proposals in the district should seek to encourage high uptake of travel by rail at an early stage by improving access.

The previously planned Croydon Area Remodelling Scheme (CARS), which is currently paused is intended to delivery extra capacity on the network. Without this, and with the proposed expansion of Gatwick Airport, GTR indicates there may be insufficient capacity between London and Sussex. In addition, housing development on the south coast presents the risk of trains being full on arrival at Horsham. Govia Thameslink advise that a planned Brighton Mainline Upgrade Programme (BMUP) is, therefore, essential for facilitating access to the railway network for the additional population of Horsham District.

Network Rail, in its Regulation 18 response, has highlighted the potential for larger sites proposed in the vicinity of railway lines, or with the potential to provide good access to railway stations, to facilitate the closure of crossings and their replacement with bridges or underpasses. Network Rail also emphasised the importance of ensuring development does not encourage trespassing onto the railway (i.e. by diverting footpaths or providing bridges over the line) and engagement between site promoters and Network Rail is essential to ensure development does not lead to increased risk around the railway.

Developing an understanding of where residents within new developments will work in relation to settlements is crucial in the planning of rail services to meet the needs of new and existing residents, as this will directly impact how they travel to and from work. As well as considering sustainable transport between new dwellings and stations, Network Rail has indicated that the delivery of employment sites should be supported by provision of bus and cycle routes to stations. GTR has also highlighted the importance of facilitating journeys to and from stations being made via active travel routes, pointing out

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that when people start mid distance journeys by car they tend to continue to their destination because of the cost of parking, etc. For this reason GTR encourages development that provides continuous, safe, direct, attractive and comfortable walking and cycling routes from development to railway stations. These routes must also be designed according to the Manual for Streets Hierarchy of Road Use, prioritising pedestrians, cyclists, public transport and then private motor vehicles.

On-street parking by railway passengers can cause parking pressure around many stations, particularly Littlehaven.

2.1.4 Transport: Cycling, Walking and Equestrian Routes

Lead Organisation(s)

- Horsham District Council
- West Sussex County Council

Evidence / Sources of Information

- West Sussex County Council
- Horsham District Council Transport Study 2022
- Horsham District Local Cycling & Walking Infrastructure Plan (LCWIP) 2020
- West Sussex County Council Transport Plan 2022-2036
- West Sussex Walking and Cycling Strategy 2016 to 2026
- West Sussex County Council Public Rights of Way Management Plan 2018-2028
- West Sussex County Council Public Rights of Way Improvement Plan 2018-2028
- Horsham District Council Index of Cycle Routes
- West Sussex Cycling Design Guide: A guide for Developers, Planners and Engineers (August 2019)
- West Sussex Local Cycling & Walking Infrastructure Plan (emerging)
- Southwater Cycling Network Review
- TfSE: A 30-year transport strategy for the South East
- Net Zero Strategy: Build Back Better (October 2021)
- The second cycling and walking investment strategy (CWIS2)

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Current Provision

Horsham town has a relatively dense network of walking routes. In broad terms these comprise footways adjacent to roads, pedestrianised areas including the town centre, and traffic-free connections such as between residential streets, through parks, or in the open spaces surrounding the town. In recent decades there has been significant investment to improve the quality of provision for pedestrians in the town centre. In terms of cycling, the town is mostly reliant on carriageway routes, with a limited number of traffic-free, off-road connections of varying quality.

Dedicated cycling infrastructure is more limited outside of Horsham town, and footway networks tend to be restricted to within the town and villages only. An exception to this is the Downs Link, which provides a traffic-free cycling and walking route on a former railway alignment. The District as a whole has an extensive network of public rights of way, however, many of the links are more suited to journeys for leisure rather than utility. The District has considerable horse ownership which also helps to drive the rural economy and adds to the character of the District. Bridleways are an important feature of the District's Public Rights of Way Network.

The Public Right of Way (PRoW) network has considerable statutory protection and development has the potential to ensure the network meets future demand and the latest standards. As well as providing recreational benefits and improving health and wellbeing, networks can help encourage utility journeys to be made on foot and support the local economy. West Sussex County Council has indicated the following general considerations for delivering successful PRoW networks:

- Good availability of circular routes and a range of routes to reduce variety of access
- Improvements to surfacing and drainage on existing routes close to site boundaries to accommodate likely additional use by future residents
- Connection to road highway should be minimised,
- "Access for all" with minimal use of bollard and gates

The Council's Local Cycling and Walking Infrastructure Plan highlights the key barriers to cycling and walking movement in the Horsham area, particularly due to the railway line, the A24 and A264 dual carriageways, and the town centre ring road (Albion Way / Park Way). The quality of a selected number of key radial routes have been assessed in more detail. In terms of cycling, high traffic flows and speeds currently make sections of road unsuitable for cycling, along with busy junctions where cyclists mix with motor vehicles. Common pedestrian environment issues include narrow footways, complex junctions, poor lighting, an absence of signal or zebra crossings in some locations and poorly maintained footways.

Planned Provision

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As part of the West Sussex LCWIP Partnership, Horsham District Council has prepared its first LCWIP, which was adopted at full Council on 9 December 2020. The LCWIP covers Horsham town and connections from nearby settlements and identifies a strategic network of cycling and walking routes to cater for travel to a range of destinations, particularly short-distance utility trips. The LCWIP focuses on radial routes connecting residential neighbourhoods and new development areas to the town centre. The LCWIP is intended to be iterative, with further routes and projects improved over time. The projects identified in this LCWIP are:

- Corridor 1a and 1b – North Horsham to Horsham town centre
- Corridor 2 – Roffey to town centre
- Corridor 3 – Forest School
- Corridor 4 – Southwater
- Corridor 5 – Broadbridge Heath; and
- Warnham Mill to the town centre (walking only)

The corridors identified above will be subject to further consideration and it will be for West Sussex County Council as the Highways Authority to deliver the projects.

New and improved cycling and walking infrastructure is planned as part of committed developments across the District, in particular the strategic allocation of Land North of Horsham. Strategic development identified in the emerging Horsham District Local Plan is also expected to minimise the need to travel in the first instance and prioritise pedestrian and cycling opportunities. West Sussex County Council has also identified a number of Public Rights of Way (bridleway) improvements that could be delivered as part of the proposed site allocations and are identified in Part 3: Infrastructure Delivery Schedule.

West Sussex County Council has prepared a draft County wide LCWIP which is currently awaiting adoption. This will focus on longer corridors to connect the county's main urban centres. The Horsham to Crawley corridor is one of the initial six shortlisted routes being developed.

Sources of Funding

- Developer contributions (via CIL / S106)
- West Sussex County Council
- Coast to Capital Local Transport Board

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- Government grants and wider DfT funding (i.e. DfT Active Travel Fund)
- Environmental stewardship
- Grant funding

Key Issues & Future Considerations

In its Net Zero Strategy, the government committed to investing in cycling and walking networks, with the target of half of all journeys in towns and cities being walked or cycled by 2030. The presence of physical barriers, such as busy roads, rivers and railway lines around the District which act as good defensible boundaries around settlements, can often hinder the development of pedestrian and cyclist friendly routes. It is vital that connectivity and safe linkages for walking, wheeling and cycling are considered in the first stages of master planning and transport/access provisioning. The NPPF specifies that “*development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas*” (Paragraph 112), requiring development to provide safe and attractive routes with sufficient step-free crossing points, where appropriate.

Parts of the Public Rights of Way (PRoW) network require maintenance and improvement to ensure these are accessible to as many people as possible and to make them attractive for all members of the community to use. This could involve resurfacing to improve accessibility or designation of a new route in order to improve connectivity across the network. Maintenance and minor improvements often rely on volunteers, either in association with WSCC or in partnership with other groups.

Horsham District Council commissioned Stantec to produce a high-level assessment to support the Local Plan Review. The study, assessing the impact of a number of development scenarios on the local highway network and the Strategic Road Network, has also informed the mitigation strategy required to support the Local Plan. These measures are summarised in section 2.1.1 and have included an integral prioritisation of active transport modes at these junctions as part of the mitigation measures.

New development must be required to deliver some form of PRoW provision in order to ensure new communities benefit from safe, attractive connections to key routes across the network and with their local community. WSCC highlights that PRoW provision has considerable statutory protection and development can present opportunities to redefine existing routes and the network to upgrade these off-road paths to the latest standards. As a general rule, the accommodation of existing PRoW and the creation of new routes should be designed for multi-modal use. Whether it is existing footpaths being upgraded to accommodate cyclists and horse riders, where appropriate, or new paths within development sites that may not be intended to have future PRoW status, all should be designed for use by different modes to aid a cultural shift in personal mobility and maximise individual quality of life. Generally, bridleways, which provide right of access for walkers, cyclists and horse riders is suggested. West Sussex County

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Council has advised that whilst in some locations horse riding may be very unlikely, this allows for a public cycling route to be created, with cycling networks expected to be a main outcome of future development.

The West Sussex County Council PRoW team can provide more detailed advice on alignment, legal mechanisms to create, divert or extinguish rights of way, width and surfacing standards and the use of structures such as bollards and gates.

2.2 Education

2.2.1 Education

Lead Organisation(s)

- West Sussex County Council

Evidence / Sources of Information

- Planning and Education teams at WSCC
- WSCC Planning School Places 2024
- WSCC Special Educational Needs and Disability (SEND) and Inclusion Strategy 2019-2024
- WSCC SEND Developer Contribution Requirements as a Statutory Education Provider (Dec 2020)
- Department for Education (DfE) Securing developer contributions for education 2019

Current Provision

It is the role of West Sussex County Council (WSCC) as the Local Education Authority, to plan, organise and commission places for all maintained schools in the county. WSCC exercises this function in partnership with dioceses, academy sponsors, multi-academy trusts, governing bodies of schools, head teachers, local communities and other key stakeholders. To plan sufficiently for school places in the county, WSCC is required to forecast future roll numbers. Forecasting pupil numbers is based on a number of factors, including birth data, migration patterns and anticipated future housing numbers.

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Following publication of its SEND Strategy 2016-2019, WSCC has developed its SEND and Inclusion Strategy 2019-2024. This Strategy sets out how WSCC will support the inclusion of all children and young people, with a particular focus on SEND pupils. The SEND Strategy 2019-2024 seeks to increase the number of available places for SEND pupils, particularly through the use of Special Support Centres (SSC's) at mainstream schools. Part 3 of this report identifies where WSCC has advised that SSC's are likely to be required. These requirements are based on the best available information at the time however, developers are advised that they will be required to mitigate for the education of SEND pupils, along with other educational needs generated as a result of any housing growth. The Planning School Places 2024 document recommends that special school pupils require four times the space required for a mainstream pupil.

In Planning School Places 2024 WSCC highlights that the range of educational provision for children and young people is both broad and complex in terms of the numbers of providers involved. To aid understanding, however, WSCC suggests considering the provision in three phases;

- **Age 0-4 years:** 'Early years' in which private, voluntary and independent playgroups and nursery schools are the main providers
- **Age 4-16 years:** 'Compulsory school age' in which schools are the main providers
- **Age 16-19 years:** 'Further education' in which colleges and school sixth forms both offer substantial provision. N.B. this extends to age 25 for young people with SEND.

There are currently 44 primary schools within Horsham District, three of which are located within the South Downs National Park Authority administrative area. A new primary school at Kilnwood Vale opened in September 2019. A planned primary school at Wickhurst Green was withdrawn by the DfE due to surplus capacity at primary schools in Horsham, including a recent expansion at Shelley Primary School and a new primary school due to open on the Bohunt Horsham campus in September 2024. A new primary school for East of Billingshurst is also planned although this is later in the phasing of the development. There are six secondary schools within the District providing education from 11-16 years of age. Bohunt Horsham opened in 2019 on a temporary site in central Horsham and relocated to its new purpose-built accommodation on the Land North of Horsham site in early 2022. Bohunt is an all-through school arranged on a campus with primary, SEN and Early Years facilities. A further primary school is planned to come forward on this site. With effect from September 2021 Forest School for Boys in Horsham has become co-educational with the change in provision taking effect for those applying for a place in September 2021. Two of the District's secondary schools provide education up to the age of 18 years of age: The Weald and Steyning Grammar School. There are also two colleges within the District providing education between the ages of 16-18 years and one special education needs school, which is the Queen Elizabeth II Silver Jubilee School, based in Horsham.

Horsham District is broken down into four school planning areas: Billingshurst, Horsham East, Horsham West and Steyning/Storrington. Whilst the majority of schools falling within these areas are located within the District, there are a number of schools that are located in other planning authority areas –

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specifically Chichester District and the South Downs National Park Authority area. Some pupils may therefore attend schools located outside of Horsham District.

Planned Provision

There are a number of existing strategic-scale developments in Horsham District where new schools are to be provided. The Planning for School Places 2022 document produced by WSCC provides information on the expansion of existing schools in the District and an update on the delivery of new education facilities in the District as a result of strategic-scale housing development. It should be noted that this information is a snapshot in time and does not guarantee that the planned provision will be completed within the anticipated timescales set out within the WSCC document.

The housing growth set out in the proposed submission draft Horsham District Local Plan will require additional school places for primary, secondary, further education, SEND and early years and this anticipated provision has been set out in Part 3 (Infrastructure Delivery Schedule) of this report. Following advice from WSCC, the IDP has identified the need for additional primary and secondary schools in the District as a result of proposed development, plus provision for Early Years, Further Education and SEND. These requirements will be met through the provision of new schools and expansion of existing facilities. The schemes contained within Part 3 identify the necessary contributions from CIL and S106 agreements to meet the needs arising from development. WSCC expects developers' contributions to mitigate the cost of education services required as a direct consequence of the residential developments. Where new schools are requested, WSCC will require the provision of land as well as contributions or delivery of education facilities.

Sources of Funding

- Developer contributions (via CIL / S106)
- Funding from the Education and Skills Funding Agency (ESFA)
- West Sussex County Council (Basic Need capital funding)

Key Issues & Future Considerations

According to WSCC, pupil numbers are rising and are likely to continue to do so across the county as a result of population and demographic changes along with the timing, size, tenure and location of new housing. Large-scale, strategic development coming forward in the Local Plan will require new and expanded education facilities, and smaller developments will require enhancements to existing facilities.

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WSCC has stated that new primary education should be located within housing developments that are large enough to accommodate their own provision. A more peripheral site may be acceptable for secondary school provision, however the principles of sustainable development should be applied to both primary and secondary school planning. Where additional school places are required as a consequence of development the developer and/or landowner will be expected to make financial contributions via CIL/planning obligations. Any new school sites should be provided, fully serviced and free of charge, by developers. Requirements set out in the Infrastructure Delivery Schedule in Part 3 are based on the strategy, numbers and demographic data available at the time, indicative requirements will be subject to further feasibility and design work as the Local Plan progresses. Requirements may change as demographic data is updated.

It should be noted that the education requirements included in the Infrastructure Delivery Schedule in Part 3 contain the education requirements provided by West Sussex County Council and are correct at the time of publication. However, it should also be noted that these details are subject to annual revision, based on the latest data regarding pupil numbers and future projections and any requirements are expected to be based on the advice of the education authority at the time of application. Further flexibility is required as a result of changes to the local authority statutory duties around Early Years and Childcare following changes announced in the Spring Budget (gov.uk, March 2023). These changes will considerably increase the demand for funded places from April 2024, and may increase the requirement for provision of places for Early Years.

2.3 Health and Social Care

2.3.1 2.3.1 Health and Social Care: Primary Care

Lead Organisation(s)

- NHS Sussex Integrated Care Board (formally West Sussex Clinical Commissioning Group (CCG))
- Surrey and Sussex Healthcare NHS Trust (SASH)
- Sussex Community NHS Foundation Trust

Evidence / Sources of Information

- NHS Sussex Integrated Care Board (formally West Sussex CCG)
- Sussex Community NHS Foundation Trust
- Surrey and Sussex Healthcare NHS Trust (SASH)
- NHS Long Term Plan

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- Sussex Health and Care Partnership: West Sussex – Our vision for a healthier future 2025
- Sussex Health and Care Partnership: West Sussex – Our Sussex Population Health Strategy
- Sussex Health and Care Partnership: West Sussex – Place Based Response to the Long Term Plan 2019
- Coastal West Sussex CCG Annual Reports and Accounts 2020/21
- Commissioning Better Outcomes for West Sussex: A Commissioning Strategy for WSCC

Current Provision

Healthcare across the District is delivered primarily by NHS England and NHS Sussex, who commission Trusts to provide certain services and facilities. Care is delivered both at primary level, within communities, through GP surgeries and dentists and at the secondary (acute) care level. Within the District, this secondary care is delivered through the Horsham in- and out-patient services, provided by the Surrey and Sussex Healthcare NHS Trust (SASH). Residents are also served by acute care facilities outside the District, including East Surrey Hospital in Redhill, also managed by SASH.

Primary Care Networks (PCNs) are in place across the District and are based on groups of General Practices working together and with a range of other providers to deliver primary healthcare provision to local communities. These are based on populations of between 40,000 to 50,000 people. PCNs also cover social care and mental health services. The following PCNs operate across the District:

- Chanctonbury PCN (Billingshurst, Henfield, Steyning and Storrington)
- Rural North Chichester PCN (Pulborough and surgeries in Chichester District)
- Horsham Central PCN (surgeries within Horsham town)
- Horsham Collaborative PCN (surgeries across Horsham town and surrounding villages)

The PCNs allow practices to work collaboratively within each network to offer a range of services individual practices would not ordinarily be able to provide. The networks also allow networks of surgeries to improve appointment capacity.

Sussex Community NHS Foundation Trust provide community-based care services such as immunisations, health visitors, and specialist clinics which are usually delivered in association with established community facilities, such as GP surgeries. Care is delivered in line with the plans of NHS Sussex. In association with other organisations, the Sussex and East Surrey Sustainability and Transformation Partnership (STP) has been formed to enable a more standardised and consistent interpretation of health needs and outcomes across the area.

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Any dental treatment that is classified as clinically necessary can be accessed through the NHS and dental services in the District are commissioned by NHS Sussex ICB. Other optional or cosmetic treatments may be offered by the same dentist or orthodontist but will not be available on the NHS.

Planned Provision

NHS Sussex covers the administrative boundaries of Brighton & Hove City Council, East Sussex County Council and WSCC with the exception of an area around Chichester

There are plans, notwithstanding any workforce and estate issues, to relocate services around the South East in order to continue to offer the level of health care required, with a smaller estate footprint. There are also plans to tackle existing and future labour supply issues, upskilling and retraining existing staff and encouraging GPs to specialise in community-based services.

Sources of Funding

- Central Government funding
- Developer contributions (via CIL / S106)

Key Issues & Future Considerations

Future growth across the District is likely to have an impact on NHS capacity and demand on NHS services, particularly locally, for primary care services. Growth of a small settlement, or a new settlement may not necessarily justify, for example, a new GP surgery. However, there are instances where growth can help sustain an existing service or justify an increase in the specialist services at a nearby hub.

Changes in the way NHS Sussex is managed and structured signal to an intensification and enhancement of existing facilities and services being required in the first instance to support development. Whilst new facilities may not be built or staffed, funding will still be required for improvements to estates in order to increase capacity. In a new development, pharmacy provision and space within a community facility which could support a range of primary care services depending on the needs of the local community, for example, may be more appropriate.

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Horsham and Mid Sussex CCG's representation on the Regulation 18 consultation commented that the Local Plan could result in between 15,000 and 19,000 new dwellings in the District, which could equate to 37,500 to 47,500 new patients to be added into NHS Sussex's forward planning model. In order to accommodate this increase, they have advised that existing GP practice buildings will require "meaningful alterations".

2.3.2 Health and Social Care: Acute care and general hospitals

Lead Organisation(s)

NHS Sussex Integrated Care Board (formally West Sussex CCG)

Evidence / Sources of Information

- Sussex Community NHS Foundation Trust
- Sussex and Surrey Healthcare NHS Trust (SASH)
- NHS Sussex Integrated Care Board (formally West Sussex CCG)
- Sussex Health and Care Partnership: West Sussex – Our vision for a healthier future 2025
- Sussex Health and Care Partnership: West Sussex – Our Sussex Population Health Strategy
- Sussex Health and Care Partnership: West Sussex – Place Based Response to the Long Term Plan 2019

Current Provision

Horsham District residents have a choice of acute care facilities and general hospitals available to them, although all but one of these are outside the District. They are:

- *Horsham Hospital, Hurst Road
- *Crawley Hospital, Crawley
- East Surrey Hospital, Redhill
- Princess Royal Hospital, Haywards Heath
- St Richards Hospital, Chichester
- Royal Sussex County Hospital, Brighton

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- Worthing Hospital, Worthing

** Limited services, such as minor injuries, some in- and out-patient clinics and maternity services*

Anecdotally, following conversations with SASH, and based on travel times, residents in the north of the District are likely to attend East Surrey, whereas those south of Cowfold and east of Pulborough are more likely to use Haywards Heath, Brighton or Worthing hospitals.

Planned Provision

In order to address ongoing staffing issues, SASH will be recruiting in the region of 600 staff from overseas. There are issues around accommodation and housing for these staff, particularly among lower paid employees for whom affordability in the area is an issue.

There is the potential for developers and NHS bodies to work together when creating new communities to ensure the need to plan for healthy communities is addressed at the earliest stage. Equally important is local authorities and healthcare bodies working together to develop policies which promote healthy communities within new developments.

Currently NHS Sussex sets the budgets and direction of Trusts as part of an Integrated Care System (ICS) which brings together representatives from each healthcare organisation within an area to agree health outcomes and how their budget is used.

Sources of Funding

- Developer contributions (CIL, S106)
- Central Government funding

Key Issues & Future Considerations

Horsham District has an ageing population which is likely to put a strain on services across the District. The 2021 Census shows that in Horsham District 22.8% of the population are aged 65 or over. The increase in the population within this age category between 2011 and 2021 (at 31%) is also in the top 10% of increases nationally. Over the Plan period it is predicted that the proportion of elderly people in Horsham District will rise significantly and a number of these people will have disabilities.

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There is no access to a general hospital or A&E within the District, with residents travelling to Redhill, Worthing, Brighton, Chichester or Haywards Heath – the choice of hospital will vary depending on location in the District. There is currently a high and increasing level of A&E attendance in the area (made up of patients accessing the department via the ambulance service or as walk-ins) and this signals to insufficient GP and minor injuries provision.

