

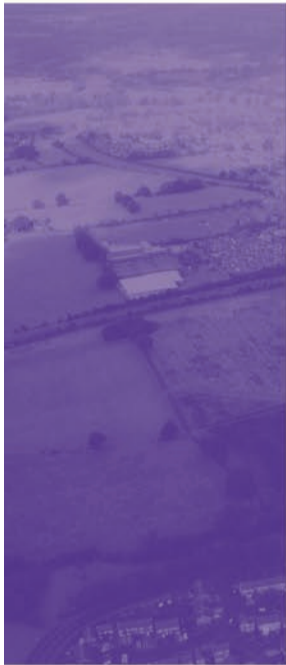


**Horsham
District
Council**

PLANNING
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Land West of Horsham Masterplan



HORSHAM DISTRICT LOCAL DEVELOPMENT FRAMEWORK

Supplementary Planning Document

October 2008

£15.00

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**HORSHAM DISTRICT
LOCAL DEVELOPMENT FRAMEWORK**

**HORSHAM DISTRICT
LOCAL DEVELOPMENT FRAMEWORK
TO 2018**

**Land West of Horsham
Masterplan**

**Supplementary
Planning Document**

October 2008

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Horsham District Local Development Framework

Land West of Horsham Masterplan

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Land West of Horsham Masterplan

CHAPTER 1: INTRODUCTION

Local Development Framework

- 1.1 The approach towards meeting the housing requirements of Horsham District is set out in the adopted Local Development Framework (LDF) Core Strategy (2007). It includes a requirement for the development of a major mixed-use scheme including 2,000 homes on land adjoining the western side of Horsham and to the south of Broadbridge Heath. The Land West of Horsham Masterplan forms part of the Local Development Framework (LDF) for Horsham District Council.
- 1.2 A Land West of Horsham Masterplan Draft SPD was published on 24th September 2007 for a six week consultation period. The Draft Masterplan included two options; The Preferred Approach and the Alternative Approach, which were based around two technically feasible transport solutions. One approach was preferred over the other because it had the clear support of the local Parish and Neighbourhood Councils but there was some uncertainty at the time over its deliverability, which needed to be tested and was subject to wider public comment. This work is now complete and the Masterplan is based around the transport solution set out in the Preferred Approach albeit there have been a number of changes from the draft SPD to reflect the further technical work and in response to public consultation.

Planning Context

- 1.3 The Land to the West of Horsham was identified in the West Sussex County Council Structure Plan, 2001 - 2016 (Policy LOC1). It was then subsequently allocated within the adopted Horsham District Council Core Strategy (2007), Policy CP 7, for the allocation of 2,000 homes. The background to the identification of this land for development is set out in the Land West of Horsham Strategic Development Background Document, published in November 2005, which is available on the Councils website or via the Strategic & Community Planning Department.



- 1.4 The land to the west of Horsham that is allocated for development is shown on the following map and is set out below.



Policy CP7 Strategic Location - Land West of Horsham



Land West of Horsham Masterplan

CP7 Allocation – Land West of Horsham

Policy CP7 Strategic Allocation - West of Horsham

Development within the area west of Horsham bounded by the A264 to the north west, the River Arun to the south west and the railway to the south east will be permitted in accordance with the principles of development set out below, to be defined further through the preparation of a Supplementary Planning Document produced with the involvement of stakeholders and the community, and including a comprehensive Master Plan. Development will be programmed in order to enable the completion of 2,000 homes and other uses within the defined area by 2018.

The comprehensive development of this area will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded communities.

The principles of development are:

- the development should be integrated with Horsham and Broadbridge Heath whilst taking account of their separate identities and should reflect the needs of the communities in terms of facilities and services;
- the impact of new development on the existing transport network should be minimised - development will require a new junction south of the existing Farthings Hill junction to be provided. In order to relieve congestion, particularly at the Farthings Hill junction, local traffic will need to be separated from through traffic using the A24 by way of a new link road, from the A264 south of its junction with the A281 to the proposed new junction on the A24, which will also join the existing A264 at Broadbridge Heath close to the entrance to the Tesco superstore/Leisure Centre;
- the current western part of the A264 Broadbridge Heath bypass will be closed or downgraded in order to help integrate the new development with the existing community;
- development should maximise the opportunities for sustainable travel, including reducing the dependency on the car by providing suitable access to local facilities and services, providing high quality passenger transport links the town centre and Horsham rail station from the outset, and ensuring safe, attractive and convenient pedestrian and cycle routes between the development and local facilities;