2.3.3 Health and Social Care: Adult Social Care – Sheltered, Supported and Extra Care Housing

Lead Organisation(s)

- West Sussex County Council (WSCC)

Evidence / Sources of Information

- Advice from West Sussex County Council
- West Sussex Adult Social Care Strategy 2022 - 2025
- West Sussex Care Guide 2022/23
- Northern West Sussex Strategic Housing Market Assessment (SHMA) (2019)

Current Provision

West Sussex County Council has a statutory responsibility for social care and public health as set out in the Care Act 2014 and corresponding legislation. The West Sussex Adult Social Care Strategy 2022-2025 highlights that West Sussex has an adult population of 699,330 and a higher population aged 50 years and 65+ than national averages. Within Horsham District, the Northern West Sussex SHMA states that significant expected growth in the population of older people is expected with those over the age of 65 expected to grow by 19,960 in the District by 2039, equivalent to a 61% increase. This compares with an overall population growth of 24% and a more modest increase in the under 65 population. For persons over the age of 75, the SHMA anticipates that there will be an increase of 13,654 persons.

Extra Care Housing is different to Care Homes, in that it is expected that the development will be of self-contained residential adapted accommodation with occupation being via either a tenancy or a lease. The care and support element is a vital factor, and is integral to the success of an Extra Care Scheme. WSCC would expect care delivery to be able to support care needs of residents 24/7. Developments that cannot provide this should not be classed as Extra Care Housing. WSCC prefer the delivery of Extra Care Housing to be via a Registered Provider (RP). This ensures that affordable housing on-site is delivered, and that those with an assessed care need from West Sussex can access the scheme.

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There is a need to support working-age adults who have care and support needs to allow them to be as independent as possible. Extra Care Housing can contribute to meeting the housing and care requirements of some of these adults. The removal of an age restriction for Extra Care Housing i.e. for those aged over 55 would enable this. Although there are existing Extra Care Housing schemes in Horsham District, there remains an undersupply of Extra Care Housing and therefore room for further development in Horsham District.

Planned Provision

WSCC has a target of 500 new Extra Care Housing homes across West Sussex until 2025 and beyond.

Sources of Funding

- WSCC Adult Social Care Budget
- Private sector funding
- Developer contributions (on-site delivery of specialist or retirement housing)

Key Issues & Future Considerations

WSCC advises that where new purpose-built Extra Care Housing is proposed, it should deliver at least 60 homes per development, with a land requirement of at least 2 acres so that the housing and associated communal facilities can be accommodated. These should be close to centres of population, and in sustainable locations where there are existing or planned facilities, such as local shops, health facilities etc and public transport is available or can be enhanced. This is to meet the needs of residents of such developments who may not, or who no longer, drive and to enable the workforce to easily access the Extra Care Housing in order to deliver services. WSCC will not support Extra Care Housing development, which is isolated from local facilities, and remote from public transport. Policy 42: Retirement Housing and Specialist Care of the emerging HDLP sets out the Council's expectations for the delivery of housing for older people and those with specialist needs.

The SHMA identifies a need for 2,087 units (1,132 units of housing with support and 955 units of housing with care) of specialist older persons housing in Horsham District, equivalent to 104 units per annum over the period 2019 – 2039. In addition, a need is identified for 1,518 care home bed spaces (C2 use class) in the District over the period to 2039.

WSCC supports the delivery of Extra Care Housing (C3), over the development of residential institutions such as Care Homes (C2). There is an imbalance of provision in the County towards Care Homes (C2) and WSCC wish to develop the provision of Extra Care Housing (C3) to enable older

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people, and those with an assessed care need, to remain independent for as long as possible. WSCC notes that the District covers a large geographical area, and there may be demand for several schemes of 60 homes each within the Plan period.

Although additional housing will increase demand for the services WSCC provides, the impact of the increase is difficult to estimate. It will be particularly influenced by the type of housing within the new developments. Development itself is unlikely to generate the requirement for specific infrastructure, however, an increase in the demand for the services that the Social Care team provide is likely to require additional staff. To meet the challenges of an ageing population, a range of innovative and flexible models of housing with care will need to be developed. The housing requirements and provision for older people and those with disabilities are covered through the housing policies of the emerging HDLP.

West Sussex County Council highlights that development may be required to make provision for the needs of adults with social care needs in line with advice and guidance issued by WSCC at the time of application.

2.4 Community and Sports Facilities

2.4.1 Community and Sports Facilities: Outdoor sport and recreation including children's play space

Lead Organisation(s)

- Horsham District Council
- Parish and Neighbourhood Councils
- Developers/site management organisations
- Sports and leisure clubs

Evidence / Sources of Information

- Horsham District Council Open Space, Sport and Recreation Review 2021
- Horsham District Council District-Wide Community Facilities Assessment (2021)
- Horsham District Council Golf Supply and Demand Assessment (2021)
- Horsham District Council Golf Supply and Demand Assessment (2022)
- Horsham District Council Built Sports Facility Strategy 2019
- Horsham District Council Playing Pitch Strategy 2019

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- Horsham District Council Sport and Physical Activity Strategy 2016-2031
- Horsham District Council Play Strategy 2017-2027
- Sports England Active Places Power Tool (and Sports Facility Calculator)
- Local Football Facility Plan (Football Foundation) 2019

Current Provision

According to the details contained in the Council's Playing Pitch Strategy (2019) and in terms of the Public Health England definition for physical activity (150 minutes per week) 18.3% of adults are doing enough physical activity to benefit their health (compared with the national average of 17.5%). However, the Sport England Active Lives survey suggests that the District is slightly below the regional and national averages for proportions of 'Active' people.

Pitch sports in Horsham District depend on public sector provision, particularly local parks and recreation grounds. It is, therefore, important to ensure these are maintained and designed to accommodate multi-functional uses. There are currently six sand-based Artificial Turf Pitches (ATPs) in the District, in Billingshurst, Horsham, Broadbridge Heath and Steyning, with most of the District having reasonable access to these facilities. Far fewer residents have access to a "3G" pitch.

There are two artificial athletics tracks in Horsham; one 'Pay and Play' synthetic six-lane track at Broadbridge Heath, alongside an indoor training facility. The second is a private, outdoor eight-lane track at the private Rikkyo School in Rudgwick. It is understood that the track at Broadbridge Heath has been proposed to be relocated and expanded to an eight-lane track, although there are no formal plans to this effect at the time of writing.

The District has 22 outdoor tennis courts which are run as 'Pay and Play' facilities in addition to being used by clubs. There are also 28 Multi-Use Games Areas (MUGAs) which can be used for tennis, among other sports, and a further 58 MUGA-type facilities within parks across the District. These are of varying quality and may require updating. 52 children's play areas across the District are managed by Horsham District Council, with others managed by either parish councils or privately.

To support the Local Plan Review a District-wide Community Facilities Assessment has been undertaken to evaluate the current community facilities and identify if there are any shortfalls across settlements, including Horsham town. 97 community facilities were identified and evaluated as part of the assessment. Based on current circumstances the assessment found that the facilities in Billingshurst and Steyning and Bramber had some minor latent demand but no additional provision was required. Current demand is met by the existing facilities in Broadbridge Heath, Henfield, Pulborough and Codmore Hill and Southwater so no additional provision is required. In Storrington and Sullington and Upper Beeding it was found that existing facilities

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meet current demand but any significant housing growth may warrant an increase in provision. Similarly, assessment of medium and smaller villages and secondary and unclassified settlements found that demand for community bookings is generally met for each settlement, most facilities are operating above 60%, and therefore any significant housing growth is likely to necessitate additional community floorspace. Horsham town has 13 facilities available to the public and, with the exception of Drill Hall (below average), all were rated as average or good. All facilities were found to have spare capacity with the exception of Roffey Millennium Hall which had some latent demand.

The provision of Open Space facilities is considered a priority from the outset in the planning of residential development.

An update to the Open Space, Sport and Recreation Review was commissioned by HDC to assess the current capacity of spaces and facilities, and where enhancements are likely to be required in the future. The conclusion of the review with regards to current provision are summarised below.

The District has 52 sites classified as parks and gardens, covering over 126 hectares. In addition, there are around 339 hectares of natural and semi-natural green space across 59 separate sites. Fields in Trust suggest 1.8 hectares per 1,000 population as a guide, with the District providing 3.57 hectares per 1,000 population. This figure includes Pulborough Brooks, which is within the South Downs National Park, outside the planning area for HDC. There are a further 81 hectares of amenity green space over 130 sites – these spaces include informal recreation space and village greens.

The District has 188 play locations over 9 hectares, which equates to around 0.07 hectares per 1,000 head of population. The Review found that two thirds offer a reasonably high standard of quality of play provision, while around 40 sites are rated as low quality. Around 14% of sites also rate as low value, indicating a lack of diverse equipment reducing the range of ages they cater for.

Outdoor sports

Outdoor sports provision includes bowling greens, tennis courts, golf and grass pitches. There are 8 bowling greens, 21 tennis courts, 7 golf sites and 19 grass pitch sites dedicated to club use (for instance, football, rugby or cricket and excluding grass pitches already counted under wider open spaces such as parks).

The District has good bowling green provision with the exception of West Chiltington and Thakeham where there are no facilities within an appropriate walking or driving catchment. Rudgwick, Slinfold, Cowfold and Ashington have facilities within driving catchment but not within walking distance.

The District generally has good tennis court provision, however Rusper, Cowfold, Thakeham and Ashington do not appear to be covered by a catchment.

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Mapping undertaken for the Review demonstrated a good level of coverage for golf with no significant gaps in provision. A separate Golf Supply & Demand Assessment has been undertaken which has found that there are more golf facilities (eight in total) in Horsham District than national and regional rates, and compared with most neighbouring local authority areas, with only one club reporting capacity issues with a waiting list in place. The analysis suggests the District is well provided for, but that each facility meets a need based on current membership and usage levels.

Planned Provision

Updates and improvements to play areas in Rudgwick, Holbrook West and Horsham Park are currently under, or awaiting, consultation with the Council aiming to renew at least four areas a year.

The strategic development at Land North of Horsham is expected to deliver a sports hub, playing fields, leisure facilities, public open space and play parks as well as any outdoor sports facilities associated with the school.

In Southwater, a request has been made for the outdoor sports facility financial contribution from the Broadacres development to go toward providing a 3G pitch at The Ghyll leisure centre. This project is still in the early stages with feasibility studies being undertaken and no funding yet committed.

Any strategic-scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site community and sports facilities and/or provide enhancements to existing local facilities to meet generated demand.

The District-Wide Community Facilities Assessment calculated whether any additional community floor space is required in relation to key future housing growth areas and suggest that Land East of Billingshurst and Land North West of Southwater will require extensions to the existing facilities and it is suggested that an additional two court badminton-sized facility will be required as a result of Land West of Ifield, although this is subject to a recommended review of facilities in Crawley. These requirements have been set out in Part 3: Infrastructure Delivery Schedule.

Sources of Funding

- Developer contributions (on-site managed provision or enhancements to existing facilities via S106 / CIL)
- External grants, accessed through local community groups (play areas)
- Central government grants/funding
- Grants from sport governing bodies and/or Sport England

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Key Issues & Future Considerations

Sports facilities required in the District have been identified in the Council's Built Sports Facilities Strategy and the Playing Pitch Strategy which both highlight a number of priorities including a need for an additional swimming pool (4 lane 25m pool or equivalent, an unmet demand in Horsham for Gymnastics facilities, a requirement for new 3rd Generation artificial surface pitches, a deficit in youth football provision and hockey facilities in and around Horsham and in the Billingshurst sub-area.

Some facilities, such as children's play spaces, local recreation areas and multifunctional green spaces, should be delivered alongside new development to ensure sufficient capacity to meet the demand generated by the scheme. It may be appropriate for other provision, such as youth facilities, to be delivered through developer contributions towards off-site schemes. In order to compete with nearby eight-lane athletics facilities in Crawley, the District requires its own eight-lane athletics track with associated space for field events. This may be addressed by the relocation of the Broadbridge Heath track.

New development will generate its own requirement for play space for children, consequently this should be delivered alongside any new development schemes and in line with Council policy.

The Golf Supply and Demand Assessment (2022) commissioned by the Council suggests that whilst the District is well provided for with the facilities currently on offer, affordability is a key consideration with a potential requirement for more pay and play facilities given the relative lack of choice of facilities in comparison with membership clubs. The study also suggests further, more specific, needs assessment studies may be required to accompany proposals for loss of golfing provision.

2.4.2 Community and Sports Facilities: Indoor sports facilities

Lead Organisation(s)

- Horsham District Council
- Parish and Neighbourhood Councils
- Developers/site management organisations
- Private gym/fitness providers

Evidence / Sources of Information

Horsham District Council Infrastructure Delivery Plan 2024

- Horsham District Council Open Space, Sport and Recreation Review 2021
- Horsham District Council Built Sports Facility Strategy 2019
- Horsham District Council Playing Pitch Strategy 2019
- Horsham District Council Sport and Physical Activity Strategy 2016-2031
- Sports England Active Places Power Tool (and Sports Facility Calculator)

Current Provision

Swimming and going to the gym are the most popular sporting activities for adults in the Horsham District, with around 13% of adults participating at least once a month.

There are at least 698 fitness stations in the District, across 25 sites all of which require membership or payment on a Pay and Play basis. There are currently considered to be sufficient health and fitness facilities to accommodate future demand with any unmet demand likely to be met by the private sector, which tends to be more popular and retain more loyal users than public facilities. Commercial fitness facilities are comparable in cost with Horsham District Council's facilities. The new Bridge Leisure Centre at Broadbridge Heath has a gym, sports hall and studio space including a cycling studio. There is also specialist provision for children, including a climbing wall. The Horsham District Council Sport and Physical Activity Strategy (2016-2031) set a target of an 18% increase in attendance at Council-owned leisure facilities by 2020, and the Bridge Leisure Centre was a key action in order to meet this.

Similarly, the existing supply of sports halls and swimming pools is sufficient for the current population. There are 22 swimming pools in the District, including hydrotherapy facilities, school pools and a pool at Horsham Hospital and Horsham Aquatic Centre. Three pools in the District are provided by Horsham District Council and have moveable floors which give flexibility in terms of use and capacity. 15 of these pools are available for community use (as opposed to private use only) and five of these have 'Pay and Play' access. The main Horsham town pool, Pavilions in the Park, is of good quality having been renovated in 2014. The age of the main structure means refurbishment or eventual replacement will need to be considered. Many of the pools in the District were built in the 1970s, therefore update and rebuilding may be required over time. The District benefits from an indoor training facility in Broadbridge Heath, known as The Tube, which acts as a regional specialist training facility.

Tennis clubs have reported a decline in membership over recent years. The District has no purpose-built indoor tennis courts, however MUGAs do help to meet the current demand for courts.

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There are skateparks around the District, in Billingshurst, Broadbridge Heath, Henfield, Southwater and other villages. The largest is located in Horsham Park and is managed by Horsham District Council. The facility is open during daylight hours in the summer and floodlit until 11pm in the winter.

Planned Provision

The strategic development at Land North of Horsham is expected to deliver a sports hub with indoor facilities as well as sports facilities associated with the school.

Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site community and sports facilities and/or provide enhancements to existing local facilities to meet generated demand.

Sources of Funding

- Developer contributions (on-site managed provision or enhancements to existing facilities via S106 / CIL)
- External grants, accessed through local community groups
- Central Government grants/funding
- Grants from sport governing bodies and/or Sport England

Key Issues & Future Considerations

Parish Councils have been encouraged to identify any unmet need for community facilities such as halls or community centres, or existing facilities which would benefit from maintenance or enhancement, with a view to the proportion of CIL paid to Parishes being directed towards these improvements. It should be noted that this is distinct from the proportion of CIL collected by Horsham District Council for the provision of infrastructure.

There is a District-wide requirement for a dedicated gymnastics facility with a sprung floor. The location of a new facility would be best suited in the Horsham town area or south-east of the District.

2.4.3 Community and Sports Facilities: Local halls and neighbourhood halls

Lead Organisation(s)

Horsham District Council Infrastructure Delivery Plan 2024

- Horsham District Council
- Parish and Neighbourhood Councils
- Developers / site management organisations
- Church / Faith groups

Evidence / Sources of Information

- Horsham District Council Open Space, Sport and Recreation Review 2021
- Horsham District Council District-Wide Community Facilities Assessment (2021)
- Horsham District Council Sport and Physical Activity Strategy 2016-2031
- Horsham District Council Built Sports Facility Strategy 2019

Current Provision

Small towns and larger villages will often serve the needs of those living in the settlement itself as well as populations in smaller settlements, particularly Smaller, Secondary and Unclassified Villages. Facilities in Medium Villages and Smaller, Secondary and Unclassified Villages will often meet the needs of the individual settlement itself, though some may support larger settlements nearby.

There are 31 community facilities available for public hire within Horsham Town itself, and a further 58 facilities available in the wider District. Community facilities are distributed across the District as follows:

Horsham Town: 31

Smaller Towns / Larger Villages

Billingshurst: 2
Steyning & Bramber: 4
Broadbridge Heath: 3
Henfield: 1
Pulborough & Codmore Hill: 1
Southwater: 3
Storrington & Sullington: 5
Upper Beeding: 2

Medium Villages

Ashington: 4
Barns Green: 1
Cowfold: 1
Partridge Green: 1
Rudgwick & Bucks Green: 4
Slinfold: 1
Thakeham: 1
Warnham: 3
West Chiltington: 2

Smaller, Secondary & Unclassified Villages

Shipley: 1
Colgate: 1
Coolham: 1
Copsale: 1
Faygate: 1
Lower Beeding: 1
Mannings Heath: 1
Rusper: 1
Small Dole: 1

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Washington: 1

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Horsham District Council's Community Facilities Assessment identified 97 distinct community facilities across the Horsham District. The majority of these are in areas of high population including Horsham Town however there is provision in more rural locations which help to serve smaller settlements.

A review of the available floorspace for settlements (based on a sqm per person calculation relative to the settlement size) and quality of community facility provision suggested that while there is no current requirement for further facilities, the provision in Storrington & Sullington and Upper Beeding will require an expansion, particularly at a strategic facility level, in order to accommodate any significant future growth. The Open Space, Sport and Recreation Review defines a strategic facility, based on Badminton England and Sport England guidance, as one which has a minimum floorspace of 300sqm. These are considered adequate to serve as a multi-functional community facility.

A number of facilities in the District meet the Badminton England standards and can be classed as a strategic facility – all Small Town / Larger Village scale settlements have at least one such facility with the exception of Storrington & Sullington and Upper Beeding. Both have smaller facilities within the settlement, and strategic scale facilities within a 3km radius. There is reported as being little latent demand with adequate capacity either within settlements or nearby.

There is a fully sized 3G pitch planned for The Ghyll Community Building in Southwater.

Broadbridge Heath Leisure Centre has three sprung floor studios, two of which can be combined to form a larger, 233sqm, studio. The Drill Hall in Horsham Town is the second facility in the District with a sprung floor.

Community facilities within Horsham Town, as the main settlement, serve a strategic role for the whole District. Of the 31 facilities available in Horsham Town 14 meet the floor space requirement to meet the Sport England/Badminton England standard (exceeding 158sqm). Five meet the standard to be considered strategic facilities (floorspace greater than 300sqm). All except the Drill Hall are rated Good or Average in quality. Some require more pressing upgrades than others to improve quality however funding has not yet been committed. No facilities in the town are operating at capacity, with five operating at between 60-80% capacity, suggesting that, overall, supply is sufficient to meet demand.

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Planned Provision

Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site community facilities and/or provide enhancements to existing local facilities to meet generated demand.

Sources of Funding

- West Sussex County Council
- Developer contributions (on-site managed provision or enhancements to existing facilities via S106 / CIL)

Key Issues & Future Considerations

The Community Facilities Needs Assessment concluded that although most community facilities currently have capacity to meet demand, most are operating above 60% capacity. Consequently, significant housing growth in many of the District's settlements will result in a need for additional floorspace to meet future demand. As communities grow and expand, well planned community facilities and spaces can ensure ongoing community cohesion and it is, therefore, important that investment and enhancement in facilities is in step with the unique needs and requirements of each community. There should be meaningful engagement with community groups and individuals early on to ensure the community infrastructure delivered is fit for purpose and can be used by all members of the community.

Many of the halls across the District, particularly rural halls which do not serve residents from outside the area or settlement, are old and in need of maintenance and improvements to make them fully fit for purpose. New halls should be designed with a wide range of activities and users in mind, with multiple rooms of varying sizes, kitchens and fully accessible toilet facilities. New development is likely to impact existing, local communities and will be expected to contribute to the enhancement of existing facilities, or their replacement where appropriate, to reflect the increased demand new residential units will place on community halls. The standard and quality following improvements should, at a minimum, reflect the current level of provision per person.

Based on an assumption about average persons per dwelling and the floorspace requirement generated, the District-Wide Community Facilities Assessment has suggested the following requirements will be generated by the proposed strategy:

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- *Land East of Billingshurst*: additional need is likely to fall below the amount required to justify a new facility on-site. An off-site contribution should be sought towards the enhancement or expansion of Billingshurst Community & Conference Centre, the Women's Hall or Adversane Village Hall, either to create additional floorspace or improve the quality and layout to cater for increased demand.
- *Land West of Ifield*: new facility likely to will be required on-site. Given the proximity to Crawley, however, a review of Crawley facilities is recommended.
- *Land North West of Southwater*: additional need likely to fall below the amount required to justify a new facility on-site. An off-site contribution should be sought towards enhancement or extension of Southwater Leisure Centre, or expansion of Southwater Village Hall.

2.4.4 Community and Sports Facilities: Libraries

Lead Organisation(s)

- West Sussex County Council

Evidence / Sources of Information

- West Sussex County Council

Current Provision

Anyone who lives, works or studies within the County can join a library and borrow items using a library card. This is a statutory service and is provided free of charge. The County Council collects contributions towards new libraries, the expansion of existing facilities or the delivery of Tier 7 facilities in large-scale development where facilities are delivered within community spaces.

The County Council provides library services in custom-built facilities or within space allocated in community facilities. Stock is also available in the form of an e-Library service which gives users remote access to a selection of eBooks, eMagazines and eNewspapers.

There are currently libraries in the following locations across Horsham District:

- Horsham

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- Billingshurst
- Henfield
- Pulborough
- Southwater
- Storrington
- Steyning

Planned Provision

The strategic development at Land North of Horsham is expected to provide library facilities to meet the needs of local residents, potentially being provided within the community hub.

Sites recommended for allocation through the Local Plan review process will be expected to provide on-site library facilities (where appropriate) and/or provide enhancements to existing local facilities to meet generated demand.

Sources of Funding

- West Sussex County Council
- Developer contributions (via CIL / S106)

Key Issues & Future Considerations

New development is likely to increase the volume at which library resources are used. While an increase in use helps to increase the viability of the relevant facility, lack of corresponding funding increases and investment may threaten their future given that the service is free at the point of use.

Smaller development may not be at a scale to justify a new facility, but developer contributions to a nearby facility will be required. Where expansion of the closest facility is not possible, it may be more appropriate for contributions to go to a larger library nearby. Similarly, development which is particularly rural or isolated from existing larger settlements should offer facilities as part of the scheme.