- development should not have a negative impact on the existing local infrastructure, services and facilities - it should provide sufficient high quality community services and facilities to serve the development and should take full account of identified leisure requirements, including enhancement to the Leisure Centre facilities and the potential for specific provision to meet the needs of both Broadbridge Heath and Horsham Football Clubs (although a Horsham facility is only a desirable objective, not related to the development);
- the opportunities provided by the comprehensive approach to the development of this area should be maximised to enhance the environment, including the quality of open spaces and links to the countryside beyond (including to Denne Hill and the River Arun as a key part of the setting of the town), and enhancements to habitats and the local landscape generally;
- the provision as part of a mixed-use development of appropriate employment and business uses, in order to enable the opportunity of working locally and to reflect the needs of the local economy;
- the development should incorporate sustainable development principles and sustainable construction methods, including taking advantage of any changes in technology over the development period;
- the provision of improved shopping facilities to meet the additional needs of the expanded communities, subject to the nature and scale of development being justified by the need and there being no materially adverse impact on existing centres; and
- the outer boundaries to the development formed by the railway line south-west of Horsham, the River Arun and its floodplain south of Broadbridge Heath, and the existing A281 and A264 roads should provide a long term, firm boundary which can be defended against further development.

(LDF Core Strategy (2007) – Policy CP7 Strategic Allocation West of Horsham)



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Community and Stakeholder Involvement

- 1.5 The Land West of Horsham Draft SPD was published in September 2007. A series of public drop in sessions were held at various locations in Broadbridge Heath and in the Denne Neighbourhood area during the six week consultation period. A number of stakeholder events were also held, which focused on transport, community and youth facilities, sustainable construction, housing and design. These events involved many key interested parties with an interest in the development, often called stakeholders.
- 1.6 The Council received over 190 representations during the consultation period on the draft Masterplan. Representations were received by key stakeholders and members of the local community and covered a wide range of issues.
- 1.7 A Reference Group, which includes representatives of Broadbridge Heath Parish Council, Denne Neighbourhood Council and Local District Councillors for the development area was established at the outset of the preparation of this Masterplan. The Council has worked closely with this Group in the preparation of the West of Horsham Masterplan. As representatives of the community for the area of development it is important that the Group has been part of the Masterplan preparation process and will continue to be involved during the implementation of the development.
- 1.8 The content of this document is therefore a culmination of technical background work shaped by the involvement and views of key interested parties and the public. Further details on the consultation strategy and response to representations are included in the Consultation Statement, which is available on the Councils website or via the Strategic & Community Planning Department.

Role of the Masterplan

- 1.9 This document is the agreed Supplementary Planning Document (SPD) and comprehensive masterplan that is referred to in Policy CP7 above; definitions of these and other terms are contained within the glossary attached to this document. Planning applications must be in accordance with the adopted Masterplan and, as the development will be progressed over a period of several years, it will have an important role to play for some time and certainly until the completion of the development area. It addresses the needs of the expanded communities whilst maintaining a comprehensive masterplanning approach across the whole development area.



- 1.10** In addition to this Masterplan a further Supplementary Planning Document has been prepared in liaison with the local community and stakeholders looking at the detailed design principles and character areas, which will also help in the determination of planning applications submitted in the development area.



Land West of Horsham Masterplan

CHAPTER 2: VISIONS FOR DEVELOPMENT

- 2.1** The Core Strategy policy (CP7) relating to this site sets out the principles of development, which states what the development must provide, but it is important to go beyond the planning issues and to consider the type of place that is to be developed. The Masterplan recognises the importance of the creation of 'place' within the development. It addresses key issues such as how the development will work, what facilities will be provided and where, in order to maximise the integration of the communities and create a focus for the expanded communities. This work is explored further in the Design Principles and Character Areas SPD which gives guidance on what the development may look like in terms of building design, scale and layout.
- 2.2** To help with the creation and achievement of a good sense of 'place' visions for the development have been developed in liaison with local stakeholders. These visions have been informed by the key issues and opportunities that have been identified as part of the community consultation and form the basis for this masterplan.



Visions

- An approach based on partnership with the local community who, through their involvement, will be in a position to be actively involved helping to ensure the long term success of this development beyond just buildings, bricks and mortar.
- An extension to the communities of both Horsham and Broadbridge Heath that reflects their differing needs, retains their characteristics and gives the expanded communities a sense of identity, which will include innovative design.
- A development that delivers a sustainable and balanced community through the provision of a wide range of housing types and tenures including affordable homes that meet housing need and demand in the District; alongside a range of business and employment opportunities.
- A development in which leisure and recreation acts as a focal point for both the new and wider communities of Horsham and Broadbridge Heath, encompassing a wide range of facilities and activities from formal sports uses to informal walks.
- A development with the minimum impact on the environment which recognises the existing pressures on the natural environment, the need to conserve resources and includes strong links between the communities, biodiversity, heritage, and the natural features of the site and its surroundings.
- A development that is an exemplar in terms of the use of sustainable construction techniques and renewable and low-carbon energy supply.
- A development in which good public transport, pedestrian and cycle facilities provide a realistic alternative to the car and where roads do not present a significant barrier to the integration of communities and the access to services / facilities and the wider countryside.
- A development which provides for the needs of the new communities without detriment to the existing, through the inclusion of education, health, infrastructure and community facilities and in which the location of such services and facilities provides lively focal points.

2.3 Chapter 4 describes the masterplan that has been developed in accordance with the Core Strategy principles of development and the visions for the West of Horsham development and Chapter 5 includes statements which set out how the Council expects this to be done together with some explanatory commentary.



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CHAPTER 3: SETTING THE SCENE



- 3.1** The allocated land west of Horsham is a mix of arable and pasture land. The Horsham District Landscape Character Assessment categorises the typography of the development area into two distinct character areas; land south of Broadbridge Heath (Warnham and Faygate Vale), which is characterised by medium to large scale fields of arable farmland and sparsely distributed woodland, and the other east of the A24 (Upper Arun Valley), which is characterised in the Horsham District Landscape Character Assessment as an area of small drained irregularly shaped pastures with tightly meandering and steeply banked river and stream courses. The total development area amounts to approximately 99 hectares (ha) with a distribution of around 49ha on land south of Broadbridge Heath and 50ha on the land east of the A24.
- 3.2** The land immediately south of Broadbridge Heath is predominantly flat and gently undulating with the notable exception of High Wood Hill. This Horsham stone outcrop rises 25m above the adjoining land close to the A24 and is an important local landscape feature. Its species rich designated ancient woodland is also a Site of Nature Conservation Interest. The remainder of the land south of Broadbridge Heath is predominantly arable farmland that is largely divided by mature hedgerows and trees. Just to the south of the development area lies Broadbridge Farm, a rural and tranquil character area which includes a small number of properties, two of which are recently converted Grade II Listed Buildings, which were formally part of the farm. It is important that the character of this area is taken into account in the design of any development nearby. A public bridleway known as Mill Lanegoes through the site, from the existing village, through the development area to the countryside beyond. This bridleway is bounded by mature trees and hedgerows and forms a wildlife corridor through the site to the River Arun. It is important that this link is retained both for public access and to retain and enhance the biodiversity of the area. The River Arun and its floodplain is the other



dominant landscape feature of the area. It provides an attractive setting for the development West of Horsham but also a firm southern boundary to the development area south of Broadbridge Heath.

- 3.3** Land to the east of the A24, within Denne Neighbourhood, lies adjacent to Horsham and south of Tanbridge House Secondary School. The railway line forms the southern boundary of the site and to the west it is bounded by the A24. The most dominant landscape feature of this land is the River Arun, its tributary Boldings Brook, and their associated floodplains. Bolding Brook flows along the eastern boundary of the site and joins the River Arun, which divides this land east of the A24 into two distinct areas. The rivers, for the most part, have steep banks, which are densely lined with mature trees. These features provide an attractive setting for development but are also important areas to retain and enhance the biodiversity of the area. No built development will be allowed in the floodplain although it may be used for the provision of playing pitches or informal open space. Land to the north of the River Arun is characterised by large fields with few hedgerows, land south of the River is sub-divided into much smaller fields by a network of mature hedgerows, which the Council will seek to retain as important wildlife corridors wherever possible. There are views towards Denne Hill to the south east and towards High Wood Hill to the west.