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In addition to contributions towards existing local libraries, a number of sites would require a new library facility to be provided. While there is an existing library in Southwater, expansion of this facility is not possible, therefore contributions would be sought towards Horsham Library.

2.4.5 Community and Sports Facilities: Cemeteries

Lead Organisation(s)

- Horsham District Council

Evidence / Sources of Information

- Horsham District Council Cemeteries Manager

Current Provision

There is currently a 14-year supply of burial land in the District. Horsham District Council runs and maintains three cemeteries; Hills Cemetery (principal cemetery), Roffey Cemetery and Denne Road Cemetery (now closed).

Additional space has been provided at Hills Cemetery recently, however there is no longer capacity at Roffey Cemetery for new plots and Denne Road cemetery is now closed.

There are no crematoria in Horsham District, with the nearest facilities in either Worthing, Chichester or Crawley.

Planned Provision

As part of the strategic allocation at Land North of Horsham, a new cemetery will be delivered. 10ha of land has been safeguarded for this under the outline planning application. This will take the supply of burial land to over 100 years, therefore assuming this provision comes forward there will be no need for further burial land in the District for the foreseeable future.

Sources of Funding

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- Charges for burial plots and memorials
- Developer contributions (via CIL / S106)

Key Issues & Future Considerations

Future provision of burial land requires the proposal for a new cemetery at Land North of Horsham to come forward. If this does not come forward, or if this is delayed beyond 7/8 years, additional facilities will be required.

A lodge house, in order to discourage vandalism, should be required for any new cemetery in the District.

2.4.6 Community and Sports Facilities: Allotments

Lead Organisation(s)

- Horsham District Council
- Parish and neighbourhood councils
- Developers/site management organisations

Evidence / Sources of Information

- Horsham District Council Open Space, Sport and Recreation Review 2021
- Horsham District Council's Community Services Directorate

Current Provision

There are 28 sites classified as allotments in Horsham District, equating to 23.33 hectares (0.16 hectares per 1,000 head of population). This is below the standard minimum amount set by the National Society of Allotment and Leisure Gardens of 34.89 hectares (0.25 per 1,000 head of population).

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There are currently 12 allotments within Horsham town itself and more across the District. Most of those in the town can be leased from Horsham District Council or parish councils and are run by allotment societies. Allotments outside Horsham town are managed either by parish councils, or privately. Most allotment sites have vacant plots.

Planned Provision

Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site allotment facilities and/or provide enhancements to existing local facilities to meet generated demand.

Sources of Funding

- Developer contributions (via CIL / S106)

Key Issues & Future Considerations

There is a lack of allotment provision across the District and therefore the Council is committed, where appropriate, to require development to contribute to additional allotment provision.

Re-development of existing allotments will require the equivalent provision in a suitable location.

2.5 Green Infrastructure

2.5.1 Green Infrastructure: Flood defence and flood management, including SuDS

Lead Organisation(s)

- West Sussex County Council
- Environment Agency
- Horsham District Council

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Evidence / Sources of Information

- Gatwick Sub-Region Water Cycle Study (2020)
- Horsham Strategic Flood Risk Assessment (SFRA) January 2020
- Upper Mole SFRA September 2020
- Crawley Borough and Upper Mole Catchment Level 1 SFRA 2020
- West Sussex LLFA Policy for the Management of Surface Water 2018
- River Adur Catchment Flood Management Plan 2009
- Arun and Western Streams Catchment Flood Management Plan 2009
- Wilder Horsham District End of Year Report 20-21
- Horsham District Nature Recovery Network report 2021
- West Sussex County Council Climate Change Strategy 2020-2030
- Environmental improvement Plan 2023

Current Provision

There are no Areas Benefitting from Defences (ABD) in Horsham District (defined as areas where defences are designed to protect against a 1 in 100 annual probability). The SFRA 2020 highlights the following areas of the District which are dependent on flood defences:

- Raised embankments on the River Arun downstream of Pallingham Lock
- 150m Flood defence wall along River Arun in Pulborough
- Raised embankments on western and eastern branches of River Arun up to upstream of Partridge Green

According to the SFRA, approximately 91% of the Horsham District within the Arun and Adur catchments falls within Flood Zone 1, with a low probability of flooding from rivers (fluvial). 6% is within Flood Zone 2 (medium probability) and 5% in Flood Zone 3 (high probability).

Flood zones in the north-east of the District (around Horsham town and the surrounding villages) are affected by the River Arun, whereas the River Adur's flood zones affect the south east of the District, including the parishes of Henfield, Steyning, Bramber and Upper Beeding.

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West Sussex County Council is the Lead Local Flood Authority (LLFA) for the District. The Local Flood Risk Management Strategy is produced to manage flood risk across the area. The vast majority of properties in the District are not identified as being at risk from flooding. The document identifies six 'wet spots' in the District – areas where existing properties are at risk from flooding. These areas do not cover the entire extent of the settlement or parish. These are:

Table 2: WSCC 'Wet Spots' in Horsham District

Wet Spot Area	Surface Water Flood Risk	River and Sea Flood Risk
Billingshurst	Y	Y
Bramber and Upper Beeding	Y	Y
Horsham	Y	N
Pulborough	Y	N
Southwater	Y	N
Storrington	Y	N

The highest flood risk comes from surface water flooding. The risk is predominantly from surface water flooding as a result of heavy rainfall. All six wet spots are drained by the urban sewer network (which is maintained routinely but also reactively when necessary) and by the river network.

Flooding may occur as a result of excess surface water run-off where drainage is inhibited and, to some extent, from excess from local watercourses. Serious flooding would be caused by very high rainfall events. WSCC's Policy for Management of Surface Water document states that any drainage strategy for new development must take account of any Surface Water Management Plan (SWMP) where the site is covered by one. Horsham District is not currently covered by any SWMPs.

There are two Catchment Flood Management Plans (CFMPs) in the District – one for the Adur, one for the Arun. The Adur CFMP places most of the Horsham District under Policy 6, relating to areas of low to moderate flood risk. Action is targeted in locations where water storage or run-off management will provide either environmental benefits or improve flood risk locally or overall. Steyning and Upper Beeding are the only exceptions to this policy. This area is covered by Policy 3, which relates to areas where flood risk is currently being managed effectively. Action here is focused on improving new flood risks as they emerge.

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There are 19 rivers and watercourses in the District which fall within the river catchments of the Adur or the Arun.

The SFRA highlights the importance of taking into account the susceptibility of areas currently at risk of flooding to more frequent and severe flooding as the effects of climate change are felt. It will also be necessary to consider whether the areas at risk of flooding will increase in area over time, as a result of climate change.

Planned Provision

New provision preventing flooding both on- and off-site is dealt with during the masterplanning and design stage and should take account of the likely specific impacts of the development itself.

Structures and defences along tidal areas of the rivers Arun and Adur are owned and maintained by either the Environment Agency (EA) or privately.

Sources of Funding

- Central Government funding (Defra)
- Developer contributions (via CIL / S106)

Key Issues & Future Considerations

All major development (10 or more dwellings or 1,000sqm of floorspace) is required to ensure there is no increase in surface water run-off as a result of development. Individual developments should discharge surface water run-off firstly back into the ground, or into a surface water body and then into a sewer.

Developer contributions may be sought to mitigate the impact of development on flood risk, including the delivery of new flood defences, improvements to existing defences, alleviation and attenuation schemes and culvert maintenance, and resilience measures for at risk properties and highways. The spatial risk of flooding in the District, based on flood risk source and the areas at principal risk, is as follows:

- **Fluvial/Tidal:** Horsham town and the surrounding villages, Pulborough, Upper Beeding and Bramber
- **Surface:** Horsham, Pulborough, Storrington, Southwater, Bramber & Upper Beeding and Billingshurst

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- **Sewers:** Rudgwick, Southwater and Pulborough
- **Groundwater:** Bramber, Upper Beeding and Pulborough
- **Artificial Sources:** No significant urban area

2.5.2 Green Infrastructure: Open spaces and parks

Lead Organisation(s)

- West Sussex County Council
- High Weald Area of Outstanding Natural Beauty (AONB)
- South Downs National Park Authority
- Sussex Wildlife Trust

Evidence / Sources of Information

- Horsham District Council Open Space, Sport and Recreation Review 2021
- Horsham District Council Green Space Strategy 2013-2023
- High Weald AONB Management Plan 2019-2024
- Horsham District Council Green Infrastructure Strategy 2014
- Addendum: Green Infrastructure Strategy 2014 – January 2021
- Horsham District Council Biodiversity and Green Infrastructure Planning Advice Note 2022
- Wilder Horsham District End of Year Report 20-21
- Horsham District Nature Recovery Network report 2021
- Horsham District Council Plan 2023-2027
- West Sussex County Council Climate Change Strategy 2020-2030
- Statutory Biodiversity Metric: User Guide (draft) November 2023

Current Provision

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As well as offering leisure and recreation benefits, open space and parks can provide a valuable resource for those who are less likely to participate in formal, organised physical activities. The Council offers a Healthy Walks programme which is aimed at both those with long term health conditions or those looking for longer, more strenuous routes. Many of these walks make use of the District's parks and open spaces.

As well as an area of Area of Outstanding Natural Beauty (AONB), and a designation within (and easy access to) the South Downs National Park, there are three major parks in the District; Horsham Park, Southwater Country Park and Warnham Local Nature Reserve. The following open spaces are also available to the public:

- Chesworth Farm
- Leechpool and Owlbeech Woods
- Garden of Remembrance and Mill Bay, Horsham
- Sandgate Park, Storrington
- Meadowside, Storrington
- Henfield Common

There are also a number of walking routes across the District and smaller informal areas of open space. Parish Councils can adopt their own green spaces if the land is identified as serving the local community.

Public Rights of Way also form an important part of the District's Green Infrastructure and are covered in more detail in section 2.1.4 Transport: Cycling, Walking and Equestrian Routes

Planned Provision

In 2019 Horsham District Council and Sussex Wildlife Trust agreed a five-year partnership under the Wilder Horsham District project. The aim of the project, alongside the CouncilPlan, is to create a network of green spaces and corridors across the District which will benefit the resilience of the District's ecology to climate change whilst increasing awareness of how communities can improve their local natural environments.

Sources of Funding

Horsham District Council Infrastructure Delivery Plan 2024

- Developer contributions (via CIL / S106)
- Environmental stewardship
- Grant funding

Key Issues & Future Considerations

Development in the District should make use of the existing public rights of way, incorporating these into schemes in order to contribute to the sustainability (both in isolation and cumulatively) of the development.

As part of the Wilder Horsham District Partnership, an emerging strategic Nature Recovery Network will provide opportunities across the District for investment in, and enhancement of green spaces, habitats and nature recovery. Development will be expected to deliver a minimum 10% biodiversity net gain (though the gain delivered may be higher depending on some sites) and this will ultimately contribute to the network of green infrastructure and open spaces.

The Open Space, Sport and Recreation Review 2021 has identified where new sites may be needed, or more comprehensive access could be provided, in order to support new development and to mitigate the impact of increases in demand as a result of development. This has been reviewed in terms of catchment (access within a defined area) and also capacity. The following catchment gaps have been identified:

- **Rudgwick:** Gap in catchment
- **Slinfold:** Gap in catchment
- **Itchingfield:** Gap in catchment
- **Broadbridge Heath:** Gap in catchment
- **Warnham:** Gap in catchment
- **Rusper:** Gap in catchment
- **Billingshurst:** Minor gap in catchment to south and east
- **Cowfold:** Gap in catchment
- **West Grinstead:** Gap in catchment
- **Pulborough:** Minor gaps in catchment
- **West Chiltington:** Minor gaps in catchment
- **Thakeham:** Gap in catchment

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- **Storrington & Sullington:** Minor gaps in catchment
- **Steyning:** Minor gaps in catchment to west
- **Ashurst:** Gap in catchment
- **Woodmancote:** Gap in catchment
- **Henfield:** Minor gaps in catchment to north

2.6 Emergency Services

2.6.1 Emergency Services: Ambulance Service

Lead Organisation(s)

- Sussex East Coast Ambulance Service (SECAmb)

Evidence / Sources of Information

- Meetings with South East Coast Ambulance Service
- South East Coast Ambulance Service Five Year Strategic Plan 2017-2022
- South East Coast Ambulance Service Quality Account 2020-21
- South East Coast Ambulance Service Sustainable SECAmb

Current Provision

The District's Ambulance service is provided by South East Coast Ambulance Service (SECAmb), which forms part of the NHS Foundation Trust. SECAmb covers the area around Horsham and Crawley as well as other Districts across West Sussex, Brighton and Hove, East Sussex, Kent, Surrey and North East Hampshire.

In 2016, Horsham, Crawley, East Grinstead and Horley ambulance stations combined to form a new Make Ready Centre (MRC) in Manor Royal, near Gatwick – one large, purpose-built facility where operatives can clean, re-stock and prepare vehicles, ready for paramedics to take out. The Gatwick MRC is one of 10 operating units across the SECAmb network and is also one of the largest with around 140 A&E staff working on site.

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Alongside MRCs are Ambulance Community Response Posts (ACRPs); small units, sometimes shared with GP surgeries or fire stations, where ambulance crews can be sent during their shift in order to provide cover for an area. The Horsham ACRP for the Manor Royal site is based on Hurst Road, Horsham. Calls to SECamb are categorised, based on their acuity, from C1 (most critical) to C4. Pre-pandemic information provided to the Council set out that the Trust was currently meeting target response times for C1 and C2 calls, but not meeting targets for C3 and C4 calls.

The Trust has successful Community First Responder (CFR) schemes running in communities across the District, made up of volunteers trained to attend certain emergency calls in the areas where they live and work and to provide emergency care and reassurance before an ambulance arrives. The CFR network is particularly important to communities in rural locations where response times can be longer. A new CFR team requires at least 2 CFRs, who are trained by SECamb and who also provide equipment and a mobile phone. New CFRs are provided with uniforms and an AED (Automated External Defibrillator) by the CFR team.

Planned Provision

Up to and until 2021 the service was in the process of increasing its workforce and resources under a Service Transformation and Delivery Plan, following significant investment by commissioners. Improvements to the service have focused on increasing operational staff across the Trust; increasing the numbers of Double Crewed Ambulances (DCAs); and developing the existing network of Community First Responders.

The new plans for areas covered by the Gatwick MRC commenced in April 2019 and replace those which have been in place since 2016. These areas have seen a 20% increase in front line operational staff numbers by April 2021. Resources on site will increase the peak number of DCAs from 12 to 17 and these DCAs will continue to be supported by Team Leaders and Specialist Paramedics. Non-emergency response vehicles have been re-introduced, which can respond to lower acuity patients who have already been assessed by healthcare professionals.

The Trust's CFR schemes will also be expanded thanks to the clinical training facilities available at the Gatwick MRC.

These plans have been based on current (pre-pandemic) demand, therefore housing development and population increase in the area will result in further demand which would need to be addressed.

Sources of Funding

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- PAD (Public Access Defibrillator) sites often use shared funding within local communities. Ongoing maintenance is shared between the CFR teams and other local community groups, including parish councils.
- Charitable donations
- Developer contributions (via CIL / S106)

Key Issues & Future Considerations

Public Access Defibrillators are known to save lives and should be available within local communities and in places where significant numbers of people gather, such as community centres. There are initial set up costs associated with AEDs as well as on-going costs for maintenance (i.e. replacement batteries and pads). The cost of providing uniform and equipment for new or expanding CFR teams are normally met by the CFR team or with charitable donations.

Recent ambulance station closures and centralisation of their resources mean there are areas in the District with a high number of 999 calls with no ambulance station. In these areas there is a requirement for Ambulance Community Response Posts (ACRPs). SECamb advises that the ACRP at Billingshurst may require expansion and enhancement or, alternatively, a purpose-built replacement facility.

2.6.2 Emergency Service: Fire and Rescue Service

Lead Organisation(s)

- West Sussex Fire and Rescue Service (WSFRS)

Evidence / Sources of Information

- West Sussex Fire & Rescue Service's Community Risk Management Plan 2022-26

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Current Provision

West Sussex Fire and Rescue Service (WSFRS) covers a wide area, including Horsham, Bognor Regis, Crawley and Gatwick Airport as well as part of the South Downs National Park. They serve almost 860,000 people in both urban and rural areas. Their headquarters, shared with West Sussex County Council, are in Chichester.

As well as responding to emergency calls, the service raises awareness on how to prevent fires and other emergency incidents through education, protection and prevention activities. Service standards measure the time taken to respond to critical fires. Special services and resources are mobilised via the Sussex Control Centre with further resources requested by responding officers if required. Performance is, therefore, directly linked to the number of officers and vehicles available to respond. Although the WSFRS has strategically located fire stations, the capacity of these stations can vary and crews work flexibly, attending incidents some distance away from their assigned fire station where necessary.

Planned Provision

WSFRS is taking steps to improve the recruitment levels of retained firefighters by introducing retained liaison officers as well as reviewing working arrangements and opportunities for staff. This will improve response times across the District but particularly in rural areas, where on-call engines are often the closest to the incident.

The One Public Estate programme is a national initiative which encourages public sector services to share land and buildings. As part of the programme, it is understood that WSFRS plans to deliver a combined emergency response centre which will provide operational and training facilities for the Fire Service and Sussex Police.

As part of the Service's strategy for the period 2018-2022 it plans to:

- Develop a safe system to enable fire engines to be crewed with fewer than the current four firefighters, where necessary; and
- Provide enhanced firefighting equipment, including smaller fire engines as part of a more modern and sustainable fleet

Sources of Funding

- Council Tax

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- Central Government funding
- Developer Contributions (via CIL / S106)

Key Issues & Future Considerations

Development must make contributions which are sufficient to enable WSFRS to continue meeting its statutory requirement and prescribed standards of fire cover. WSFRS is staffed by both whole time and retained (on-call) firefighters. Retained staff provide 27 of the 35 fire engines across the whole of West Sussex, however recruiting sufficient numbers of on-call responders is a challenge and recent recruitment activity has been aligned to the number of firefighters leaving the service.

The rural nature of the District can present its own issues as the travel distance to reach emergencies can increase response times. West Sussex County Council advise that although WSFRS has strategically placed fire stations, the crewing and firefighting capacity at each station can vary. As such, WSFRS resources work flexibly and regularly attend incidents some distance away from their assigned station in order to suitably resource each emergency incident. For example, a fire in Henfield is likely to use resources from fire stations in Henfield, Partridge Green and Horsham (and further afield if the incident is a large one). West Sussex County Council therefore, highlight that the effect of the proposed site allocations must be examined holistically.

In addition to the increase in emergency incidents that additional housing incurs, there will be further 'Prevention and Protection' activity required, which will increase the demand on WSFRS resources. WSCC have indicated that redevelopment of existing fire stations in Horsham, Billingshurst, Crawley and Partridge Green will be required to support delivery of strategic sites in the Plan, including training facilities and equipment. Stations in Storrington, Steyning and Henfield will also require development to support smaller sites. Community Fire Safety resource and equipment will also be necessary at Horsham Fire Station in order to mitigate cumulative impacts.

2.6.3 Emergency Service: Police Service

Lead Organisation(s)

- Sussex Police

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Evidence / Sources of Information

- Meetings with Sussex Police
- Sussex Police & Crime Plan 2021/24
- Sussex PCC Medium Term Financial Strategy 2022/26
- Sussex Police: Delivery Plan 2021

Current Provision

Policing in Sussex is split into three divisions. Horsham District falls within the West division alongside Adur and Worthing, Arun, Chichester, Crawley and Mid Sussex. The SDNP is also covered by respective teams within each division that it overlaps. Policing roles and their departments are categorised as either Dedicated (District or Neighbourhood specific), Divisional (specialist services, such as investigations) or Force-wide (specialist services across the county, such as Major crime or counter terrorism).

Across Sussex as a whole there are in excess of 3,100 officers on active duty across Dedicated, Divisional and Force-wide departments. There are also 2,461 support staff employed across the three departments. Around 96 officers and 51 support staff are dedicated to delivery of policing in the Horsham District, however these figures account only for policing staff where numbers are clearly and directly associated with population growth

Local Policing is a key element of Sussex Police's approach to keeping communities across the District safe. The Local Policing Model is based around Prevention, Response and Investigation.

Sussex Police currently operates the following premises:

Table 3: Summary of Sussex Police premises in Horsham District

Site	Location	Ownership	Opening Hours
Horsham County Hall Police Office	County Hall, Horsham	Leasehold	No public access
Horsham Police Station	Hurst Road, Horsham	Freehold	10am – 2pm and 3pm – 6pm (Monday to Friday)
Steyning Police Station	Charlton Street, Steyning	Freehold	10am – 2pm (Monday to Friday)

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Site	Location	Ownership	Opening Hours
Pulborough Police Office (opened following closure of Pulborough Police Station)	Stane Street Nurseries, Pulborough	Leasehold	Appointment Only
Southwater Community Police Office	Beeson House, Fairbank Road, Southwater	Leasehold	Appointment Only
Billingshurst Community Police Office	Billingshurst Village Hall, Roman Way, Billingshurst	Leasehold	Appointment Only

In the Horsham administrative area, there are 16 active divisional vehicles (for example, Local Command and Neighbourhood Policing teams) and 27 force-wide vehicles (for example, Dogs Section, Traffic, Firearms etc) in total.

Police funding is derived from a combination of national funding, from Central Government, and local taxation. Proposed changes in the formula for calculating grants from central government mean there is some uncertainty over future funding available.

Planned Provision

In 2018 Sussex Police announced that it was looking to recruit 800 police officers in the next four years that will lead to an overall increase of 200 officers. Sussex Police have identified a significant need to make improvements to Horsham police station or relocate to a new site in the District.

Generally speaking, 1,000 homes would be enough to trigger a requirement for additional resources which could be anything from a space within a community building to a new police station.

Sources of Funding

- Central Government funding
- Council Tax
- Developer contributions (via CIL / S106)

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Key Issues & Future Considerations

In order to avoid placing additional strain on existing offers and support staff, the Police service will always seek to deploy additional staff and infrastructure to deliver services where additional development takes place. Given that policing is a population-based service, an increase in the population inevitably leads to an increase in the demands of the Police. Development at the level proposed in this Plan period is significant, in policing terms, and will require additional staffing to ensure a level of policing in line with what is already being provided. The following infrastructure would be required in line with new development:

- Personal equipment, including radios, protective equipment, uniforms
- A range of additional police vehicles
- Premises/enhancements to premises to accommodate staff
- Additional Automatic Number Plate Recognition (ANPR) and Closed-Circuit Television cameras. CCTV is owned and operated in partnership with Local Authorities and private businesses, and new development should be required to invest in this infrastructure as a preventative measure
- Other capital infrastructure such as telephony and specialist equipment (i.e. for use by forensics teams, prisoner detention and transportation).

It has been estimated that, based on the current population of the District and recent rates of crimes and other incidents the police service has a duty to respond to, an additional 10,000 new homes would require in the region of 15 new officers and 20 new support staff.

ANPR Cameras

The proposed level of development in the District is likely to require a number of new ANPR cameras in order to counter increased vehicle movements during both construction and occupancy phases. The proposed ANPR sites will need to be flexible in order to take account of alterations in the road network. It is planned that maintenance and replacement of the cameras would be borne by Sussex Police.

Local and neighbourhood policing is key to successful engagement with communities, solving local problems and building trust, however a proactive and flexible approach is required. There is also an increasing need to work with partner agencies such as social services, health and education and other emergency services.

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ANPR cameras have proven to be an effective method of investigating local and cross-border crime, gathering evidence and identifying and disrupting criminals. The siting and number of these cameras is directly linked to the location and scale of new development.

2.7 Utilities and Waste

2.7.1 2.7.1 Utilities and Waste: Electricity supply

Lead Organisation(s)

- Distribution Network Operators (DNOs)
 - UK Power Networks (UKPN)
 - Scottish and Southern Electricity Networks (SSEN)

Evidence / Sources of Information

- UK Power Networks RIIO-ED1 Business Plan 2015-2023
- UK Power Networks RIIO-ED2 Business Plan 2023-2028
- Scottish & Southern Electricity Networks RIIO-ED2 Business Plan
- SSE PLC Sustainability Report 2022

Current Provision

The electricity transmission system across England is owned and maintained by the National Grid. The energy is then distributed to electricity Distribution Network Operators (DNOs) who have a statutory duty to provide an electrical supply to home and business premises across the District. They supply and maintain all cabling and other infrastructure used to carry electricity from the National Grid to the point where it is picked up by individual electricity suppliers.

There are two main DNOs covering the District; UK Power Networks (UKPN), who cover the majority of the District, and Scottish and Southern Electricity Networks (SSEN), covering the western part of the District. There are also small distributors working within these two main boundaries, such as GTC.

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SSEN confirm that there is currently limited capacity within the network around the west of the District, and to serve proposed allocations in and around Billingshurst, reinforcement would not hold up residential development for long but would be required for new connections.

Planned Provision

UKPN's Infrastructure Planning team work within the Asset Management department and manage reinforcements and improvements to the network as well as new connections. Development is generally served by the nearest substation, depending on the scale of the development and existing substation capacity. Developers approach UKPN direct with an application and there is, typically, an 8-12 week turnaround for delivery of the infrastructure. This may vary for very large sites.

The latest Business Plan (2023-28) is focused on decarbonisation of the network towards Net Zero carbon emissions by 2050. A decision on funding outlined in this business plan is due by Ofgem in December 2022.

SSEN are in a position to carry out short-term network reinforcement to the west of District in order to accommodate domestic connection requests made by developers. Reinforcements will only be triggered when an application requiring unavailable capacity is made.

Sources of Funding

- Reinforcement of the network is likely to be funded in part by developers and in part by the DNOs in accordance with the Common Charging Connection Methodology, particularly on a site where development is already underway, or where development is more certain to come forward.
- A new site, particularly one with uncertainty around build out rates and completion, would generally be funded by the developer of the site.

Key Issues & Future Considerations

Delivery of 10,000+ new homes would, generally speaking, require the provision of a new electricity substation, which would take approximately 3-5 years to deliver. There is usually capacity within the existing network to supply power to the first phase of homes and other premises being built out in the interim, with the increased capacity available in later phases.

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SSEN have indicated that the precise level of demand on the network will vary depending on the provision of facilities for electric vehicle charging, for example and whether these are made mandatory for new development by the Local Authority. The speed of charging facilities required will also affect how many connections can be made before the network reaches capacity.

There are potential capacity issues in the electricity network to the west of the District and this will need to be taken into account in terms of phasing and delivery of any development in the Billingshurst area. SSEN has indicated the first stage of reinforcement to support new development would be a new interconnector to a primary in Five Oaks and should not result in significant delays to the level of residential development proposed in the Local Plan in this part of the District. Any additional commercial or industrial requirements in the area may limit the scope for development under this level of reinforcement. The next stage of reinforcement would involve upgrading the Billingshurst or Five Oaks primaries, which would be a major capital scheme and would take several years to complete. Upgrade works at this level would require further feasibility work to be undertaken in order to determine exact requirements and indicative costs. Reinforcement work would not be committed to by SSEN without clear need to do so (i.e. new connection applications being made in association with development).

National Grid have advised that it is their policy to retain existing overhead lines in-situ except for exceptional circumstances of regional or national importance and have provided guidance on the use of design and layout to minimise the impact on, and of, the overhead lines.

2.7.2 Utilities and Waste: Gas supply

Lead Organisation(s)

- SGN

Evidence / Sources of Information

- SGN RIIO-GD2 Business Plan 2021-2026
- SGN Long Term Development Statement 2022

Current Provision

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SGN is the gas distribution network responsible for providing and maintaining the gas infrastructure network in the District. There is existing gas infrastructure at Horsham, Henfield, Storrington and Washington (Transmission Reduction Stations (TRS)) and Billingshurst and Washington (Pressure Reduction Installations (PRI)).

Where reinforcement is required to deliver development SGN will, where possible, provide an interim load which allow a certain number of units to be connected to the gas network before reinforcement work takes place in order to avoid delay to the development. This is dependent on network conditions and capacity at the time of connection.

Reinforcement can take between 12 and 18 months and is only programmed once a connection request has been made to SGN by the developer. Any work required will be programmed in, taking into account the development trajectory, to ensure there will be no supply issues and delays to the development. Delays to development will only occur if there is insufficient capacity in the network to provide an interim supply while reinforcement takes place.

Analysis for a major development's impact on the gas network is usually only conducted at the higher pressure tier level, whereas more detailed, localised assessment will happen once the scheme's design is known.

Periods within which enhancements and reinforcements are planned for delivery:

- GD2 - 2021-2026
- GD3 - 2026 onwards

Planned Provision

Planned MP (Medium Pressure) reinforcement taking place as part of the Land at North of Horsham strategic allocation has expired, however SGN anticipate this connection will be made in the future.

As part of the commitment to reduce carbon emissions to zero by 2050, the Future Homes Standard effectively prohibits the installation of individual gas boilers in newly built properties from 2025.

Sources of Funding

Subject to an Economic Test, which evaluates the cost of delivering the infrastructure against the transportation income for SGN, a developer contribution may be required towards the cost of reinforcements to the network.

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Key Issues & Future Considerations

The emerging HDLP Strategic Policy 7: Appropriate Energy Use requires development to meet an energy hierarchy which prioritises a reduction in energy use through passive design and fabric performance, then makes use of zero and low carbon energy sources and finally maximises the use of renewable energy. This, coupled with the Future Homes Standard, means there are unlikely to be a significant number of new domestic gas connections coming forward during the Plan period as new homes should, instead, be heated through zero or low carbon energy sources.

There is capacity for approximately 1,000 dwellings around Billingshurst in the interim, but reinforcement would be required to increase capacity. There is capacity for approximately 100 dwellings between Billingshurst and Pulborough in the interim, but significant reinforcement would be required to increase capacity. Significant reinforcement is required in Southwater, with capacity for approximately 400 dwellings in the interim. There is currently no gas infrastructure in the area surrounding Cowfold.

Any development in the area between west of Land North of Horsham and Adversane would be served by one source which may not have the capacity to supply all sites.

2.7.3 Utilities and Waste: Water supply, wastewater treatment and sewerage

Lead Organisation(s)

- Southern Water
- Thames Water

Evidence / Sources of Information

- Meetings with Southern Water and Thames Water
- Gatwick Sub-Region Water Cycle Study 2020
- Water Neutrality Study: Part B (April 2022)
- Sussex North Water Neutrality Study: Part C (November 2022)
- Horsham District Council Habitats Regulations Assessment Screening Report (2019)
- Horsham Local Plan Habitats Regulations Assessment June (2022)
- Southern Water Asset Management Plan 7

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- Southern Water Business Plan 2020-2025
- Southern Water: New Connection Services – Charging Arrangements 2020-21
- Southern Water: Water Resource Management Plan 2020-2070
- Southern Water Drought Plan 2019
- Southern Water Drainage and Wastewater Management Plans (DWMPs) Delivery Plan 2019
- Southern Water Drainage and Wastewater Management Plan (DWMP) Consultation Draft (2022)
- Southern Water DWMP Prioritised Investment Needs: Arun and Western Streams
- Thames Water Asset Management Plan 2020-2025
- Thames Water Drainage and Wastewater Management Plan 2025-2050
- National Policy Statement for Water Resources Infrastructure (Defra, 2023)

Current Provision

A large area across the South East, including Horsham District, has been designated as an area of serious water stress by the EA and demand for water currently exceeds supply. Horsham District is one of the 4 local authorities affected by issues in the Sussex North Water Resource Zone (WRZ) where the abstraction site close to a number of nature conservation sites is having a detrimental impact on rare and protected habitats. Horsham District is, therefore, required to demonstrate that development plan documents will not have any adverse effect on these sites through water neutrality. This has been achieved across the affected local authorities through the development of Water Neutrality Strategy (*Sussex North Water Neutrality Study: Part C*) which shows how the Plan can achieve water neutrality through a combination of water efficient design (i.e. greywater recycling and water efficient appliances) and a joint local planning authority-led Offsetting Implementation Scheme.

Southern Water has a statutory duty to supply new developments in the District with water. Any improvements to the water network and increases to capacity will be planned in advance as part of 5-year business plans called Asset Management Plans (AMPs).

Thames Water is responsible for wastewater treatment and sewerage in the north-eastern corner of the District, while Southern Water cover the remainder of the District.

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The Gatwick Sub-Region Water Cycle Study 2020 highlights that the District is in an area where water supply is under “Serious Stress” and the Study recommends that the Council should require new development to limit water use to 100 litres/person/day with a target of 80 litres/person/day for sites delivering above 200 homes.

Planned Provision

The Sussex North Water Neutrality Study Part C summarises how an Offsetting Scheme will be operated, financed and governed. The scheme is expected to be significant in both its scale and its complexity, operating across the four local authorities which are covered by the Sussex North Water Resource Zone, as well as WSCC. The following key points are considered to be of relevance to infrastructure delivery in the District:

- While the Offsetting Scheme is in progress Southern Water will be required to continue with demand management measures outlined in the Water Resource Management Plan as well maintaining normal supply-demand balance. (Any infrastructure contributions considered necessary to mitigate development in this respect will apply to development in the Plan, and in line with Policy 23 Infrastructure Provision)
- Essential infrastructure (such as schools, fire stations) should be protected where there is limited offsetting capacity. There is unlikely to be capacity for any large, speculative development to take advantage of the offsetting scheme and development not allocated in the Local Plan, or constituting essential infrastructure, will have to demonstrate water neutrality outside of the offsetting scheme.

The provision of treatment for both wastewater and water supply is met from fixed infrastructure charges per new dwelling which are met by the developer. The updated Water Cycle Study highlights that early engagement between developers, the Council and the water companies is essential to ensure that sewerage capacity can be provided without unnecessary delays to development. Phasing of development sites needs careful consideration and early engagement to ensure that additional capacity is provided prior to occupation. For sites delivering 20 - 100+ units it can take around 24 months or longer in some instances, to plan and implement the requisite network reinforcements. For sites delivering upward of 1,000 units, the consideration of infrastructure requirements is delivered through the water companies’ business planning processes with Thames Water indicating that significant upgrades can take between 3 and 5 years to design and deliver.

Southern Water’s Asset Management Plan 7 (AMP7) runs from 2020-2025 and aims to create water resilience, reduce water consumption, promote sustainable drainage and soakaways and reduce reliance on sewer systems. There are plans to upgrade Billingshurst Wastewater Treatment Works in the 2020-2025 investment period and this upgrade is expected to cater for the currently projected population increases up to 2035.

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Thames Water's 2020-2025 AMP 7 was published in April 2019 and sets out plans to invest in 48 wastewater sites to reduce the impact of power outages and flooding.

Sources of Funding

- Southern Water and Thames Water investment in infrastructure
- Developer contributions (via CIL / S106)

Key Issues & Future Considerations

Natural England's position statement, and the requirement for all development plan documents to demonstrate water neutrality, means that water supply presents a significant constraint to development in the District.

The Council has undertaken a Habitats Regulations Assessment and is working with Crawley Borough Council and Chichester District Council on a Water Neutrality Study and Strategy. This has produced a series of recommendations for mitigation, including an 85 litres per person per day limit on water consumption which is contained within Strategic Policy 9: Water Neutrality in the emerging Horsham District Local Plan.

New infrastructure must be planned in advance within a Five-year Asset Management Programme period. Failure to anticipate required upgrades to the network will further delay development. Further details on the type, level and timing of any new infrastructure are required.

In July 2023 Southern Water announced that publication of their updated Water Resource Management Plan (2025-2075) would be delayed until early 2024.

Southern Water has indicated reinforcement works to wastewater infrastructure will be required in order to support the development proposed across the catchment area in the District. A number of sites have limited existing local sewerage capacity and require reinforcement of the wastewater network, some require easements over existing underground infrastructure, and some will need to take account of existing local sewerage treatment works. Whilst not all of these works will be funded by developer contributions the work will need to be factored into the master planning and phasing/delivery of some sites.

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The Arun and Western Streams DWMP identifies where there are risks to the performance of water systems and what investment is likely to be required to mitigate these risks taking account of climate change, growth, etc. The projects identified in this document are not committed, and will be submitted to OFWAT are part of the 2024 Price Review and then may proceed into the AMP8 investment period which runs from 2025 to 2030 at which stage funding will be secured.

Thames Water has highlighted that upgrades to both the wastewater network and sewerage treatment infrastructure will be required to support the proposed development in the northern part of the district and particularly in relation to the Land West of Ifield development. Up to three years is usually required for planning and delivery of upgrades, and ten years for the planning and construction of major treatment works.

2.7.4 Utilities and Waste: Waste and recycling

Lead Organisation(s)

- West Sussex County Council
- Horsham District Council

Evidence / Sources of Information

- West Sussex Waste Local Plan 2014-2031
- Horsham District Council Authority Monitoring Report (AMR) 2020/21
- A Green Future: Our 25 Year Plan to Improve the Environment (HM Government, 2018)
- Our Waste, Our Resources: A Strategy for England (HM Government, 2018)
- Joint Materials Resource Management Strategy for West Sussex (2005-2035)

Current Provision

West Sussex County Council (WSCC) is the Waste Disposal Authority (WDA) for the District and co-ordinates and manages the disposal of municipal solid waste, which includes household waste and some commercial and industrial waste (either directly delivered to landfill or via Waste

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Transfer Stations) and waste deposited at Household Waste Recycling Sites (HWRS) directly. WSCC currently provide two Household Waste Recycling Sites within the Horsham District, both of which are managed by a contractor:

- Household Waste Recycling Site (Municipal Solid Waste), Newbridge Road, Billingshurst
- Household Waste Recycling Site (Municipal Solid Waste), Hop Oast, Worthing Road, Horsham

Southern villages in the District are served by Household Recycling sites in Shoreham-by-Sea.

The West Sussex Waste Local Plan (2014) sets out the strategies and vision for waste planning across the county and allocates strategic waste sites for new commercial facilities. The Plan uses assumptions about likely rates of growth for various waste streams, planned housing growth and waste reduction initiatives to produce lower, base and higher growth rates for waste.

Municipal waste in the District is collected by Horsham District Council as the Waste Collection Authority (WCA) through the household bin collections which collect all general refuse, glass, paper, plastics and metals and garden waste. The Council is responsible for overseeing all elements of the waste collections, including providing and maintaining refuse vehicles. Waste collected by the WCA is delivered to one of the WSCC waste disposal sites.

The Horsham District Council Authority Monitoring Report (AMR) 2020/21 reported that the District recycled or composted 55% of its total household waste in the District. There has been a steady increase in the recycling rate with the overall amount of household waste (including refuse, recycling and compost) collected per household increasing by 5% since 2015. The recyclable portion of the District's waste is transported to a Materials Recycling Facility (MRF) outside the District. Waste that cannot be dealt with via recycling is treated and disposed of via a new Mechanical Biological Treatment (MBT) Plant at Brookhurst Wood, north Horsham run by Biffa. This facility will continue to process non-recycled waste but is more environmentally friendly and cost effective.

As well as household waste, there are a number of other waste sites in the District, permitted to deal with metals, leachate, aggregate, garden waste and wood recycling.

Planned Provision

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In December 2018 Defra released a policy paper setting out the Government's Resources and Waste Strategy. Following the release of the Government's 25 Year Environment Plan, the Government pledged to leave the environment in a better condition for the next generation and has set out that the Resources and Waste Strategy will help to achieve this goal. The Government want to move from a more linear economic model to a more circular economy which will keep resources in use as long as possible and extract the maximum value from them. As part of this Strategy it is likely that there will be a future requirement to separate more waste streams at the kerbside, this includes a commitment to separate food waste collections by 2023. It is therefore likely that these measures will have an impact on District waste collection and the infrastructure required to support this.

Following an appeal on an application submitted by Britaniacrest Recycling, permission has been granted for a Recycling, Recovery and Renewable Energy (3Rs) facility at the site of the Former Wealden Brickworks, Langhurst Wood Road, to the north of Horsham. The site itself already has permission to handle 230,000 tonnes of industrial, commercial and municipal waste and the permitted 3Rs facility will divert 180,000 tonnes of waste from landfill to be used to generate energy.

Sources of Funding

- Council Tax
- Government funding

Key Issues & Future Considerations

The West Sussex Waste Local Plan 2014 requires that development does not prevent or prejudice the use of existing waste management sites or their infrastructure and sets out minimum distances between sites and adjacent development. This is to ensure the operation of the sites is not compromised in any way.

There will be a need for new developments to consider their design and layout to ensure that waste collection can maximise recycling rates and is achievable in as efficient a method as possible.

The Household Waste Recycling Sites currently have some capacity but the transfer stations do struggle operationally at peak times. West Sussex County Council has indicated that any significant development close to an existing HWRS or WTS should consider the safeguarding of land to allow

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for the site to be expanded in the future. Given the significant scale of housing proposed across the District, developer contributions may be required towards a new transfer station.

Please refer to Table 4 on pp.90-91 which contains further information on proposed site allocations that are located in Waste Safeguarding Areas.

2.7.5 Utilities and Waste: Telecommunications and digital infrastructure

Lead Organisation(s)

- West Sussex County Council
- Openreach and other digital infrastructure providers

Evidence / Sources of Information

- Meetings with West Sussex County Council
- The West Sussex Plan 2017-2022
- West Sussex County Council Digital Strategy
- West Sussex County Council Economy Reset Plan 2020- 2024
- UK Industrial Strategy: Building a Britain Fit for the Future 2017
- UK Digital Strategy 2022 (DCMS, 2022)
- Future Telecoms Infrastructure Review (DCMS, 2018)
- Project Gigabit: Phase One Delivery Plan (DCMS, 2021)
- WSCC Digital Infrastructure – background information for Local Plan Policies (2021)

Current Provision

Digital infrastructure in the District currently does not meet the required capacity and fibre density to ensure the needs of businesses and residents are met and will be met in the future.

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In order to support the data transmission speeds which will be necessary for technologies like 5G, digital infrastructure provision should deliver gigabit-capable broadband (Fibre to the Premises or FTTP). High quality digital infrastructure is necessary for domestic and commercial use, enabling people to remain in contact and conduct business, as well as supporting innovation, development of future technology and industry. The Government has outlined its aim to see nationwide full fibre coverage by 2033, outlined in the Future Telecoms Infrastructure Review published in 2018. The UK Industrial Strategy has pledged £1bn of investment for both 5G and local full fibre infrastructure.

The current system comprises fibre from the exchange as far as the cabinet and subsequent transfer from the cabinet to households or businesses over copper wire. Full fibre broadband refers to data which is sent over fibre optic cable all the way to the house or business with no requirement for a cabinet or other on street furniture and no change to copper wire along the line.

Horsham District, as part of the Gatwick Coast to Capital area, is a centre of connectivity, growth, integration and creativity, and improving the digital network capacity is one of 8 economic priorities identified for the area with the aim of becoming the first area in the UK with full 21st century fibre infrastructure. This priority will involve a bid for funding through the Wave 3 Local Full Fibre Network Challenge Fund, delivering mobile coverage in 'not-spots' and a wider roll out of 5G technology.

West Sussex County Council are working with the Department for Digital, Culture, Media & Sport (DCMS) and CityFibre to build a gigabit-capable full fibre infrastructure to public sector sites as part of the Local Full Fibre Networks (LFFN) programme. Gigabit broadband connectivity is considered to be a key measure of success in achieving an infrastructure that supports a successful economy.

The Gatwick Diamond Local Strategic Statement identifies the need to roll out superfast broadband to new domestic and commercial properties, whilst retrofitting existing communities.

By the end of 2018 WSCC had invested a third of a £30m programme to enable more than 95% of premises in the county have access to fibre broadband.

Openreach run a "Fibre for Free" offer which allows developers building 30 units or more to connect to fibre broadband for free, however the offer does not benefit smaller developments.

Planned Provision

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As part of the West Sussex Plan 2017-2022, WSCC outline the importance of new and existing telecommunications in support of the local economy and communities, reducing the need to travel and supporting home working as well as some types of rural employment.

While WSCC's West Sussex Gigabit project will connect key public sector sites, WSCC are committed to providing full fibre to benefit homes and businesses across the county in the future. Small and medium business enterprises are eligible for a voucher scheme which will help towards the costs of connection. Council's across West Sussex have the following priorities:

- densification of the network between key urban areas;
- extending the existing network into rural areas;
- enabling those within the telecoms industry to work together to accelerate digital infrastructure investment.

90% of West Sussex residents are projected to have access to high-speed broadband by the end of 2019, and more than 90% of residents will have access to a smartphone. It is generally considered less costly and less disruptive to residents to install superfast broadband at the point a development is built rather than retrofitting broadband services.

The WSCC Digital Strategy is currently being refreshed for discussion with the county's Chief Executives. It has broadened from a position of increasing fibre broadband coverage per se to ensuring local connectivity for homes and businesses enabling access to gigabit-capable broadband and developing regional connectivity to support inward investment and innovation. West Sussex County Council is actively exploring a range of scalable new digital connectivity solutions that will support economic growth, spread prosperity and reduce carbon emissions in line with the WSCC Reset Plan. The challenge will be to address digital 'levelling up' across the county where there is market failure and create the conditions that will accelerate economic and social benefits associated with well-connected places.

Sources of Funding

- Private and commercial investment including funding from developers
- Government funding
- West Sussex County Council funding

Key Issues & Future Considerations

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Many parts of the District are rural and isolated, meaning there is a large gap in terms of quality and reliability of digital infrastructure provision. This impacts economic growth, innovation and investment, but also leads to isolation and means individuals cannot benefit from the convenience of digital services such as online billing.