Services and Facilities in Broadbridge Heath and Denne Neighbourhood

- 3.4** Although Horsham Town has an extensive range of services and facilities, this section looks at what services and facilities are available more locally to the development area.
- 3.5** In and surrounding the Broadbridge Heath area there is a range of services and facilities albeit there is an existing under provision of some services. The village has a local convenience store, hairdressers, public house, church, primary school and recreation ground. There are a range of leisure and community facilities which include the District facility of Broadbridge Heath Leisure Centre, as well as Broadbridge Heath Tennis Club, Cricket Club and Horsham District Indoor Bowls Centre. This area also has a range of large non food retail superstores which include Homebase, Carpet Right and Halfords and a recently expanded Tesco supermarket which has one of the highest levels of trading (of Tesco stores) in the Country.
- 3.6** Denne Neighbourhood has far less local provision of services and facilities. The nearest shop is the convenience store located along Blackbridge Lane, where there is also a hairdressing salon. There is no public house or community building in the vicinity other than the refurbished Needles Community Centre. In terms of formal leisure



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provision, there are two youth pitches and one small sided pitch off Hills Farm Lane, which are very well used. There is also a full size football pitch on the Needles Recreation Ground, a children’s play area and an open access ball court.

Constraints and Opportunities

3.7 There are a number of constraints associated with development of the site that restrict what can take place and where. These are shown on the Constraints Map and a short explanation for each constraint is set out below.

The High Pressure Gas Pipeline

3.8 There is a high pressure gas pipeline that runs through the site and is subject to a range of restrictions regarding what may or may not be built over, or close to it. The constraints that apply are set out by the pipeline’s operators Southern Gas Networks (SGN) and the Health and Safety Executive. These can be summarised as follows:

Easement width either side of pipe centre line	Not Allowed	Allowed
3 metres	No buildings allowed at all	Car parks; surfaced roads and footpaths allowed to cross the pipeline; unplanted verges allowed to run parallel to the pipeline.
4 metres	High density housing	Low density housing if less than 30 dwellings in total and employment/retail space if less than 500 sq m
6 metres	Zone within which all proposed structures and ground level changes must be consulted on with SGN	
140 metres	Hospitals or nursing homes sites greater than 0.25 ha; schools or crèches greater than 1.4 hectares; outdoor gatherings for more than 1000 people	
4-140 metres		All residential, employment, retail and other uses allowed except those excluded above

Table 3.1 Development Restrictions applied to High Pressure Gas Pipeline



Horsham Sewage Treatment Works

- 3.9** Currently there are odour issues that surround the sewage treatment works. It currently has an odour zone of 600m surrounding the site. Southern Water in accordance with National Planning Guidance promotes a 'Precautionary Approach' to new developments located close to wastewater treatment works. This ensures that new developments are not affected by existing sources of pollution and that the issue of odour is given proper consideration.
- 3.10** A report has been undertaken for the remediation of odour on the site to reduce and alleviate the existing problem with odour. The report was undertaken by Atkins and highlighted a number of ways that the odour zone could be reduced to a point that it would not affect the development area. The study shows that the odour zone can be reduced significantly by a number of remediation methods at the sewage treatment works. The methods used to alleviate problems with odour can be mitigated by covering the existing sewage treatment works and using a flume to dissipate the odour that is currently created by the works. This results in significant reduction in the odour zone which would mean that the West of Horsham development area would no longer be directly affected.
- 3.11** There are two possible solutions to odour mitigation, both of which are technically achievable. One of these options will be used to alleviate the problems of odour across the development site. The first option mitigates the odours from the sludge handling and press house. In order to collect the odours from the sludge cake handling for extraction through an odour control plant, it will be necessary to construct a new building to house the lime and sludge handling activities. The second option includes works to mitigate odours from the inlet works and primary tanks along with the press house and new sludge building. This would involve further investment to cover the inlet works primary settlement tanks. One of these options will be chosen as part of alleviating the odour zone and will be funded by Southern Water.

Flooding

- 3.12** The extent of the 1 in 1000 year floodplain, as shown on the Masterplan Map has been derived from the Strategic Flood Risk Assessment undertaken for the whole District in June 2007. Further detailed modelling of the 1:1000 year floodplain is being undertaken. This will be agreed with the Environment Agency and will inform the preparations of the planning applications for the development. However, as



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recommended by Planning Policy Statement 25: Development and Flood Risk the residential development will be located outside the 1:1000 year floodplain.