Smaller sites (those below 30 dwellings) do not qualify for free connection under Openreach's current connection policy, meaning the cost is incurred by the developer.

Retrofitting existing developments with full fibre infrastructure is costly, therefore it is important to ensure that infrastructure is adequate to meet the needs of homes and businesses in the future.

WSCC encourage applicants to engage with network providers on development schemes to ensure that different requirements are met. They also suggest that ducting installed in new developments should be provided on an open access basis. Three of the largest providers of fibre broadband have an agreement with the Home Builders Federation (HBF) and the Government to deliver full fibre to the premises. Developers are encouraged to register with them at least six months before installation is likely to be required.

2.7.6 Utilities and Waste: Minerals and waste safeguarding

Lead Organisation(s)

- West Sussex County Council

Evidence / Sources of Information

- West Sussex County Council Joint Minerals Local Plan 2018
- Joint Materials Resource Management Strategy for West Sussex (2005-2035)
- West Sussex Minerals and Waste Safeguarding Guidance 2020

Current Provision

Key minerals present across the District, and safeguarded by the Joint Minerals Local Plan include:

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- Brick Clay (Weald and Wadhurst)
- Horsham Building Stone
- Hythe Building Stone
- Soft Sand

Key Issues & Future Considerations

West Sussex County Council is the Minerals Planning Authority (MPA) and Waste Planning Authority (WPA) covering Horsham District. The presence of key minerals within safeguarded areas in the District will impact development on the relevant sites. The Minerals and Waste Local Plan contains policies which safeguard land around these sites, or stipulate consultation on any development in the area in order to protect the minerals and the supply infrastructure and facilities.

It has been identified that the following potential site allocations are located in a Minerals and/or Waste Safeguarding or Consultation area:

Table 4: Proposed site allocations in a Minerals and/or Waste Safeguarding Area

Proposed Site Allocation	Presence in a Minerals and/or Waste Safeguarding Area
SP HA2: Land West of Ifield	Brick Clay (Weald) MCA
SP HA3: Land North West of Southwater	Horsham HWRS Consultation Area; Brick Clay (Weald) MCA and Building Stone (Horsham) MCA.
SP HA4: Land East of Billingshurst	Brick Clay (Weald) MCA
SP HA5 / ASN1: Ashington	Brick Clay (Weald) MCA
SP HA5 / ASN1: Ashington	Brick Clay (Weald) MCA
SP HA6 / BGR1, BGR2 & BGR3: Barns Green	Brick Clay (Weald) MCA
SP HA7 / BRH1: Broadbridge Heath	Brick Clay (Weald) MCA; Building Stone (Horsham) MCA and Permitted Minerals Site (Theale Farm)
SP HA8 / CW1 & CW2: Cowfold	Brick Clay (Weald) MCA and Building Stone (Horsham) MCA
SP HA9: HNF1: Henfield	Brick Clay (Weald) MCA
SP HA10 / HOR1: Land at Hornbrook Farm	N/A
SP HA10 / HOR2: Land at Mercer Road	Brick Clay (Weald) MCA; Building Stone (Horsham) MCA; Permitted Minerals Site Consultation Area (Warnham Brickworks); Allocated Waste Site Consultation Area

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Proposed Site Allocation	Presence in a Minerals and/or Waste Safeguarding Area
	(Brookhurst Wood Landfill and Brookhurst Wood) and Permitted Waste Site Consultation Area (multiple uses at Brookhurst Wood)
SP HA11 / LWB1, LWB2 & LWB3: Lower Beeding	N/A
SP HA12 / PG1, PG2, & PG3: Partridge Green	Brick Clay (Weald) MCA
SP HA13 / PLB1: Pulborough	Building Stone (Hythe) MSA/MCA
SP HA14 / RD1 & RD2: Rudgwick and Bucks Green	Brick Clay (Weald) MCA
SP HA15 / RS1 & RS2: Rusper	Brick Clay (Weald) MCA
SP HA16 / SMD1: Small Dole	Brick Clay (Weald) MCA and Soft Sand MCA
SP HA17 / STE1: Steyning	N/A
SP HA18 / STO1 & STO2: Storrington & Sullington	Brick Clay (Weald) MCA; Building Stone (Hythe) MCA and Soft Sand MCA
SP HA19 / TH1 & TH2: Thakeham	N/A
SP HA20 / WRN1: Warnham	Brick Clay (Weald) MCA and Building stone (Horsham) MCA
SP HA21 / WCH1, WCH2 & WCH3: West Chiltington and West Chiltington Common	Building Stone (Hythe) MCA and Soft Sand MCA
Strategic Policy 37: Housing Provision which identifies an additional 500 homes (to the consented 2,750 dwellings) at Land North of Horsham	Brick Clay (Weald) MCA; Building Stone (Horsham) MCA; Permitted Minerals Site Consultation Area (Warnham Brickworks); Allocated Waste Site Consultation Area (Brookhurst Wood Landfill and Brookhurst Wood) and Permitted Waste Site Consultation Area (multiple uses at Brookhurst Wood)

West Sussex County Council have indicated that any allocated development sites will require further consultation with the MPA and WPA and that consideration of suitable mitigation measures and / or Minerals Resource Assessment will be necessary.

Part 3: Infrastructure Delivery Schedule 2024

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Infrastructure Delivery Schedule 2024

3.1 Guidance Note on the Infrastructure Delivery Schedule

Prioritising Infrastructure Projects

The IDP seeks to establish the importance of certain types of infrastructure to the delivery of the emerging Local Plan. This includes 'critical' infrastructure that is vital in 'unlocking' the development of a site, 'essential' infrastructure that may not be immediately necessary in the commencement of development, but without development would fail in the longer term and 'desirable' infrastructure is services and facilities considered to be important in the overall sustainable delivery of the Local Plan. Broad definitions are defined as follows;

Critical: This describes infrastructure that must take place for the development to proceed. This would include connections to key infrastructure such as utility networks or transport infrastructure. It is typically triggered by the commencement of development and the absence of these types of infrastructure could result in significant delays in the delivery of development. Critical infrastructure must be prioritised.

Essential: Essential infrastructure describes the provision of services and facilities that are necessary to mitigate the impact of development. This typically includes education and health facilities and open space provision. It enables development to come forward sustainably and in a way that is acceptable in planning terms and is usually triggered by the occupation of the development site. Whilst it may not prevent development in the short to medium term it could result in delays in the

longer term and leave development without the necessary facilities and/or services.

Desirable: This describes infrastructure that is required for sustainable growth and to contribute towards good place-making. Whilst the absence of this type of infrastructure would not prevent the development from taking place, it helps to improve operational capacity and deliver wider benefits to the local community. Desirable infrastructure would not prevent development from taking place and is therefore not required to deliver the Plan, however, it is still considered to be a crucial element in the sustainable delivery of the Local Plan.

Indicative Costs

Where we have been provided with this information, an indication of costs for strategic infrastructure schemes has been included in the Schedule. These costings are only indicative and are provided purely as guidance at this stage of the Infrastructure Delivery Plan. Given the current stage of the emerging Local Plan, little existing committed funding has been identified to deliver the projects identified in the Infrastructure Delivery Schedule. As detailed in Part 1, the IDP is, however, a 'live' document and as funding is identified it is anticipated that details of committed funding can be added to the Infrastructure Delivery Schedule. It is also anticipated that the Council's Infrastructure Funding Statement, required to be published annually as part of the CIL

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Regulations 2010 (as amended), will set out developer contributions secured towards the infrastructure projects detailed in this document.

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3.2 Infrastructure Delivery Plan Schedule 2024

3.2.1 Transport

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
A 'middle section' Crawley Western Multi-Modal Corridor (CWMMC) to include shared transport, high quality bus provision and active travel facilities throughout the route	Horsham Transport Study (2023) West Sussex Transport Plan 2022-2036 TfSE Draft Strategic Investment Plan for the South East (2022) Strategic Policy HA2 Land West of Ifield	Homes England	TBC	Anticipated to be completed in Phase 2 of the development	Developer plus potential further funding from WSCC / Homes England / Government	Critical
Delivery of the full Crawley Western Multi-Modal Corridor (CWMMC) to include shared transport, high quality bus provision and active travel facilities throughout the route	West Sussex Transport Plan 2022-2036 TfSE Draft Strategic Investment Plan for the South East (2022)	WSCC	TBC	Medium to longer term	Developer plus WSCC / Homes England / Government	Essential
Network junction upgrade of the A24 / A283 Washington	Horsham Transport Study (2023)	WSCC	£3,810,572	TBD	Developer	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Roundabout including additional turning lanes and localised widening	Cumulative impact of District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan				WSCC / Government funding	
A24 / A272 Buck Barn junction improvements to provide additional capacity	Horsham Transport Study (2023) Cumulative impact of District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan	WSCC and Developer	£5,175,806	TBD	Developer WSCC / Government funding	Essential
Main network junction upgrades at A24 / B2237 Hop Oast Roundabout (including signalisation of the roundabout and potential bus lane prioritisation)	Horsham Transport Study (2023) Cumulative impact of District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan	WSCC	£3,107,922	TBD	Developer WSCC / Government funding	Essential
Mitigation of A283 / A29 junctions in Pulborough	Horsham Transport Study (2023)	WSCC	TBD	TBD	Developer	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Strategic Policy HA4 Land East of Billingshurst Cumulative impact of District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan				WSCC / Government funding	
Mitigation of A29 Five Oaks roundabout	Horsham Transport Study (2023) Strategic Policy HA4 Land East of Billingshurst Cumulative impact of District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan	WSCC	TBD	TBD	Developer WSCC / Government funding	Essential
Signal optimisation at M23 Junction 11 (Pease Pottage)	Horsham Transport Study (2023) Horsham Local Plan Highway Safety Study (2024)	National Highways	TBD	TBD	Developer	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Technical Note TN001: Responses to Pre-Regulation 19 Consultation Queries (2024)					
SRN network junction upgrades at the Hickstead A2300 junction of the A23	Horsham Transport Study (2023) Cumulative impact of District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan	National Highways	TBD	TBD	Developer WSCC / Government funding	Essential
Mitigation measures to protect the Strategic Road Network (A23, M23, A27) from the impact of development across the region	Horsham Transport Study (2023) Cumulative impact of District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan in combination with development coming forward in other local authority areas	National Highways	TBD	TBD	Developer WSCC / Government funding (pooled contributions from across West Sussex and East Sussex local authorities)	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Major high capacity BRT (Bus Rapid Transit) Fastway extension between Crawley and Horsham	Horsham Transport Study (2023) TfSE Draft Strategic Investment Plan 2022	WSCC / Bus operators	TBD	TBD	Government / WSCC funding Developer	Essential
BRT bus routes to serve Land West of Ifield and other bus-based measures such as dedicated bus lanes, bus only routes and bus priority at junctions. Bus routes should provide connections to Manor Royal, Gatwick Airport, Ifield and Three Bridges Railway Stations	Horsham Transport Study (2023) TfSE Draft Strategic Investment Plan 2022 Strategic Policy HA2 Land West of Ifield Plus contributions from other site allocations as appropriate	WSCC / Bus operators / Developers	TBD	Anticipated to be completed by Phase 2 of the development	Developer	Essential
Major high capacity / frequency bus priority corridor between Horsham and Crawley (including West of Ifield)	Horsham Transport Study (2023) TfSE Draft Strategic Investment Plan for the South East (2022)	WSCC / Bus operators / Developers	TBD	TBD	Developer	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	<p>Strategic Policy HA2 Land West of Ifield</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p> <p>Strategic Policy HA10 / HOR1 (Land at Hornbrook Farm) and HOR2 (Land at Mercer Road)</p> <p>Plus contributions from HA3 Land North West of Southwater and other site allocations as appropriate.</p>					
Bespoke Sustainable Transport measures for Land West of Ifield and Land North West of Southwater. Measures to include (but not limited to) Transport on Demand, Shared Transport solutions, MaaS (Mobility as a Service), Behaviour	<p>Horsham Transport Study (2023)</p> <p>Strategic Policy HA2: Land West of Ifield</p> <p>Strategic Policy HA3 Land North West of Southwater</p>	Developers	TBD	TBD	Developer	Critical

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Change, Micromobility and Active Travel Solutions						
Sustainable Transport measures to include (but not limited to), electric vehicle infrastructure, local / personal mobility solutions, MaaS, electric buggies / vehicles, travel on demand to/from station and town centre, communal bus/car club initiatives, travel management measures	<p>Sustainable transport measures identified in the Horsham Transport Study (2023)</p> <p>Site-specific transport management measures to reduce reliance on cars as identified for Strategic Policy HA4 Land East of Billingshurst in the Horsham Local Plan Habitats Regulations Assessment (2022)</p>	Developer	TBD	TBD	Developer	Critical
Horsham and Crawley Bus Station improvements e.g. at Horsham Bus Depot, improved capacity by additional drive-in, drive-out stand at the south end of the station or addressing pedestrian/bus conflict at this site	<p>Horsham Transport Study (2023)</p> <p><u>Crawley Bus Depot</u></p> <p>Strategic Policy HA2: Land West of Ifield</p> <p><u>Horsham Bus Depot</u></p>	Horsham District Council / Crawley Borough Council	TBD	TBD	Developer	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	<p>Strategic Policy HA2: Land West of Ifield</p> <p>Strategic Policy HA3 Land North West of Southwater</p> <p>Plus contributions from other site allocations as appropriate</p>					
<p>Bus service improvements:</p> <ul style="list-style-type: none"> - Bus frequency improvements (diversion and extension) to Horsham and Worthing including improving frequency to Horsham railway station - Bus priority routes at the A24 Hop Oast, Horsham town, railway station, Albion Way / Worthing Road roundabout and Copnall 	<p>Horsham Transport Study (2023)</p> <p>West Sussex Transport Plan 2022-2036</p> <p>TfSE Draft Strategic Investment Plan for the South East (2022)</p> <p>Strategic Policy HA3 Land North West of Southwater</p>	<p>Bus operators / WSCC / Developers</p>	TBD	TBD	Developer	Critical

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Way / Piries Place car park						
Traffic calming measures in Southwater village with bus / cycle bypasses	Horsham Transport Study (2023) Strategic Policy HA3 Land North West of Southwater	WSCC / Developer	TBD	TBD	Developer	Essential
Bus service (frequency) improvements to Horsham from East of Billingshurst strategic site	Horsham Transport Study (2023) Strategic Policy HA4 Land East of Billingshurst	Bus operators / WSCC / Developer	TBD	TBD	Developer	Essential
Provision of east-west bus service serving Billingshurst and Haywards Heath	Horsham Transport Study (2023)	Bus operators / WSCC / Developer	TBD	Later phases of the development	Developer	Essential
Expansion of walking and cycling network at North Horsham (including links to	Horsham Transport Study (2023) Strategic Policy 37 - Additional 500 units at Land North of Horsham	Developer	TBD	In line with the phasing of development	Developer	Critical

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
West of Ifield development and Crawley). Further improvements in links across A264 and into Horsham (cycle / bus priority at Rusper Road / A264 junction)						
Bus service improvements from Land North of Horsham to Horsham and Crawley	Horsham Transport Study (2023) Strategic Policy 37 - Additional 500 units at Land North of Horsham	Bus operators / WSCC / Developer	TBD	In line with the phasing of development	Developer	Essential
Modification of junctions on A264 North Horsham bypass	Horsham Transport Study (2023) Strategic Policy 37 - Additional 500 units at Land North of Horsham	WSCC / Developers	TBD	TBD	Developer	Essential
Provision of Electric Vehicle Charging Infrastructure (District-wide but initially on-street charging)	Electric Vehicle Charge Point Strategy (March 2020)	Developers (within sites) / HDC (on Council-owned land)	TBD	2022 - 2032	Developer	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
infrastructure in Horsham, Billingshurst, Colgate, Pulborough, Rusper, Storrington and Southwater)	<p>WSCC Electric Vehicle Strategy 2019 - 2030</p> <p>West Sussex Transport Plan 2022-2036</p> <p>Policy 25, emerging Horsham District Local Plan</p> <p>District-wide strategic and settlement site allocations in the emerging Horsham District Local Plan and other development coming forward within the Plan period</p>	and in partnership with other organisations including Parish Councils) / WSCC (on WSCC controlled highway land)			WSCC / Government funding	
Implementation of flexible shared transport services, mobility hubs and active travel infrastructure 'quick wins'	West Sussex Transport Plan 2022-2036	WSCC / Developers	TBD	2022-2027	Developer WSCC / Government funding	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Small scale highway improvements on A24 and A264	West Sussex Transport Plan 2022-2036 TfSE Draft Strategic Investment Plan 2022 (A24 Horsham to Capel)	WSCC / Developers	TBD	2022-2027 (as development comes forward)	Developer WSCC / Government funding	Desirable
North – south sustainable transport corridor connecting key settlements such as Worthing, Horsham and Crawley	West Sussex Transport Plan 2022-2036	WSCC / Developers	TBD	2027-2032 (as development comes forward)	Developer WSCC / Government funding	Desirable
Junction improvements and active travel crossing infrastructure on A24	West Sussex Transport Plan 2022-2036	WSCC	TBD	2027 - 2032	Developer WSCC / Government funding	Desirable
A264 integrated transport scheme (subject to WSCC study)	West Sussex Transport Plan 2022-2036	WSCC	TBD	2032 - 2036	Developer	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
					WSCC / Government funding	
Horsham to Crawley cycle route	West Sussex Transport Plan 2022-2036	WSCC	TBD	2022 - 2027	Developer WSCC / Government funding	Desirable
New station to the north east of Horsham	TfSE Draft Strategic Investment Plan 2022	Network Rail / Developer	TBD	TBD	Developer Funding via TfSE / Government / other sources	Essential
Rural Bus Corridor Service Enhancements on the A24, A272, A264, A29, A283 and A281	TfSE Draft Strategic Investment Plan for the South East (2022)	Bus operators / WSCC	TBD	TBD	WSCC / Government / TfSE funding Developer	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
West Sussex Inter-urban cycleway	TfSE Draft Strategic Investment Plan for the South East (2022)	TBD	TBD	TBD	Government / other funding sources	Desirable
New Crawley – Chichester National Cycle Network Corridor	TfSE Draft Strategic Investment Plan for the South East (2022)	TBD	TBD	TBD	Government / other funding sources	Desirable
Ifield Station enhancement (e.g. platform widening and/or lengthening canopies, accessible footbridge)	Advice from Network Rail – based on the current proportion of residents commuting to London, assumptions made on the additional passengers this development will create Strategic Policy HA2 Land West of Ifield	Network Rail	TBD	TBD	Developer	Desirable
Works to change Bewbush level crossing to a footpath and bridleway crossing	Advice from Network Rail based on additional usage owing to increase in population nearby increasing the level of risk at the crossing.	Network Rail / WSCC	TBD	TBD	Developer	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Strategic Policy HA2 Land West of Ifield					
Horsham Station enhancements (car park, extension/decking, passenger flow improvements)	<p>Horsham Transport Study (2023) plus advice from Network Rail indicates that based on the current proportion of residents commuting to London the development in and around Horsham will necessitate these requirements</p> <p>Horsham settlement site allocations (HA10 / HOR1 & HOR2), Broadbridge Heath settlement site allocation (HA7 / BRH1) and Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p>	Network Rail/Govia Thameslink Railway	TBD	TBD	Developer	Desirable
Christ's Hospital station and car park enhancements such as waiting and cycle parking improvements	Based on the findings of the Horsham Transport Study (2023) and advice from Network Rail – this is the nearest station to Southwater	Network Rail	TBD	TBD	Developer	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
(existing car park is very small)	and an increase in passengers using this station is anticipated Strategic Policy HA3 Land North West of Southwater					
Additional car park provision to serve Pulborough Station	Advice from Network Rail – additional number of passengers expected to use intermediate stations Pulborough settlement site allocations (HA13 / PLB1, PLB2 & PLB3)	Network Rail	TBD	TBD	Developer	Desirable
Enhanced bus links with integrated ticketing from Land North West of Southwater to Horsham or a bus link to Christ's Hospital	Recommendations received from Network Rail Strategic Policy HA3 Land North West of Southwater	Bus operating companies and developer	TBD	TBD	Developer	Essential
Enhanced walking and cycle routes and bus links between Land East of	Horsham Transport Study (2023)	WSCC and Developers	TBD	TBD	Developer and other	Essential

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Billingshurst and: Billingshurst Station (no room to expand car park); the Weald School; Broomfield Drive; Brookers Road employment area; Daux Road employment area and Daux Avenue	Recommendations received from Network Rail and Govia Thameslink Railway Strategic Policy HA4 Land East of Billingshurst				funding sources	
Closure of Daux Level Crossing and provision of footbridge for PRow with minor diversion	Recommendation received from Network Rail and WSCC Strategic Policy HA4 Land East of Billingshurst	Network Rail / WSCC	TBD	Before commencement	Developer	Essential
Enhanced station facilities at Billingshurst station (e.g. waiting shelters and cycle parking)	Recommendations received from Network Rail to accommodate additional passengers expected to use station as a result of development. Strategic Policy HA4 Land East of Billingshurst	Network Rail / Govia Thameslink Railway	TBD	TBD	Developer	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Walking and cycling routes to Littlehaven and Warnham stations	<p>Recommendations received from Network Rail and Govia Thameslink Railway. Required to ensure use of sustainable modes to access the rail network in accordance with the legally binding target of Net Zero Carbon by 2050.</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p>	WSCC and Developers	TBD	Before occupation	Developer and other funding sources	Desirable
Platform extension at Littlehaven Station	<p>Recommendations received from Network Rail</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p> <p>Settlement site allocations in and around Horsham town.</p>	Network Rail	TBD	TBD	Developer	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Closure of Roffey Road level crossing	<p>Recommendations received from Network Rail</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p> <p>Settlement site allocations in and around Horsham town</p>	Network Rail	TBD	TBD	Developer	Essential
Enhanced walking and cycling routes between the strategic site allocations and nearby rail stations (Ifield, Christ's Hospital, Horsham and Billingshurst)	<p>Recommendations received from Govia Thameslink Railway. Required to ensure use of sustainable modes to access the rail network in accordance with the legally binding target of Net Zero Carbon by 2050.</p> <p>Strategic Policy HA2 Land West of Ifield</p> <p>Strategic Policy HA3 Land North West of Southwater</p>	WSCC and developers	TBD	Before occupation	Developer and other funding sources	Essential