- 3.13** The Environment Agency has confirmed that all habitable floor levels (and structures over main rivers) must be 600mm above the agreed 1 in 100 year flood level. This more than adequately covers the 20% climate change allowance which calculations show may increase flood water levels by some 200mm. It is considered that by keeping within the guidelines, the development can progress without risk from flooding.

Areas of archaeological interest

- 3.14** Archaeology South East (ASE) was commissioned in March 2008 to undertake a survey of areas that might have some archaeological interest. The survey consisted of a desk based assessment and preliminary walkover survey, of the land allocated in CP 7 and surrounding area. This survey identified areas within the site of having archaeological importance and identified a number of listed buildings.
- 3.15** The areas of archaeological importance that have been identified principally relate to World War II artefacts. These form part of a larger defensive system of defensive sites known as the Arun Stop Line. This is part of a series of defensive lines designed to oppose the German armoured thrust on London.
- 3.16** Land to the east of the A24 has three identified areas of archaeological importance, which are shown on the Constraints Map. In the centre of the development area to the north of the river there is a WWII pill box with remains of camouflage paint. This is located in a small wooded area, which is retained in the Masterplan. North of this, is an area of earthworks relating to a post medieval Fulling Mill. This may represent an important part of the industrial and social history of the Horsham area. The adjoining land is required for a new fire station however and it may not be possible to retain the whole area of earthworks. It has been agreed with the West Sussex County Council archaeologist that if the fire station does need to be located on this site it should be recorded as an area of archaeological interest. Towards the southern central part of the development area there is evidence of the former site of Parthings Cottage. This area is retained as part of the green network illustrated on the Masterplan Map.
- 3.17** On the Broadbridge Heath side of the West of Horsham development area there is possible evidence of a former deer park boundary to the south of the site. This is also the location of the high pressure gas



pipeline and therefore it is considered likely that this development has already impacted on any remains within this area. Any remains that are uncovered will be recorded.

- 3.18** There are a number of areas of archaeological importance outside of the development site, which are again mainly related to World War II. On the land south of Broadbridge Heath located to the west of the development area there are two World War II pill boxes. Towards the south of the site located at the bottom of Mill Lane there is a World War II anti-tank block containing slot for road barrier. There is also evidence of the former Broadbridge Mill. There was first evidence of the Mill in 1298, however the building was later demolished in 1969. Surrounding the land to the east of the A24 there is a World War II anti-tank block which served as a block to defend the now demolished bridge over the River Arun. To the south of the surrounding site there is a 17th Century Granary and a 16th Century Barn.
- 3.19** Although there are a number of areas that have been identified as having archaeological importance these predominately lie outside the development area or are retained within the green network illustrated on the Masterplan Map.



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CHAPTER 4: MASTERPLAN APPROACH

Introduction

4.1 This chapter describes the Masterplan for the development of 2,000 homes and other uses on land south of the village of Broadbridge Heath and west of the Denne Neighbourhood of Horsham, which is illustrated on the Masterplan Map. The more detailed requirements of provision are set out in the following chapter.



4.2 The 2,000 homes allocated in this area will be developed in accordance with this Masterplan, which identifies the locations for new housing and their relationship with other uses. The Masterplan does not include detailed guidance on the design of the new homes or provide layouts of the housing areas. This is because the finer level of detail with regard to principles of design, layout and appearance is provided in the separate Design Principles and Character Areas Supplementary Planning Document. The detailed housing layouts will then be determined at the planning application stage.

4.3 The Masterplan includes many other elements of provision of services and facilities primarily for the local area but also some provision for the District and beyond. In addition to a sustainable transport strategy, it also includes the following key highway components:

- A grade separated junction on the A24 immediately north of High Wood Hill, which results in the A24 speed limit being reduced to 60mph in the vicinity of the development.
- A dual carriageway east-west link road, south of Broadbridge Heath, with a speed limit of 40mph.
- Closure of the existing Broadbridge Heath bypass west of the Tesco roundabout.
- A north-south link road over the River Arun, east of the A24.
- Crossing points for specific users over the River Arun and Boldings Brook to the existing Denne neighbourhood area.

4.4 The Masterplan has sought to identify the most appropriate locations for new homes and the provision of specific community services and facilities. As a result the mix of homes and facilities on land south of Broadbridge Heath is not the same as that on land adjoining the Denne Neighbourhood of Horsham. The Masterplan addresses the different



needs of the expanded communities whilst taking into account the different opportunities provided by them to meet the overall requirements of the West of Horsham development.

- 4.5** In looking at the West of Horsham development in this comprehensive manner, the Masterplan seeks to maximise the efficiency of shared use of facilities and puts a considerable focus on the provision of linkages between the existing communities and new development. These linkages include the provision of good quality, attractive and appropriate physical linkages but it also seeks to provide appropriately located facilities that help to foster the social links that are essential in facilitating community cohesion. This comprehensive masterplan approach has resulted in a number of key decisions:

Leisure facilities – The extension and possible relocation of Broadbridge Heath Leisure Centre south of the existing site provides the opportunity to group formal sports pitch and leisure facilities in this location to create a single ‘sports hub’ for Broadbridge Heath Football Club and the wider community, which has strong advantages in terms of sharing of resources, such as car parking and reducing the number of journeys to the facilities. The advantages of linking facilities are also maximised on the Denne side of the development, linking formal sports pitch provision and other community facilities with the existing pitches on Hills Farm Lane.

Education provision – Shelley Primary School at Broadbridge Heath is near capacity and does not have room to expand on its current site. There is spare capacity and/or there is the capacity for on-site expansion at the primary schools closest to the development in Horsham town however. The masterplan addresses these issues by allocating land for an enlarged and relocated Shelley Primary School in a position that is close to the existing site at Broadbridge Heath but is accessible to residents of the new and expanded community. Developers of the CP7 site will be expected to make financial contributions towards the provision of additional primary school places in Horsham town. The development West of Horsham also requires the provision of additional secondary school places and the location of Tanbridge House Secondary School adjacent to the development area within Denne Neighbourhood has resulted in the Masterplan identifying land immediately south of the existing school site for an expansion of this use. Developers will need to make financial contributions to these additional secondary school places.

Community buildings – The closure of the existing Broadbridge Heath bypass and expansion of the village to the south provides the opportunity to develop a new neighbourhood centre which is required by a



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development of this size in this location. The centre will include a mix of uses, shops; offices; medical centre, other community facilities and new homes immediately south of the existing Broadbridge Heath Village Centre. The level of provision that it required on the Denne side of the development is not as great because of the proximity of the range of services and facilities in the town centre. There is still a need for local facilities however and the Masterplan requires the provision of a multi-use community building adjacent to the formal sports pitches. The development also requires a contribution towards the provision of a community building south of Broadbridge Heath but in recognising the well used and located existing Village Centre, the Masterplan requires financial contributions towards the expansion of the existing facility rather than the provision of a new one.

Constraints to development – The presence of the River Arun and Boldings Brook and their floodplains help to provide a high quality setting for the development. Built development is not allowed in the floodplain however, which means that a substantial amount of land in the Denne Neighbourhood area cannot be built on. The development in this location is also affected by the odour from the Sewage Treatment Works. Land south of Broadbridge Heath does not include floodplain but benefits from its setting. The development does include a new southern dual carriageway east-west route with the necessary associated land take for noise mitigation measures.

- 4.6** The following paragraphs describe the Masterplan. They should be read in conjunction with the Masterplan Map.

Land south of Broadbridge Heath

North of the southern dual carriageway east-west link road from Newbridge Nurseries to Mill Lane

- 4.7** A new roundabout will be provided on the A264 adjacent to Newbridge Nursery; a well established local firm that wishes to retain its business in its present location. The provision of a roundabout in this location will improve access to Newbridge Nursery, which may also benefit from a dual frontage along the A264 and the new southern dual carriageway east-west link road. The roundabout junction will be designed to give priority to vehicles travelling on the A281 where they join the new southern dual carriageway east-west link road in order to maximise the free flow of traffic.