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Strategic Policy HA4 Land East of Billingshurst					
Bridleway links from Ifield to: Ifieldwood; to Rusper; to Lambs Green; to Kilnwood Vale and a link from Charlwood Road to County Oak	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Strategic Policy HA2 Land West of Ifield	WSCC / Developer	TBD	TBD	Developer and funding from WSCC	Desirable
Bridleway links from Land North West of Southwater to Horsham and from the south of the site connecting with southern Southwater. Improvement of the Downslink bridleway, both to Christ's Hospital Station and into Southwater. Bridleway link to Barns Green (possibly using the railway underpass	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Strategic Policy HA3 Land North West of Southwater	WSCC / Developer	TBD	TBD	Developer and funding from WSCC	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
northwest of Richmond Farm.						
Bridleway links from Land East of Billingshurst to connect to Brooker's Lane, Broomfield Drive and into rear of station, bridleway link from A272 south of railway to Daux Avenue and Daux Road, a bridleway link to Coneyhurst and on the A272, provision of a Pegasus crossing to connect the site with bridleway 1918.	<p>Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders</p> <p>Identified in the Horsham Transport Study (2023)</p> <p>Strategic Policy HA4 Land East of Billingshurst</p>	WSSC / Developer	TBD	TBD	Developer and funding from WSSC	Desirable
Bridleway links from Land at Ashington including an upgrade to footpath 2611 to establish a link to both Malthouse Lane and bridleway 2612 to Newhouse Lane and a	<p>Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders</p>	WSSC / Developer	TBD	TBD	Developer and WSSC funding	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
bridleway link west from site to Park Lane	Ashington site allocations: Strategic Policy HA5 / ASN1					
Retention (and potential upgrade) of existing public footpaths within site, including the railway crossing plus bridleway links to Christ's Hospital railway station and to Southwater (possibly using the railway underpass northwest of Richmond Farm)	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Barns Green site allocations: Strategic Policy HA6 / BGR1, BGR2, BGR3 & BGR4	WSSCC / Developer	TBD	TBD	Developer and WSSCC funding	Desirable
Bridleway links to include upgrade footpaths 1632 and 1633 to link eastern part of village with the Downs Link, upgrade footpath 1634 to connect Old Wickhurst Lane with Parthings Lane using existing A24 underpass, bridleway link to Robin Hood Lane (where a new	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Broadbridge Heath site allocation: Strategic Policy HA7 / BRH1	WSSCC / Developer	TBD	TBD	Developer and WSSCC funding	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
bridleway into Warnham is to be created and a cycle route exists into Horsham) and a bridleway link west from A281 to bridleway 1440 for access into Slinfold.						
From south of A272, bridleway links south toward existing BW1758 and safe crossing point of A281 linking to bridleways leading to Shermanbury. Also cycle rights created to improve access from developments into the village centre facilities. Safe crossing points between sites to north and south of A272 for horses, cyclists and pedestrians. North of A272, bridleway links north to existing bridleway network	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Cowfold settlement site allocations: Strategic Policy HA8 / CW1, CW2 & CW3	WSSC / Developer	TBD	TBD	Developer and WSSC funding	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
in Lower Beeding and west towards Downs Link.						
Upgrades to existing public footpaths within site area to be suitable for cyclists plus bridleway links to connect Henfield with the Prairie Gardens on the B2116 and bridleway link from King James' Lane to the Downs Link.	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Henfield settlement site allocation: Strategic Policy HA9 / HNF1	WSSC / Developer	TBD	TBD	Developer and WSSC funding	Desirable
Improved cycle connection between Mercer Road and Station Road, including improved crossing of A24 to connect with Warnham Village	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Horsham settlement site allocation: Strategic Policy HA10 / HOR2	WSSC / Developer	TBD	TBD	Developer and WSSC funding	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Bridleway links from Church Close to bridleway 2832 and to footpath 1724	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Lower Beeding settlement site allocations: Strategic Policy HA11 / LWB1, LWB2, LWB3 & LWB4	WSSC / Developer	TBD	TBD	Developer and WSSC funding	Desirable
Bridleway links from B2116 via the recreation ground south to the Downs Link and east to Shermanbury (link identified in the Shermanbury Neighbourhood Plan) and from B2135 to the Downs Link along footpath 1849. Potential re-routing of the Downs Link to minimise NMUs on B2135.	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Partridge Green settlement site allocations: Strategic Policy HA12 / PG1, PG2 & PG3	WSSC / Developer	TBD	TBD	Developer and WSSC funding	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Bridleway links from Church Place to Station Approach and railway station, from Church Place /Coombelands Lane to Stane Street Close and new Highfield development, upgrade footpaths 3500 and 2331 (part) to connect bridleway 2332 with bridleway 2328 (Rectory Lane) and upgrade footpath 2330 to connect bridleway 2332 with The Spinney.	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Pulborough settlement site allocations: Strategic Policy HA13 / PLB1, PLB2 & PLB3	WSCC / Developer	TBD	TBD	Developer and WSCC funding	Desirable
Bridleway links from Church Street to bridleway 1395, over the A281 crossing (the Downs Link currently has to cross at-grade and is a considerable hazard to users and motorists) plus a bridleway link from Cox	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Rudgwick and Bucks Green settlement site allocations: Strategic Policy HA14 / RD1 & RD2	WSCC / Developer	TBD	TBD	Developer and WSCC funding	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Green west to the Downs Link						
Bridleway links between BW6, BW12 and BW20 to improve links between developments for cyclists and walkers and the community centre. BW6 and BW20 – bridleway links east towards Crawley to improve active travel options to existing network and employment and commercial centre of Crawley and links to development in Ifield. To include safe crossing points on road network. BW12 – new bridleway links west towards Horsham to offer active travel options to commercial and employment centre.	<p>Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders</p> <p>Rusper settlement site allocations: Strategic Policy HA15 / RS1, RS2 & RS3</p>	WSSCC / Developer	TBD	TBD	Developer and WSSCC funding	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Bridleway links from A2037 to the Downs Link, from the village, south to Edburton Road and from the village east to bridleway 2747	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Small Dole settlement site allocation: Strategic Policy HA16 / SMD1	WSCC / Developer	TBD	TBD	Developer and WSCC funding	Desirable
Bridleway links to and along River Adur to link existing Downs Link provision north and south of Steyning and bridleway links east toward existing network at Upper Beeding improving sustainable transport access to Truleigh Hill.	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Steyning settlement site allocation; Strategic Policy HA17 / STE1	WSCC / Developer	TBD	TBD	Developer and WSCC Funding	Desirable
Bridleway links from Water Lane to bridleway 2627 (Heath Common), from Downsview Avenue to	Guidance from West Sussex County Council relating to bridleways and improvements to	WSCC / Developer	TBD	TBD	Developer and WSCC funding	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Northlands Lane, from Fryern Road to Hurston Lane and from Water Lane to Nightingale Lane	provide access for walkers, cyclist and horse riders Storrington and Sullington settlement site allocations: Strategic Policy HA18 / STO1 & STO2					
Bridleway links from High Bar Lane (bridleway 2473) to bridleway 2404, from bridleway 2404 to Southlands Lane and The Street to Warminghurst plus a footpath link from Furze Common Road to footpath 2463_1	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders Thakeham settlement site allocations: Strategic Policy HA19 / TH1 & TH2	WSCC / Developer	TBD	TBD	Developer and WSCC funding	Desirable
Improved cycle connection between village and Mercer Road/Station Road, including improved crossing of A24 and bridleway link	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders	WSCC / Developer	TBD	TBD	Developer and WSCC funding	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
from Tilletts Lane to bridleway 1433	Warnham settlement site allocation: Strategic Policy HA20 / WRN1 access for walkers, cyclist and horse riders					
Bridleway links from West Chiltington village with Haglands Lane and Southlands Lane to bridleway 2404	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders West Chiltington and West Chiltington Common settlement site allocations: Strategic Policy HA21 / WCH1, WCH2 & WCH3	WSCC / Developer	TBD	TBD	Developer and WSCC funding	Desirable
Corridor 1a (North Horsham to Town Centre via Rusper Road) and Corridor 2 (Roffey to Town Centre) Cycle & Walking Route Interventions mentioned to be considered individually	Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP) Emerging Horsham District Local Plan: Strategic Policy 24	WSCC / HDC / Developers	£6.5million - £12.5million Note: Indicative high level costing for each intervention	TBD	Funding sources TBD but could be sourced from: Government (DfT), Coast to Capital	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
or as a group/section of the corridor	West Sussex County Council LCWIP (emerging) West Sussex Walking and Cycling Strategy 2016 - 2026 DfT Cycling and Walking Investment Strategy (2017)		reported on a corridor basis include all elements from concept to scheme delivery		Local Transport Board, WSCC HDC and/or Developer	
Corridor 1b (North Horsham to Town Centre via North Heath Lane and North Parade) Cycle & walking Route; and Corridor 6 (Warnham Mill to Town Centre) Walking Route Interventions mentioned to be considered individually or as a group/section of the corridor	Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP) Emerging Horsham District Local Plan: Strategic Policy 24 West Sussex County Council LCWIP (emerging) West Sussex Walking and Cycling Strategy 2016 - 2026 DfT Cycling and Walking Investment Strategy (2017)	WSCC / HDC / Developers	£5million - £10million Note: Indicative high level costing for each intervention reported on a corridor basis include all element from concept to	TBD	Funding sources TBD but could be sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
			scheme delivery		HDC and/or Developer	
<p>Corridor 3 (Forest School to Horsham Town Centre) Cycle & Walking Route</p> <p>Interventions mentioned to be considered individually or as a group/section of the corridor</p>	<p>Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>Emerging Horsham District Local Plan: Strategic Policy 24</p> <p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p> <p>DfT Cycling and Walking Investment Strategy (2017)</p>	WSCC / HDC / Developers	<p>£2million - £4million</p> <p>Note: Indicative high level costing for each intervention reported on a corridor basis include all elements from concept to scheme delivery</p>	TBD	<p>Funding sources TBD but could be sourced from:</p> <p>Government (DfT), Coast to Capital Local Transport Board,</p> <p>WSCC</p> <p>HDC and/or Developer</p>	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
<p>Corridor 4 (Southwater to Horsham Town Centre) Cycle & Walking Route</p> <p>Interventions mentioned to be considered individually or as a group/section of the corridor</p>	<p>Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>Emerging Horsham District Local Plan: Strategic Policy 24</p> <p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p> <p>DfT Cycling and Walking Investment Strategy (2017)</p>	WSSC / HDC / Developers	<p>£2.5million - £5.5million</p> <p>Note: Indicative high level costing for each intervention reported on a corridor basis include all elements from concept to scheme delivery</p>	TBD	<p>Funding sources TBD but could be sourced from:</p> <p>Government (DfT), Coast to Capital Local Transport Board,</p> <p>WSSC</p> <p>HDC and/or Developer</p>	Essential
<p>Corridor 5 (Broadbridge Heath to Horsham Town Centre) Cycle & Walking Route</p>	<p>Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)</p>	WSSC / HDC / Developers	<p>£4million - £8million</p> <p>Note: Indicative high level</p>	TBD	<p>Funding sources TBD but could be sourced from:</p>	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Interventions mentioned to be considered individually or as a group/section of the corridor	<p>Emerging Horsham District Local Plan: Strategic Policy 24</p> <p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p> <p>DfT Cycling and Walking Investment Strategy (2017)</p>		costing for each intervention reported on a corridor basis include all elements from concept to scheme delivery		<p>Government (DfT), Coast to Capital Local Transport Board,</p> <p>WSSC</p> <p>HDC and/or Developer</p>	
<p>Other cycling corridors and key walking routes identified on the Local Cycling & Walking Infrastructure Plan strategic network maps</p> <p>(Horsham and connections to Broadbridge Heath, Mannings Heath, Southwater & Warnham)</p>	<p>Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>Emerging Horsham District Local Plan: Strategic Policy 24</p> <p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p>	HDC / WSSC	TBD	TBD	<p>Funding sources TBD but could be sourced from:</p> <p>Government (DfT), Coast to Capital Local Transport Board,</p>	Desirable

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	DfT Cycling and Walking Investment Strategy (2017)				WSCC HDC and/or Developer	
Transport initiatives and improvements in non-road connectivity between Billingshurst and Petworth	Based on recommendations in the Horsham Local Plan Habitats Regulations Assessment (2022) District-wide site allocations	HDC / WSCC / Chichester District Council	TBD	2022 – 2039	Developer	Essential
Air quality mitigation measures for the Cowfold AQMA	Air quality and emissions mitigation guidance for Sussex (2021) West Sussex Transport Plan 2022-36 Strategic Policy 12 - Emerging Horsham District Local Plan Cowfold Air Quality Action Plan (2013)	HDC / WSCC / Cowfold Parish Council	TBD	2022 - 2039	Developer / DEFRA Air Quality Grants	Essential

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Cowfold Air Quality Management Area Scheme Proposal Review (2017)					
Air quality mitigation measures for the Storrington AQMA	<p>Air quality and emissions mitigation guidance for Sussex (2021)</p> <p>West Sussex Transport Plan 2022-2036</p> <p>Emerging Horsham District Local Plan: Strategic Policy 12</p> <p>Storrington Air Quality Action Plan (2012)</p> <p>Storrington Air Quality Management Area Scheme Proposal Review (2017)</p>	HDC / WSCC / Storrington & Sullington Parish Council	TBD	2022 - 2039	Developer / DEFRA Air Quality Grants	Essential
Air quality mitigation measures for the Hazelwick AQMA (contained within Crawley Borough)	Air quality and emissions mitigation guidance for Sussex (2021)	Crawley Borough Council / West Sussex	TBD	2021 - 2038	Developer / DEFRA Air Quality Grants	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Impact of Strategic Policy HA2 Land West of Ifield Emerging Horsham District Local Plan: Strategic Policy 12	County Council				
Improve cycling and pedestrian connectivity between Horsham and Crawley and Kilnwood Vale and Faygate	Infrastructure projects in this location recommended by Colgate Parish Council and North Horsham Parish Council Strategic Policy HA2 Land West of Ifield, Strategic Policy HA10 / HOR2 Land at Mercer Road and Strategic Policy 37: Additional 500 dwellings at Land North of Horsham	WSCC (to be agreed)	TBD	In line with the phasing of development	Parish may wish to consider funding from their CIL and / or Developer contributions	Desirable
ESTIMATED MINIMUM COSTS					£52,094,300	

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3.2.2 Education

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Contributions to Sixth Form provision West of Ifield/Crawley	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA2 Land West of Ifield (based on 1,600 dwellings in the Plan period and 3,000 dwellings within a 30-year NPPF longer-term vision)	WSCC	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential
8FE expandable to 10FE Secondary School with special support centre or SEND school at Land West of Ifield, requiring approximately 10.6ha land (to cater for development needs as well as Forge Wood High requirements from Crawley)	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA2 Land West of Ifield (based on 1600 dwellings in the Plan period and 3,000 dwellings within a 30-year NPPF longer-term vision)	DfE, Developer	£46,350,000*	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential <i>The delivery of this facility is also required to meet increasing needs in Crawley</i>

Horsham District Council Infrastructure Delivery Plan 2024

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
<p>1x2FE Primary School with special education facility requiring approximately 2.09ha of land <i>and</i></p> <p>1x2FE expandable to 3FE primary school with special education facility at Land West of Ifield requiring approximately 3ha of land.</p>	<p>Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation</p> <p>Strategic Policy HA2 Land West of Ifield</p> <p>(based on 1,600 dwellings in the Plan period and 3,000 dwellings within a 30-year NPPF longer-term vision)</p>	DfE, Developer	£27,760,000*	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential
<p>Contributions to a new SEND education facility if SSCs are not required by WSCC</p> <p>(subject to final locations)</p>	<p>Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation</p> <p>Strategic Policy HA2 Land West of Ifield (based on 1,600 dwellings in the Plan period and 3,000 dwellings within a 30-year NPPF longer-term vision)</p>	WSCC	£1,550,000 (based on 10 pupils)	In line with the phasing of development	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
150 Early Years places (80 within the Plan period) in 2x100 place new full-day care nurseries (subject to final locations)	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA2 Land West of Ifield (based on 1,600 dwellings in the Plan period and 3,000 dwellings within a 30-year NPPF longer-term vision)	WSCC	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further Government funding	Essential
Contributions to Sixth Form provision	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA3 Land North West of Southwater	WSCC	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential
6FE expandable to 8FE Secondary School with special support centre at Land North West of	Guidance from West Sussex County Council on the mitigation	Developer/ DfE	£37,640,000*	In line with the phasing	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Southwater, requiring approximately 8.71ha of land.	requirements generated by the site allocation Strategic Policy HA3 Land North West of Southwater (based on 700 dwellings in the Plan period and 720 dwellings within a 30-year NPPF longer-term vision)			of development	plus further funding from ESFA (DfE) and WSCC (basic need allocations)	
1FE expandable to 2FE primary school with special support centre and Early Years provision at Land North West of Southwater, requiring approximately 2.09ha of land.	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA3 Land North West of Southwater (based on 700 dwellings in the Plan period and 720 dwellings within a 30-year NPPF longer-term vision)	Developer/ DfE	£9,440,000*	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential
Contributions to a new SEND education facility if SSCs are	Guidance from West Sussex County Council on the mitigation	WSCC	£310,000	In line with the phasing	Developer contributions	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
not required by WSCC (subject to final locations)	requirements generated by the site allocation Strategic Policy HA3 Land North West of Southwater (based on 700 dwellings in the Plan period and 720 dwellings within a 30-year NPPF longer-term vision)			of development	from S106/CIL	
35 Early Years places (36 within the Plan period) in 1x50 place new full-day care nursery at Land North West of Southwater	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA3 Land North West of Southwater, Southwater (based on 700 dwellings in the Plan period and 720 dwellings within a 30-year NPPF longer-term vision)	Developer / WSCC	TBD	In line with the phasing of development	Developer contributions plus further Government funding	Essential
Contributions to Secondary School and Sixth Form provision	Guidance from West Sussex County Council on the mitigation	WSCC	TBD	In line with the phasing	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	requirements generated by the site allocation Strategic Policy HA4 Land East of Billingshurst (based on 650 dwellings)			of development	plus further funding from ESFA (DfE) and WSCC (basic need allocations)	
1FE expandable to 2FE primary school with special support centre and Early Years provision at Land East of Billingshurst requiring approximately 2.09ha of land.	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA4 Land East of Billingshurst (based on 650 dwellings)	Developer, DfE	£9,440,000*	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential
Contributions to a new SEND education facility if SSCs are not required by WSCC (subject to final locations)	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation	WSCC	£310,000	In line with the phasing of development	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Strategic Policy HA4 Land East of Billingshurst (based on 650 dwellings)					
33 Early Years places in 1x50 place new full-day care nursery at Land East of Billingshurst	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy HA4 Land East of Billingshurst (based on 650 dwellings)	WSCC, Developer	TBD	In line with the phasing of development	Developer contributions plus further Government funding	Essential
Contributions to Secondary School and Sixth Form provision at Horsham/North Horsham	Guidance from West Sussex County Council on the mitigation requirements generated by the increased housing delivery anticipated on the North Horsham strategic allocation Strategic Policy 37 – (based on additional 500 dwellings at the Land North of Horsham)	WSCC	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Expansion of new primary school at North Horsham site to 2FE or expansion in the school planning area	Guidance from West Sussex County Council on the mitigation requirements generated by the increased housing delivery anticipated on the North Horsham strategic allocation Strategic Policy 37 (based on additional 500 dwellings at the Land North of Horsham)	Developer, WSCC	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential
Contributions to SEND based on 2 pupils (subject to final locations)	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocation Strategic Policy 37 (based on additional 500 dwellings at the Land North of Horsham)	WSCC	£310,000	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
25 Early Years places in a 1x40 place new full day care nursery (40 places in total when combined with Land around Mercer Road) in North Horsham	Guidance from West Sussex County Council on the mitigation requirements generated by the increased housing delivery identified for the North Horsham strategic allocation Strategic Policy 37 (based on additional 500 dwellings at the Land North of Horsham strategic allocation)	WSCC, Developers	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further Government funding	Essential
Contributions to Primary, Secondary and Sixth Form Provision	Guidance from West Sussex County Council on the mitigation requirements generated by the settlement site allocations. It is anticipated that the child product arising from the District-wide settlement site allocations can be accommodated in existing schools and the contributions will meet this demand.	WSCC	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Contributions to SEND based on the cumulative requirements of all the settlement site allocations (totalling 4.82 pupils*) Subject to final locations to be advised by WSCC	Guidance from West Sussex County Council on the mitigation requirements generated by the settlement site allocations. It is anticipated that the child product arising from the District-wide settlement site allocations can be accommodated in existing schools and the contributions will meet this demand.	WSCC	£830,570	In line with the phasing of development	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC (basic need allocations)	Essential
100 Early Years places* (subject to final locations)	Guidance from West Sussex County Council on the mitigation requirements generated by the in-combination effects of the District-wide settlement site allocations	WSCC	£1,380,000	In line with the phasing of development	Developer contributions from S106/CIL plus further Government funding	Essential
23 Early Places in a 1x50 place new full day care nursery to meet the Early Years requirements for the settlement allocations in	Guidance from West Sussex County Council on the mitigation requirements generated by the increased housing delivery	WSCC, Developers	TBD	In line with the phasing of development	Developer contributions from S106/CIL plus further	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Pulborough, Storrington & Sullington and Thakeham (subject to final location)	identified for the North Horsham strategic allocation Strategic Policies HA13 (PLB1, PLB2 & PLB3), HA18 (STO1 & STO2) and HA19 (TH1 & TH2)				Government funding	
Expansion of Ashington School (0.44 ha of land for expansion safeguarded through criterion xix of Policy ASH11: Land West of Ashington School)	Guidance from West Sussex County Council on the mitigation requirements generated by the site allocations Ashington Neighbourhood Plan 2019 - 2031	WSSC / Developer	TBD	In line with the phasing of development	Developer contributions and land secured via S106/CIL plus further funding from ESFA (DfE) and WSSC (basic need allocations)	Essential
ESTIMATED MINIMUM COSTS					£101,785,282	

* The indicative costs for new school facilities are broad estimates, based on the best available information from West Sussex County Council at the time of preparing the Infrastructure Delivery Schedule. It is important to note that the cost estimates come with a range of caveats and more accurate costs will be applied to development proposals on application.