- 4.8** The new southern dual carriageway east-west link road will form part of the strategic road network by replacing the existing A264 bypass. It provides a free flowing link, with limited junctions, to the A24 and will have a 40mph speed limit. It will be designed as a boulevard with development fronting the road. Development will be set back from the carriageway and there will be no direct access from the development onto the road itself. The road will be set within a small cutting along some of its length, where the levels of the land allow, in order to help minimise its visual and environmental impact and the land between the road and the homes will include landscaping.
- 4.9** Detailed design of the southern dual carriageway east-west link road will determine the precise width of the buffer area but it is likely to be an average of around 20 metres. Although the road will be a dual carriageway, the traffic using it will be travelling at moderate speeds, which reduces the need for wide buffer areas. A combination of the 40mph speed limit, the design of the road and the relationship with the development fronting it on either side will ensure that users intuitively recognise that they are entering a built-up area where it is inappropriate to travel at fast speeds.
- 4.10** Most of the land north of the southern dual carriageway east-west link road between the A264, and Mill Lane will be developed for residential use. Built at a low to medium density it will provide around 290 new homes. This excludes areas of significant hedgerows and wildlife habitats.
- 4.11** The existing Broadbridge Heath bypass will be closed from the existing roundabout where the A264 and A281 meet, to the Tesco roundabout. This allows for the development of some new homes on land immediately south of the village (up to Mill Lane) that is currently part of the Broadbridge Heath bypass.
- 4.12** The land between the existing Broadbridge Heath bypass and Heath Barn Farm contains the high pressure gas pipeline where development is strictly limited. It is therefore shown as open space but the detailed design of this area may demonstrate that some of it, adjacent to the existing bypass, could be developed for new homes.






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South of the southern dual carriageway east-west link road from Newbridge Nurseries to Mill Lane

- 4.13** Land south of the southern dual carriageway east-west link road from Newbridge Nurseries to Mill Lane will be developed for residential use. Built at a relatively low density it will provide around 120 new homes.
- 4.14** Access by cars and other vehicles to the land north and south of the new southern dual carriageway east-west link road will be provided via a roundabout, which is the only main junction along the new road. Pedestrians, cyclists and horse riders will continue to use Mill Lane, which provides an important green link between the existing village of Broadbridge Heath and the countryside beyond. Mill Lane will cross the southern dual carriageway east-west link road using, what is likely to be, a dedicated Pegasus signal controlled crossing, which will be designed to minimise any conflict between the different users.

South of the southern dual carriageway east-west link road from Mill Lane to Old Wickhurst Lane

- 4.15** The majority of the remainder of the land south of the new southern dual carriageway east-west link road will be developed for residential use. Built at a relatively low density it will provide around 60 new homes. Although the homes south of the dual carriageway are furthest from the centre of Broadbridge Heath and may appear physically separated from the expanded community by the dual carriageway east-west link road, they are close to the attractive setting of the countryside to the south including the river and its floodplain and Broadbridge Farm and are well served by links to the countryside beyond. The residential development south of the dual carriageway is identified at a slightly lower density to reflect the character of the area and its transition to the countryside beyond.
- 
- 4.16** The new southern dual carriageway east-west link road will cross Old Wickhurst Lane. This public footpath will be maintained and a safe crossing will be provided. The design of this crossing point is subject to further work. It is anticipated that this route will also be used by cycles, which will be taken into account in the design of the crossing. Vehicular access to properties along Old Wickhurst Lane will be via a left-in, left-out access off the new southern dual carriageway east-west



link road. An area of wet woodland lies adjacent to the southern dual carriageway east-west link road and Old Wickhurst Lane, which is an important habitat that will be retained.

- 4.17** Allotments will be provided on land adjacent to Old Wickhurst Lane, south of the southern dual carriageway east-west link road. They will accommodate up to 80 plots of 75m² and will be served by a limited number of car parking spaces. This is an accessible location, which will be designed so that it can be easily reached by walking, cycling or by car.

North of the southern dual carriageway east-west link road from Mill Lane to Old Wickhurst Lane

- 4.18** Land north of the southern dual carriageway east-west link road, between Mill Lane and Old Wickhurst Lane will be developed to include an area of amenity greenspace with a neighbourhood play area, new homes, a neighbourhood centre for Broadbridge Heath and a primary school. The new neighbourhood centre will be provided south of the existing Broadbridge Heath Village Centre building and associated open space, which will be designed to maximise its accessibility to residents of both the new and existing community. It will provide a focus in the heart of the expanded community and will include a mix of uses to seek to ensure that it is well used throughout the day and evening. The existing Village Centre building will be extended and enhanced to accommodate the needs of the expanded Broadbridge Heath community and the area will be designed to integrate the new development and neighbourhood centre with the existing village.
- 4.19** The neighbourhood centre will include around 4-6 flexible units for use as retail and/or offices. The type of small retailer that could occupy these units includes a newsagent, estate agent, dentist and hot food take-away. The buildings are likely to be up to 3 storeys in height and so could include a mix of uses including flats. A public house and a medical centre will also be provided. The medical centre will have space for a 5 doctor practice plus a range of complementary medical facilities such as a visiting nurse and chiropodist. This may also be linked to the provision of a new Parish Council office with meeting rooms. A built youth facility is required in this area although the precise type and location is subject to further work. A 2.5ha site for the relocation and expansion of Shelley Primary School will be provided south of the existing Village Centre building, a central location in the expanded community, which will accommodate 2 ½ forms of entry of pupils and a new day nursery. The provision of a relocated and