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3.2.3 Health and Social Care

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
New health facility for the north of the District (on allocated land at North Horsham). Delivered as a 'Shell and Core' premises (with associated car parking need provided via S106 contributions)	Identified by NHS Sussex ICB through the Estate Strategy and District Valuer build guidance Delivery of a new GP site on the North Horsham strategic allocation agreed in principle and approved strategically by the NHS. Also considered be able to mitigate the need arising from Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham and Strategic Policy HA10 / HOR2 (Land at Mercer Road),	Primary Care Practice (owner) Supported by NHS Sussex ICB (West Sussex NHS Commissioner)	Delivered as a 'Shell and Core' premises as part of Land North of Horsham with contributions from relevant HDLP allocations <i>£10,380,000 (indicative cost only)</i>	2026 (subject to housing build completions)	Developer contributions from S106/CIL and GP/NHS Sussex ICB funding	Essential
Provision of a new health facility on Land West of Ifield OR Improvements to / Expansion of Crawley surgeries – Subject to NHS Review	Identified by the NHS Sussex ICB through the Estate Strategy and District Valuer build guidance Strategic Policy HA2 Land West of Ifield	Primary Care Practices (owners) Supported by NHS Sussex ICB (West	TBD Developer 'Shell and Core' (and fit out)	2027 - 2030	Developer contributions via S106/CIL or delivery of 'Shell and Core'	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
		Sussex Commissioner)	proposed by NHS		premises - TBD	
Improvements to the Central Horsham Estate to include internal reconfiguration of both Riverside Medical Practice and Park Surgery and extension of Riverside Medical Practice plus improvements to Courtyard and Holbrook Surgeries	Identified by NHS Sussex ICB through Estate Strategy and District Valuer Build guidance Sites in Horsham and surrounding area (Strategic Policies HA10 / HOR1 & HOR2, HA7 / BRH1 and HA20 / WRN1)	Primary Care Practice (owner) supported by NHS Sussex ICB (West Sussex NHS Commissioner)	£1,500,000	2024 – 2035 (subject to housing build completions)	Developer contributions from S106/CIL	Essential
Expansion of Southwater village surgery (site option review in progress – additional site is deemed unlikely, for a 'Shell and Core' request, but site review and planning commencing 2023)	Identified by NHS Sussex ICB through Estate Strategy and District Valuer Build guidance Strategic Policies HA3 (Land North West of Southwater)	Primary Care Practice (owner) supported by NHS Sussex ICB (West Sussex NHS commissioner)	£4,000,000	2024 – 2035 (subject to housing)	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Further reconfiguration and expansion of Billingshurst GP surgery	Identified by NHS Sussex ICB through Estate Strategy and District Valuer Build guidance Strategic Policy HA4 (Land East of Billingshurst)	Primary Care Practice (owner) supported by NHS Sussex ICB (West Sussex NHS Commissioner)	£1,400,000	2024 – 2035 (subject to housing build completions)	Developer contributions from S106/CIL	Essential
Additional site-specific improvements to GP practices throughout the District relating to the settlement site allocations and windfall development	Identified by NHS Sussex ICB through District Valuer working on build costs for size Contributions to improve other GP surgeries in the District would be required from all other settlement site allocations and windfall development. In principle, extending and/or reconfiguring an existing site where possible is the preferred strategy.	Primary Care Practices (owners) supported by NHS Sussex ICB (West Sussex NHS commissioner)	TBD	2024 – 2035 Subject to housing build completions)	Developer contributions from S106/CIL plus potential further funding from GPs/NHS Sussex ICB	Essential
ESTIMATED MINIMUM COSTS (incl. indicative costs for new large medical site in North Horsham)						£17,280,000

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3.2.4 Community and Sports Facilities

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
<p>Provision of allotments as follows:</p> <p>1.3ha at Land West of Ifield (0.69ha in the Plan period)</p> <p>0.43ha at Land North West of Southwater (0.32ha in the Plan period)</p> <p>0.28ha at Land East of Billingshurst</p> <p>0.22ha at Land North of Horsham (0.03ha in the Plan period)</p> <p>Additional allotments to be provided via the settlement site allocations and windfall development – subject to final locations.</p>	<p>Need based on the guidance in the Open Space, Sport and Recreation Review (2021) and Policy 28, emerging HDLP</p> <p>Strategic Policies:</p> <p>HA2 Land West of Ifield</p> <p>HA3 Land North West of Southwater</p> <p>HA4 Land East of Billingshurst</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p> <p>Cumulative impact of settlement site allocations and other development that comes forward within the Plan period</p>	Developers	<p>£646,272</p> <p>(on-site or off-site provision as appropriate)</p>	In line with the phasing of development	Delivered alongside development or off-site (as appropriate) with an ongoing programme for maintenance (S106)	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
<p>Facilities for children (in the form of playgrounds / landscaped areas of play) as follows:</p> <p>0.36ha at Land West of Ifield (0.19ha in the Plan period)</p> <p>0.12ha at Land North West of Southwater (0.09ha in the Plan period)</p> <p>0.08ha at Land East of Billingshurst</p> <p>0.06ha at Land North of Horsham (0.01ha in the Plan period)</p> <p><i>Plus</i></p> <p>Additional / improvements to existing facilities for children to be provided via the settlement site allocations and windfall</p>	<p>Need based on the guidance in the Open Space, Sport and Recreation Review (2021) and Policy 28, emerging HDLP. Also based on Recommendation 12 (R12) in the Built Sports Facilities Strategy (2019) Action Plan.</p> <p>Strategic Policies:</p> <p>HA2 Land West of Ifield</p> <p>HA3 Land North West of Southwater</p> <p>HA4 Land East of Billingshurst</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p> <p>Cumulative impact of settlement site allocations and other</p>	Developers	£3,051,840 (on-site or off-site provision as appropriate)	In line with the phasing of development	Delivered alongside development or off-site (as appropriate) with an ongoing programme for maintenance (S106)	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
development – subject to final locations.	development that comes forward within the Plan period					
<p>Facilities for young people (in the form of skate parks/bike tracks/open access ball courts) as follows:</p> <p>0.29ha at Land West of Ifield (0.15ha in the Plan period)</p> <p>0.10ha at Land North West of Southwater (0.07ha in the Plan Period)</p> <p>0.06ha at Land East of Billingshurst</p> <p>0.05ha at Land North of Horsham (0.01ha in the Plan period)</p> <p><i>Plus</i></p> <p>Additional/improvements to existing facilities for young people</p>	<p>Need based on the guidance in the Open Space, Sport and Recreation Review (2021) and Policy 28, emerging HDLP. Also based on Recommendation 12 (R12) in the Built Sports Facilities Strategy (2019) Action Plan.</p> <p>Strategic Policies:</p> <p>HA2 Land West of Ifield</p> <p>HA3 Land North West of Southwater</p> <p>HA4 Land East of Billingshurst</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p>	Developers	£2,441,472 (on-site or off-site provision as appropriate)	In line with the phasing of development	Delivered alongside development or off-site (as appropriate) with an ongoing programme for maintenance (S106)	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
to be provided via the settlement site allocations and windfall development – subject to final locations.	Cumulative impact of settlement site allocations and other development that comes forward within the Plan period					
<p><i>To be included within the Multi-functional Greenspace requirement:</i> Provision of playing pitches (natural and artificial grass pitches, including 3G) to meet identified needs across football, cricket, rugby, stoolball and hockey (specific hockey requirements also detailed below) with changing and ancillary facilities</p> <p>Final locations TBD but MUGAs are expected to be delivered on all of the strategic site allocations with 3G football pitches expected to be delivered at Land West of Ifield</p>	<p>Need based on the guidance in the Open Space, Sport and Recreation Review (2021), the Playing Pitch Strategy (2019) and Policy 28, emerging HDLP.</p> <p>Strategic Policies:</p> <p>HA2 Land West of Ifield</p> <p>HA3 Land North West of Southwater</p> <p>HA4 Land East of Billingshurst</p>	Developers / Partnership organisations	<p>Capital costs: £7,406,008</p> <p>Annual lifecycle costs: £438,668</p>	In line with the phasing of development	On-site provision and/or developer contributions via S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Dedicated hockey facilities in and around Horsham and the Billingshurst sub-area – anticipated that provision would form part of the strategic site allocation at Land North West of Southwater (subject to further consideration)	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and the Playing Pitch Strategy (2019). HA3 Land North West of Southwater plus other District-wide strategic and settlement site allocations and windfall development over the Plan period	Developers / Partnership organisations	Contained within above indicative costs	TBD	On-site provision and/or developer contributions from S106/CIL	Essential
Provision of sports halls – final locations TBD but anticipated to be contained within the strategic site allocations	Need based on the guidance in the Open Space, Sport and Recreation Review (2021), the Built Sports Facilities Strategy (2019) and Policy 28, emerging HDLP. Cumulative impact of the District-wide strategic and settlement site allocations and windfall development	Developers / Partnership organisations	£6,711,327 (indicative cost from the Sport England Facility Calculator) based on population growth)	In line with the phasing of development	On-site provision and/or developer contributions via S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Additional swimming pool capacity (new pool/additional lanes). It is anticipated that the provision of any such facilities would be provided as part of the strategic site allocations and early indications from an emerging Sport England commissioned Study suggest Land West of Ifield would be a suitable location (subject to further consideration)	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and Recommendation 1 (R1) of the Built Sports Facilities Strategy (2019) Action Plan. Cumulative impact of the District-wide strategic and settlement site allocations and windfall development	Developers / Partnership organisations	£7,430,964 (indicative cost from the Sport England Facility Calculator) based on population growth)	TBD	On-site provision and/or developer contributions from S106/CIL	Essential
Dedicated gymnastics / trampolining facilities to principally serve Horsham town but also the south east of the District - anticipated that provision could form part of the strategic site allocations and/or market provision within an existing settlement/brownfield site (subject to further consideration)	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and Recommendation 9 (R9) of the Built Sports Facilities Strategy (2019) Action Plan.	Developers / Partnership organisations	TBD	TBD	On-site provision and/or developer contributions from S106/CIL	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
New athletics track (re-provisioning of the Broadbridge Heath athletics track – subject to further consideration)	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and Recommendation 11 (R11) of the Built Sports Facilities Strategy (2019) Action Plan	Developers / Partnership organisations	TBD	TBD	On-site provision and/or developer contributions from S106/CIL	Desirable
Enhancements to existing amenity and play spaces (particularly those identified as low quality or serving existing gaps in catchments)	Based on the Strategic Recommendations 1 – 4 (Part 10) in the Open Space, Sport and Recreation Review 2021 District-wide strategic and settlement site allocations and windfall development	Developers / Parish Councils / Horsham District Council	TBD	TBD	On-site provision and/or developer contributions from S106/CIL	Essential
Provision of additional playing pitches and enhancement of existing pitches and infrastructure e.g. through maintenance and investment of pitches,	In accordance with the Open Space, Sport and Recreation Review (2021). Also based on the recommendations and Action	Developers / Parish Councils / Horsham	£984,764 (indicative cost from the Sport England	TBD	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
replacement and refurbishment of AGPs or drainage improvements District-wide and subject to final locations	Plan contained within the Playing Pitch Strategy (2019). Cumulative impact of settlement site allocations and other development that comes forward in the Plan period	District Council	Facility Calculator) based on population growth)			
Replacement of the Sports Hall at Billingshurst Leisure Centre	Recommendation 7 (R7) of the Built Sports Facilities Strategy (2019) Action Plan.	West Sussex County Council	£1,500,000	TBD but anticipated in the longer term	WSCC / External funding including developer contributions via S106/CIL	Desirable
Replacement of the Pavilions in the Park	Recommendation 8 (R8) of the Built Sports Facilities Strategy (2019) Action Plan.	Organisations in partnership with Horsham District Council	£5-20million	TBD but anticipated in the longer term	Horsham District Council funding plus external funding including developer	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
					contributions via S106/CIL	
New community facility at Land West of Ifield	District-Wide Community Facilities Assessment Strategic Policy HA2 Land West of Ifield	Developer / Crawley Borough Council	On-site delivery of built facility	TBD	Built facility	Essential
Expansion/enhancement of Southwater Leisure Centre of Southwater Village Hall	District-Wide Community Facilities Assessment Strategic Policy HA3 Land North West of Southwater	Southwater Parish Council / Developer	£234,748	TBD	Developer contributions from S106/CIL	Essential
Expansion/enhancement of community facilities serving Billingshurst: Billingshurst Community and Conference Centre / Billingshurst Women's Hall / Adversane Village Hall	District-Wide Community Facilities Assessment Strategic Policy HA4 Land East of Billingshurst	Billingshurst Parish Council / Developer	£169,541	TBD	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Additional library offer at Land West of Ifield / existing Kilnwood Vale strategic site	<p>Guidance from West Sussex County Council on library provision required as a result of development. Subject to further assessment, a new facility at Land West of Ifield. The facility that has been secured at Kilnwood Vale would need further consideration given close proximity.</p> <p>Strategic Policy HA2 Land West of Ifield</p>	West Sussex County Council	£100,000	TBD	On-site provision via S106/CIL (subject to WSCC agreement)	Desirable
Improved Horsham Library offer	<p>Guidance from West Sussex County Council on library provision required as a result of development as a result of Strategic Policy HA3</p> <p>Land North West of Southwater. There is an existing Tier 6 library which is in a shared building with the Parish and is not capable of</p>	West Sussex County Council	TBD	TBD	Developer contributions from S106/CIL	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	expansion, therefore contributions would be required towards Horsham Library.					
Improved Billingshurst Library offer	Guidance from West Sussex County Council on library provision required as a result of development. Strategic Policy HA4 Land East of Billingshurst	West Sussex County Council	TBD	TBD	Developer contributions from S106/CIL	Desirable
Expansion of the facilities to be provided at North Horsham or improved Horsham Library offer	Guidance from West Sussex County Council on potential library provision required as a result of development. Strategic Policy 37 - Additional 500 dwellings at Land at North of Horsham	West Sussex County Council	TBD	TBD	On-site provision or developer contributions from S106/CIL (subject to WSCC agreement)	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Contributions to nearest library facilities	Guidance from West Sussex County Council suggests the settlement site allocations would require contributions to mitigate the impact of development, although no new facilities would be required.	West Sussex County Council	TBD	TBD	Developer contributions from S106/CIL	Desirable
ESTIMATED MINIMUM COSTS						£50,676,936*

**Total estimated minimum costs exclude annual lifecycle costs*

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3.2.5 Green Infrastructure

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
<p>Provision of Multi-functional Greenspace:</p> <p>31.6ha at Land West of Ifield (16.86ha in the Plan period)</p> <p>10.54ha at Land North West of Southwater (7.74ha in the Plan period)</p> <p>6.85ha at Land East of Billingshurst</p> <p>5.27 ha at Land North of Horsham (0.63ha in the Plan period)</p>	<p>Need based on the guidance in the Open Space, Sport and Recreation Review (2021) and Policy 28, emerging HDLP</p> <p>Strategic Policies: HA2 Land West of Ifield</p> <p>HA3 Land North West of Southwater</p> <p>HA4 Land East of Billingshurst</p> <p>Strategic Policy 37 – Additional 500 dwellings at Land North of Horsham</p>	Developers	See below	In line with the phasing of development	Delivered alongside development or off-site (as appropriate) with an ongoing programme for maintenance (S106/CIL)	Essential
Provision of additional Multi-Functional Greenspace (formed of Parks & Gardens, Amenity Greenspace and Natural and Semi-natural Greenspace)	Need based on the guidance and Strategic Recommendations 1 – 4 (Part 10) contained within the Open Space, Sport and	Developers / organisations in partnership Horsham	Total indicative cost for the whole Plan	In line with the phasing of development	Delivered alongside development of the sites with an ongoing	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
<p>OR</p> <p>Enhancements to existing open spaces (natural greenspaces and parks and gardens) (particularly those identified as low quality or serving existing gaps in catchments)</p> <p>Subject to final locations within the District or enhancements to existing facilities</p>	<p>Recreation Review (2021) and Policy 28, emerging HDLP</p> <p>Cumulative requirements of the settlement site allocations and other windfall development that comes forward within the Plan period</p>	District Council	<p>period: £39,404,640</p> <p>On-site / off-site provision or developer contributions via S106 / CIL as appropriate</p>		<p>programme for maintenance OR contributions to the enhancement of existing MFGS / off-site provision via S106 / CIL. TBD as appropriate.</p>	
<p>Flood risk alleviation</p> <ul style="list-style-type: none"> - Reduction of on-site flood risk at Land West of Ifield and measures to ensure flood risk is not increased elsewhere - Opportunities for Natural Flood Management (NFM) 	<p>Crawley Borough and Upper Mole Catchment Level 1 Strategic Flood Risk Assessment / Flood Modelling</p> <p>Advice received from the Environment Agency</p>	Developer / Environment Agency	TBD	2022 - 2039	Developer contributions from S106 / FCERM Grant in Aid / Partnership funding	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
in the Upper River Mole Catchment	Strategic Policies HA2 Land West of Ifield, and other potential sites as appropriate					
District-wide Green infrastructure network – protected, conserved, enhanced and joined to improve biodiversity and climate change resilience, taking into account the need to deliver biodiversity net gains and the strategic level Nature Recovery Network that is being established, which may include land acquisitions	Strategic Policy 30: Green Infrastructure, emerging HDLP and Biodiversity / Wilder Horsham District Partnership and to meet the provisions of the Environment Act Horsham District Council Green Infrastructure Strategy (2014) and Addendum (January 2021) District-wide strategic and settlement site allocations	Developers / land owners / HDC / Sussex Local Nature Partnership (member bodies including WSCC)	TBD Existing committed funding from Horsham District Council of £571,000 for the Wilder Horsham District Programme	TBD	Government grant / other grant funding / developer contributions from S106/CIL	Essential
District-wide SNAP (Shared Nitrogen Action Plan) interventions e.g. mulching to improve tree health and resilience	Horsham Local Plan Habitats Regulations Assessment (2022)	Horsham District Council / SDNP Authority / Natural	TBD	TBD	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	(Impacts of increased traffic levels (nitrogen pollution) on the Mens SAC) District-wide strategic and settlement site allocations	England joint working				
ESTIMATED MINIMUM COSTS						£39,975,640

3.2.6 Emergency Services

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Costs	Delivery Timescales	Funding Sources	Importance to Strategy
Refurbishment of Horsham Police Station (Hurst Road) to accommodate additional officers and staff to support development*	Identified by Sussex Police to accommodate additional staff required to meet the demands created by the growth associated	Sussex Police	£3,200,000	2024/25 – 2025/26	Sussex Police capital budget and capital funding from other sources	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Costs	Delivery Timescales	Funding Sources	Importance to Strategy
(see note below)	with the strategic and settlement site allocations				including developer contributions from S106/CIL	
New Horsham Police Station* (see note below) Location TBD	Sussex Police has identified a potential need for a new police station in Horsham. Also identified in the Horsham District Growth Deal (2018-2023). Cumulative impact of existing requirements and strategic and settlement site allocations	Sussex Police		2024/25 – 2025/26	Sussex Police capital budget and capital funding from other sources including developer contributions from S106/CIL	Desirable
Mowbray Village community centre Neighbourhood Policing team office	Identified by Sussex Police in order to provide policing to the major development at Land North of Horsham, including the additional 500 dwellings (Strategic Policy 37)	Sussex Police		TBD	Developer contributions from S106 / CIL	Desirable
9 additional police vehicles to meet demand from strategic and settlement site allocations.	Preliminary advice provided by Sussex Police on the contributions required towards additional police	Sussex Police	£306,000	2022 - 2039	Joint Transport Service budget and capital	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Costs	Delivery Timescales	Funding Sources	Importance to Strategy
Replacement required after 4 years.	vehicles to meet the increased demands on the police service as a result of the strategic and settlement site allocations. Sussex Police advise that there is currently no capacity to provide additional vehicles in line with development growth at present as there is insufficient funding within the police's revenue income to take on the capital cost of the additional vehicles.				funding from other sources (including CIL, subject to further consideration)	
<p>Automatic Number Plate Recognition (ANPR) Cameras – fixed sites</p> <p>ANPR improvement to manage cumulative impact of site allocations</p> <ol style="list-style-type: none"> 1. A272 between Billingshurst and Buck Barn crossroads 2. A29 Billingshurst Road 3. A264 Barns Green 4. Rusper Village 	Identified by Sussex Police through consultation with the Roads Policing team and Sussex/Surrey ANPR Manager. The number and location of cameras is driven by the scale and location of new development and the road network in the area.	Sussex Police	£92,500	2024-2038	Sussex Police capital budget and capital funding from other sources (including CIL, subject to further consideration)	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Costs	Delivery Timescales	Funding Sources	Importance to Strategy
5. A283 Steyning Road 6. Faygate Lane, near railway bridge 7. A264, North of Park Lane 8. A281 Lower Beeding 9. A281 Henfield, High Street near southern roundabout 10. Partridge Green, east end of High Street 11. A29/A283, Pulborough, Swann Corner area						
Mobile ANPR kits fitted into new police vehicles	Preliminary advice provided by Sussex Police on the contributions required towards equipping additional police vehicles to meet the increased demands on the police service as a result of the strategic and settlement site allocations	Sussex Police	£90,000	2022-2039	Joint Transport Service budget and capital funding from other sources (including CIL, subject to further consideration)	Desirable
Expansion of existing Community First Responder (CFR) Schemes in Horsham, Southwater, Partridge	Mapping and analysis undertaken by SECamb on the cumulative	SECamb	£1,150 set up costs for each new	TBD	Capital funding through a range of	Desirable

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Costs	Delivery Timescales	Funding Sources	Importance to Strategy
Green, Crawley, Billingshurst and Ashington	impact of strategic and settlement site allocations		team member		sources including SECamb funding, charitable funding, grants and CIL (subject to further consideration)	
Improvements to or replacement of Billingshurst Ambulance Community Response Post (ACRP)	Mapping and analysis undertaken by SECamb on the cumulative impact of strategic and settlement site allocations	SECamb	TBD	TBD	SECamb funding plus funding from other sources including developer contributions from S106/CIL, and charitable funding and grants	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Costs	Delivery Timescales	Funding Sources	Importance to Strategy
Additional development and redevelopment of Crawley, Horsham, Billingshurst and Partridge Green Fire Stations including additional training facilities and equipment (plus additional Community Fire Safety resource and equipment at Horsham Fire Station)	Initial guidance from West Sussex County Council suggesting that the further demand placed on West Sussex Fire and Rescue Service as a result of development requires additional resources Cumulative impact of the strategic and settlement site allocations	WSFRS / WSCC	TBD	TBD	Central Government funding, council tax precept and developer contributions from S106/CIL	Essential
Development of Storrington, Henfield and Steyning Fire Stations (including the provision of training facilities and equipment)	Guidance from West Sussex County Council advising that further demand placed on West Sussex Fire and Rescue Services as a result of development requires additional resources Cumulative impact of settlement site allocations	WSFRS / WSCC	TBD	TBD	Central Government funding, council tax precept and developer contributions from S106/CIL	Essential
ESTIMATED MINIMUM COSTS						£3,688,500

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** Sussex Police has identified a potential need for a new police station in Horsham or alternatively a refurbishment of the existing Hurst Road site. At the time of writing no decision has been made on this issue and both potential projects have been identified in the Infrastructure Delivery Schedule. It is expected that development would only be required to mitigate its own impact on policing services, which would need to be robustly evidenced at the time of consideration. The indicative costs identified have been provided by Sussex Police.*

3.2.7 Utilities and Waste

Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Potential expansion of Horsham and Crawley Household Waste Recycling Sites (HWRS)	Initial guidance from West Sussex County Council suggests that the cumulative impact of proposed development could require improvements to and expansion of the HWRS. Cumulative impact of strategic and settlement site allocations plus West of Ifield (creating a requirement for mitigation for impacts on the Crawley HWRS)	WSCC	TBD	TBD	Developer contributions from S106/CIL	Essential
New Waste Transfer Station Location TBD	Initial guidance from West Sussex County Council suggests that the scale of development could require a new waste transfer station located within the District (the current station is in Burgess Hill)	WSCC	TBD	TBD	TBC	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Cumulative impact of District-wide strategic and settlement site allocations					
District-wide electricity network reinforcement probably with a large proportion expected to be required at Bolney Grid substation	Initial guidance from UK Power Networks following review of sites proposed for allocation. Development of the Electricity Distribution Network Infrastructure to enable the housing allocations. District-wide strategic and settlement site allocations	UK Power Networks UK Power Networks Alliance Partners Local authorities	£2-4 million	2022-2036	Part-funded by connectees and part-funded by UK Power Networks. Reinforcement in accordance with Common Charging Connection Methodology	Critical
Replacing 75MVA transformer with new 90MVA transformer at	Initial guidance from SSEN following review of sites proposed for allocation. Required for resilience and security of supply.	SSEN	£891,000	2022-2023	SSE	Critical

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
Chichester Bulk Supply Point	District-wide strategic and settlement site allocations.					
Five Oaks and Plaistow 33kV circuit reinforcement	Initial guidance from SSEN following review of sites proposed for allocation. Required for resilience and security of supply. District-wide strategic and settlement site allocations.	SSEN	£5.4 million	2023 completion	SSE	Critical
Wastewater network reinforcement Various locations	Preliminary advice provided by Southern Water following local network capacity assessment Strategic Policies HA3 Land North West of Southwater, HA4 Land East of Billingshurst, and the settlement site allocations at Henfield (HA9 / HNF1), Broadbridge Heath (HA7 / BRH1), Horsham (HA10 / HOR1, HOR2), Steyning (HA17 / STE1),	Southern Water	£434 per property (£995,162) plus site-specific charges	Within 24 months of planning consent (with occupation to be phased to align with delivery of network reinforcement)	New infrastructure charge	Critical

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
	Storrington & Sullington (HA18 / STO2)					
WWTW revised DWF Permit and capacity upgrades Billingshurst	Planned growth Strategic Policy HA4 Land East of Billingshurst	Southern Water	TBD	2020-2025 – occupation should be phased to align with delivery of network reinforcement	Southern Water Business Plan	Critical
Water efficiency initiatives, e.g. retrofitting water efficient devices, rainwater harvesting and greywater recycling schemes Various locations	Based on recommendations in the Horsham Local Plan Habitats Regulations Assessment (2022) and the Gatwick Sub-Region Water Cycle Study (2020). District-wide strategic and settlement site allocations	Horsham District Council / Southern Water / Thames Water joint working (with input from other organisations)	TBD	TBD	Developer contributions from S106/CIL and/or on-site measures implemented by developers	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
		such as Waterwise and the Environment Agency) and Developers				
Local upgrades and strategic network and sewage treatment works upgrades Various locations	Preliminary advice provided by Thames Water following review of sites proposed for allocation. Thames Water advise that an infrastructure delivery and phasing plan will be required to support this development which will require liaison between the developer and Thames Water. Strategic Policy HA2 Land West of Ifield	Thames Water	TBD	TBD	Thames Water Strategic Business Plan	Critical
Water efficiency initiatives e.g. retrofitting water efficient devices, rainwater	Based on recommendations in the Horsham Local Plan Habitats Regulations Assessment (2022)	Horsham District Council / Southern	TBD	TBD	Developer contributions from S106/CIL	Essential

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Infrastructure Project and Location	Justification Evidence / Planned Development Depending on Project	Provider / Delivery Lead	Indicative Cost	Delivery Timescales	Funding Sources	Importance to Strategy
harvesting and greywater recycling schemes Various locations	and the Gatwick Sub-Region Water Cycle Study (2020) District-wide strategic and settlement site allocations	Water / Thames Water joint working (with input from other organisations such as Waterwise and the Environment Agency) and Developers			and/or on-site measures implemented by developers	
ESTIMATED MINIMUM COSTS					£22,109,400	
EARLY ESTIMATED MINIMUM INFRASTRUCTURE COSTS IN TOTAL					£287,610,058**	

***The estimated costs contained within this Schedule (where they have been provided by infrastructure providers or provided as an indication of equivalent costs where on-site provision is expected) are provided as a guide to demonstrate the scale of potential costs of delivering the infrastructure required to support the proposed development over the Plan period.*

Part 4: Appendices

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Part 4: Appendices

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4.3 Evidence Base Documents

- A Green Future: Our 25 Year Plan to Improve the Environment (HM Government, 2018)
- Air quality and emissions mitigation guidance for Sussex (2021)
- Arun and Western Streams Catchment Flood Management Plan 2009
- Bus Back Better: national bus strategy for England (2021)
- Coastal West Sussex CCG Annual Report and Accounts 2020/21
- Commissioning Better Outcomes for West Sussex: A Commissioning Strategy for WSCC
- Crawley Borough and Upper Mole Catchment Level 1 Strategic Flood Risk Assessment 2020
- DfE Securing developer contributions for education 2019
- DfT Great British Railways: The Williams-Shapps Plan for Rail
- DfT Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure
- DfT Manual for Streets
- Environmental Improvement Plan (HM Government, 2023)
- Future Telecoms Infrastructure Review (DCMS, 2018)
- Gatwick Sub-Region Water Cycle Study (August 2020)
- Go-Ahead Climate change strategy July 2021
- Go-Ahead The Next Billion Journeys Strategy 2022
- HDC Authority Monitoring Report (AMR) 2020/21
- HDC Biodiversity and Green Infrastructure Planning Advice Note 2022
- HDC Built Sports Facility Strategy 2019
- HDC Community Infrastructure Levy Rate Summary 2023
- HDC Council Plan 2023-2027
- HDC District-Wide Community Facilities Assessment (February 2021)
- HDC Electric Vehicle Charge Point Strategy
- HDC Habitats Regulations Assessment Screening Report (2019)
- HDC Golf Supply and Demand Assessment December 2022
- HDC Green Infrastructure Study 2014
- HDC Addendum: Green Infrastructure Strategy 2014 – Jan 2021
- HDC Green Space Strategy 2013-2023
- HDC Local Cycling and Walking Infrastructure Plan (LCWIP) 2020
- HDC Local Plan Viability Study June 2022
- HDC Open Space, Sport and Recreation Review (June 2021)
- HDC Play Strategy 2017-2027
- HDC Playing Pitch Strategy 2019
- HDC Sport and Physical Activity Strategy 2016-2031
- High Weald AONB Management Plan 2019-2024
- Horsham Carbon Audit 2022

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- Horsham Transport Study 2022
- Horsham District Nature Recovery Network report 2021
- Horsham Local Plan Habitats Regulations Assessment (2022)
- Horsham Strategic Flood Risk Assessment (SFRA) Update January 2020
- Joint Materials Resource Management Strategy for West Sussex (2005-2035)
- Local Football Facility Plan (Football Foundation 2019)
- Net Zero Strategy: Build Back Greener (HM Government, October 2021)
- Network Rail 2022 Southern Delivery Plan Update
- Network Rail Investment in Stations: A guide for promoters and developers 2017
- Network Rail Railway Upgrade Plan: South East 2017/18
- Network Rail South East Route Strategic Plan 2018
- Network Rail South East Route: Sussex Area Route Study 2015
- Network Rail Strategic Business Plan (2019-2024)
- NHS Long Term Plan
- Northern West Sussex Economic Growth Assessment 2020
- Northern West Sussex Economic Growth Assessment: Focused Update for Horsham (November 2020)
- Northern West Sussex Strategic Housing Market Assessment (November 2019)
- Our Waste, Our Resources: A Strategy for England (HM Government, 2018)
- Project Gigabit: Phase One Delivery Plan (DCMS, 2021)
- River Adur Catchment Flood Management Plan 2009
- Scottish & Southern Electricity Networks RIIO-ED2 Business Plan
- SGN Long Term Development Statement 2022
- SGN RIIO-GD2 Business Plan 2021 – 2026
- South East Coast Ambulance Service Five Year Strategic Plan 2017-2022
- South East Coast Ambulance Service Quality Account 2020-21
- South East Coast Ambulance Service Sustainable SECamb
- Southern Water Asset Management Plan 7
- Southern Water Business Plan 2020-2025
- Southern Water Drainage and Wastewater Management Plans (DWMPs) Delivery Plan 2019
- Southern Water Drainage and Wastewater Management Plan (DWMP) Consultation Draft (2022)
- Southern Water DWMP Prioritised Investment Needs: Arun and Western Streams
- Southern Water Drought Plan 2019
- Southern Water New Connection Services: Charging Arrangements 2020-2021
- Southern Water: Water Resource Management Plan 2020-2070
- Sport England Active Places Power Tool

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- SSE PLC Sustainability Report 2022
- Statutory Biodiversity Metric: User Guide (draft) November 2023 (Defra, 2023)
- Sussex Health and Care Partnership: West Sussex – Our vision for a healthier future 2025
- Sussex Health and Care Partnership: West Sussex - Our Sussex Population Health Strategy
- Sussex Health and Care Partnership: West Sussex – Place-Based Response to the Long Term Plan 2019
- Sussex North Water Neutrality Study: Part C (November 2022)
- Sussex PCC Medium Term Financial Strategy 2022/26
- Sussex Police & Crime Plan 2021/24
- Sussex Police: Delivery Plan 2021
- Sussex Police & Crime Plan 2021/24
- Thames Water Asset Management Plan 2020-2025
- Thames Water Drainage and Wastewater Management Plan 2025-2050
- The West Sussex Digital Strategy
- The West Sussex Plan 2017-2022
- TfSE: A 30 Year Transport Strategy for the South East
- TfSE: Draft Strategic Investment Plan for the South East
- UK Digital Strategy 2022 (DCMS)
- UK Power Networks - Business Plan 2015-2023
- UK Power Networks RIIO-ED2 Business Plan 2023-2028
- Upper Mole Strategic Flood Risk Assessment (SFRA) September 2020
- Water Neutrality Study: Part B (April 2022)
- West Sussex Adult Social Care Strategy 2022 - 2025
- West Sussex Bus Strategy 2018-2026
- West Sussex Care Guide 2022/23
- West Sussex Cycling Design Guide: A Guide for Developers, Planners and Engineers (August 2019)
- West Sussex Fire and Rescue Service's Community Risk Management Plan (CRMP) 2022-2026
- West Sussex Inter-Authority Air Quality Group Breathing Better: A partnership approach to improving air quality in West Sussex
- West Sussex Joint Minerals Local Plan 2018
- West Sussex LLFA Policy for the Management of Surface Water (November 2018)
- West Sussex Transport Plan 2022-2036
- West Sussex Walking and Cycling Strategy 2016-2026
- West Sussex Waste Local Plan 2014-2031
- WSCC Bus Service Improvement Plan (2021)
- WSCC Climate Change Strategy 2020-2030
- WSCC Digital Infrastructure – background information for Local Plan Policies (2021)
- WSCC Digital Strategy

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- WSCC Economy Reset Plan 2020- 2024
- WSCC Electric Vehicle Strategy 2019 - 2030
- WSCC Highway Infrastructure Asset Management Policy 2020-2022
- WSCC Highway Infrastructure Asset Management Strategy 2020 to 2022
- WSCC IT Strategy
- WSCC Planning School Places 2024
- WSCC Public Rights of Way Improvement Plan 2018-2028
- WSCC Rights of Way Management Plan (2018-2028)
- WSCC SEND Developer Contribution Requirements as a Statutory Education Provider (Dec 2020)
- WSCC Special Educational Needs and Disability (SEND) and Inclusion Strategy 2019-2024
- Wilder Horsham District End of Year Report 20-21

4.4 List of Abbreviations and Acronyms

- | | | | |
|--------|--|---------|--|
| • 3Rs | Recycling, Recovery & Renewable Energy | • CARS | Croydon Area Remodelling Scheme |
| • ACRP | Ambulance Community Response Post | • CCG | Clinical Commissioning Group |
| • AED | Automated External Defibrillator | • CFMP | Catchment Flood Management Plan |
| • AMP | Asset Management Plan | • CFR | Community First Responder |
| • AMR | Authority Monitoring Report | • CIL | Community Infrastructure Levy |
| • ANPR | Automatic Number Plate Recognition | • CWZ | Core Walking Zone |
| • AONB | Area of Outstanding Natural Beauty | • DCA | Double Crewed Ambulance |
| • ATP | Artificial Turf Pitch | • DCMS | Department for Digital, Culture, Media & Sport |
| • BCIS | Building Cost Information Service | • Defra | Department for Environment, Food & Rural Affairs |
| • BMUP | Brighton Mainline Upgrade Programme | • DNO | Distribution Network Operator |
| • BRT | Bus Rapid Transit | • EA | Environment Agency |

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• ESFA	Education and Skills Funding Agency	• NMU	Non-motorised User
• HDC	Horsham District Council	• NPPF	National Planning Policy Framework
• HDPF	Horsham District Planning Framework	• ONS	Office for National Statistics
• HWRS	Household Waste Recycling Site	• PAD	Public Access Defibrillator
• ICB	Integrated Care Board	• PAN	Published Admission Numbers
• ICS	Integrated Care System	• PRI	Pressure Reduction Installation
• IDP	Infrastructure Delivery Plan	• PRoW	Public Right of Way
• IFS	Infrastructure Funding Statement	• RIS	Road Investment Strategy
• LCWIP	Local Cycling and Walking Infrastructure Plan	• SASH	Sussex and Surrey Healthcare NHS Trust
• LEPs	Local Enterprise Partnerships	• SDNPA	South Downs National Park Authority
• LFFN	Local Full Fibre Networks	• SECamb	South East Coast Ambulance Service
• LLFA	Lead Local Flood Authority	• SEND	Special Educational Needs and Disabilities
• MaaS	Mobility as a Service	• SFRA	Strategic Flood Risk Assessment
• MCA	Minerals Consultation Area	• SNAP	Shared Nitrogen Action Plan
• MFGS	Multi-Functional Greenspace	• SRN	Strategic Road Network
• MP	Medium Pressure	• SSEN	Scottish and Southern Electricity Networks
• MPA	Minerals Planning Authority	• SuDS	Sustainable Drainage Systems
• MRC	Make Ready Centre	• SWMP	Surface Water Management Plan
• MRF	Materials Recycling Facility	• TBD	To be determined
• MRN	Major Road Network	• TfL	Transport for London
• MSA	Minerals Safeguarding Area	• TfSE	Transport for the South East
• MUGA	Multi-Use Games Area	• TOC	Train Operating Company

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- TRS Transmission Reduction Station
- UKPN UK Power Networks
- WCA Waste Collection Authority
- WPA Waste Planning Authority
- WSCC West Sussex County Council
- WSFRS West Sussex Fire and Rescue Service
- WTS Waste Transfer Station
- MSW Municipal Solid Waste

4.5 Glossary

Affordable Housing: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following types set out in the NPPF (20);

- a) Affordable housing for rent
- b) Starter homes
- c) Discounted market sales housing
- d) Other affordable routes to home ownership

Bus Rapid Transit (BRT): High quality bus-based public transport system that delivers fast and cost-effective services at metro-level capacities, often typified through the use of dedicated lanes and bus

priority routes, smart ticketing and faster and more frequent services than standard bus services.

Community Infrastructure Levy (CIL): The Community Infrastructure Levy is a levy that local authorities in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want - for example, new or safer road schemes, park improvements or a new health centre. The Council adopted its CIL charging schedule in October 2017.

Duty to Co-operate: Local authorities have a legal duty to co-operate with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and reflected in their Local Plan. The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the duty to cooperate, legal and procedural requirements, and whether it is sound. Although there is a legal duty to co-operate, there is no legal requirement to agree.

Green Infrastructure: A term used to describe a multi-functional and connected network of green spaces, water and other environmental features in urban and rural areas. It includes trees, parks, road verges, allotments, cemeteries, woodlands, rivers, wetlands, and green corridors including public rights of way. Green Infrastructure can contribute to the provision of 'ecosystem services'. This includes flood protection, water purification, carbon storage, land for food production, places for recreation, benefits to health and wellbeing benefits, landscape and nature conservation.

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Highway Authority: National Highways are the body responsible for the administration and maintenance of trunk roads, including all motorways in England.

Horsham District Planning Framework (HDPF): The HDPF is the current overarching planning document for Horsham District, and was adopted in 2015. The HDPF sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs of the whole District, as well as looking beyond the district's boundaries. The new Local Plan will replace this document.

Household Waste Recycling Site: A facility which allows the public to dispose of household waste and items that cannot be collected by local waste collection schemes such as bulky waste.

Infrastructure: A collective term for structures, services and facilities such as roads, electricity, sewerage, water, education and health provision required for society and the economy to function.

Inspector: Individual appointed by the Secretary of State and reporting to the Council. Responsible for overseeing the independent examination of the plan, a public discussion of selected issues raised by respondents at the Proposed Submission/Publication stage of representations on the Local Plan documents(s).

Local Cycling and Walking Infrastructure Plan (LCWIP): A strategic document produced in line with the Government's Cycling and Walking Investment Strategy 2016 which identifies networks of key walking and cycling routes, based on potential and future demand. Networks are

identified in readiness for funding bids and to allow investment to be targeted correctly. The plans also help ensure walking and cycling networks meet core design outcomes.

Local Enterprise Partnership (LEP): A LEP is a business-led partnership between local authorities and businesses that plays a central role in determining local economic priorities and undertakes activities to drive economic growth, investment and the creation of local jobs. The Coast to Capital LEP is focused in the Gatwick Diamond area.

Local Highway Authority: The body responsible for the administration and maintenance of local public roads (excluding trunk roads and all motorways) within a particular area. West Sussex County Council is the local highway authority for the Horsham District.

Local Plan: Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure - as well as a basis for safeguarding the environment, adapting to climate change and securing good design for the area they cover. They are a critical tool in guiding decisions about individual development proposals as Local Plans (together with any Neighbourhood Development Plans that have been made) are the starting-point for considering whether applications can be approved. It is important for all areas to put an up-to-date Local Plan in place to positively guide development decisions.

Mobility as a Service (MaaS): The integration of various forms of transport services into a single mobility service, accessible on demand.

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Make Ready Centre: SECAmb post where ambulances are prepared by cleaning, re-stocking and checking equipment at the beginning and end of each shift.

Mechanical Biological Treatment: A combination of biological and physical processes used to divert biodegradable municipal solid waste from landfill to help protect the environment and reduce the amount of greenhouse gas emitted from landfill sites.

Minerals Planning Authority (MPA): The planning authority responsible for planning control of minerals development. West Sussex County Council is the MPA for Horsham District.

Municipal Waste: Household waste and waste similar in nature and composition to household waste.

National Planning Policy Framework (NPPF): Part of the Government's reforms to make the planning system less complex, more accessible and to promote sustainable growth, it sets out national planning policies. It was most recently updated in 2021.

Open Space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Pay and Play: Facilities that can be flexibly booked by local groups or individuals, paying for activities as they are used. These include public facilities and some joint use facilities, such as at Steyning Leisure Centre.

Planning Obligations: A legally binding agreement between the local planning authority and persons with an interest in a piece of land. Planning Obligations will have been set out in an agreement often known as a 'Section 106 Agreement' and may be used to prescribe the nature of development, to compensate for loss or damage created by development or to mitigate a development's impact on surrounding built natural environment. Circular 5/2005 and Community Infrastructure Levy Regulations set out the national policy that regulates these agreements.

Primary Care: Primary care services provide the first point of contact in the healthcare system, acting as the 'front door' of the NHS. Primary care includes general practice, community pharmacy, dental, and optometry (eye health) services.

Real Time Information (related to bus travel) provides live bus departure information which track.

Road Investment Strategy: The Government's five year strategy for investment in and management of the strategic road network (SRN).

Secondary Care: Secondary care refers to services provided by healthcare professionals who generally do not have the first contact with a patient.

SEND: An abbreviation of 'Special Educational Needs and Disabilities'. A child or young person has SEN if they have a learning difficulty and/or disability that means they need special health and education support.

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Special Support Centre (SSC): Facilities attached to mainstream schools which supply specialist education to support some children with an Education, Health and Care Plan (EHCP) enabling them to continue to be educated in a mainstream school.

Standard Housing Methodology (Standard Method): A formula set by Government and used by all local authorities in England to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.

Strategic Flood Risk Assessment (SFRA): An assessment of flood risk at a strategic level across a local planning authority area. The National Planning Policy Framework requires local planning authorities to undertake a strategic flood risk assessment to understand the risk of flooding in their areas to help inform strategic policies.

Strategic Road Network (SRN): A road network designated in the West Sussex Structure Plan, comprising of the M23 motorway, the trunk roads, and some other class A roads of more than local importance. These are the main routes which are best able to cater for trips starting or ending outside West Sussex.

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

Sustainable Development: Sustainable development is commonly defined as development that meets the needs of the present without

compromising the ability of future generations to meet their own needs. Principles of sustainable development include social progress that recognises the needs of everyone, effective protection of the environment, prudent use of natural resources and high and stable levels of economic growth and employment. The Planning definition of sustainable development is set out in the National Planning Policy Framework (NPPF).

Sustainable Transport Modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Train Operating Company (TOC): The franchisee running passenger or freight services on specified routes on the railway network. These are distinct from Network Rail, who are responsible for managing rail infrastructure.

Viability (in context of development costs and deliverability): A development is considered viable if, after taking account of all costs, including central and local government policy and regulatory costs and the cost and availability of development finance, the scheme provides a competitive return to the developer to ensure that development takes place and generates a land value sufficient to persuade the landowner to sell the land for the development proposed.

Water Neutrality: The delivery of new development which keeps the level of water abstraction to the same (or lower) level as existing rates.

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Waste Collection Authority: The local authority which has a duty to collect household waste. The local authority also has a duty to collect commercial waste as requested to do so and may also collect industrial waste. (The WCA may differ from the Waste Disposal Authority). HDC is the WCA in this District.

Waste Disposal Authority: The local authority responsible for managing the waste collected by the collection authorities and the provision of Household Waste Recovery Centres. (The WDA may differ from the Waste Collection Authority). West Sussex County Council is the WDA for this District.

Waste Planning Authority (WPA): The local authority for waste development planning and control. West Sussex County Council is the WPA for Horsham District.

Waste Transfer Station: A site to which waste is delivered for sorting or baling prior to transfer to another place for recycling, treatment or disposal.