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expanded school will result in the eventual closure of the existing Shelley School. Further details are set out in the next chapter in the Fifth Principle.

- 4.20** The residential development closest to local services and facilities will be built at a higher density and it is expected that this area of land in the heart of the expanded community will provide around 530 new homes. A neighbourhood play area, will be provided close to the new neighbourhood centre and will be designed for children of a wide age range.

South of the southern dual carriageway east-west link road from Old Wickhurst Lane to the A24

- 4.21** Land south of the southern dual carriageway east-west link road, east of Old Wickhurst Lane to the A24 is the Horsham stone outcrop of High Wood Hill. It lies outside the development area but forms part of its setting. A public footpath crosses the hill and permissive routes are available through the wood, which is designated ancient woodland and a Site of Nature Conservation Importance. There are no development proposals for this land.



North of the southern dual carriageway east-west link road from Old Wickhurst Lane to the A24

- 4.22** Around 3ha of land will be provided for formal sports pitches on land north of the southern dual carriageway east-west link road, east of Old Wickhurst Lane. These pitches will provide the community based Broadbridge Heath Football Club with a permanent new home with an expanded range of sporting facilities that will also be available for wider use by the community. They will include a pavilion providing changing rooms and social facilities together with parking provision.



4.23 The remainder of the land is proposed for an expansion or possible re-development and replacement of Broadbridge Heath Leisure Centre to the south of the existing premises. An expansion of the Leisure Centre is necessary as a result of the development in this location and around 1ha of land is identified for this purpose. A further 2ha is located south of this to provide for an extended range of facilities if required or for formal sports pitches for community use. Further explanation of why this is being considered is set out in the next chapter in the Fifth Principle. In addition, an outdoor youth facility will be located near to the new junction along the A24. A skate boarding facility and a ball court will be provided in this location, which will be made accessible from both the new development and the existing village via good linkages between the new and existing community facilities.



4.24 If the Leisure Centre is relocated, the future use of the existing site would need to be considered. Although not within the development area the Council is mindful of the future of all of the land adjacent to this strategic location for development. Tesco continues to invest in their Broadbridge Heath store, which is currently over-trading. It is considered therefore that Tesco is unlikely to wish to move from this successful location and may have aspirations to expand further. West Sussex County Council owns the Depot next to the Tesco store and is looking to relocate this facility. Broadbridge Heath Retail Park operates successfully but there is land adjacent to it, which has some development potential. It is clear that this is a significant area, which could be subject to change in the medium to long term. No firm proposals have been drawn up and discussions are ongoing. If any of this land was to become available for redevelopment it is anticipated that it would be provided for mixed use to include residential, commercial and retail (both food and non-food) land.

Land east of Denne Neighbourhood

South of Tanbridge House Secondary School and north of the River Arun

4.25 Land on the other side of the A24 within Denne Neighbourhood will be accessed by car and other vehicles via the new junction on the A24. Pedestrian and cycle access will continue to be possible between Tesco and Tanbridge House School but the existing bridge will be replaced due to the works needed on the A24. In replacing the bridge, the opportunity will be taken to enhance it by increasing its width so



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as to accommodate pedestrians and cyclists at the same time. The new bridge will be located broadly in the same location as currently and it will be carefully linked in to the cycleway/footpath south of Tanbridge House School to avoid any deviation in the desire line of the route. Pedestrian and cycle crossings will also be provided at the Farthings Hill junction and the new A24 junction. Pedestrian, cycle and emergency vehicle access into the town (north of the River Arun) will be across Boldings Brook into Hills Farm Lane as indicated on the Masterplan Map. This access will also be available on a temporary basis for use by traffic during the first phase of development; further detail is set out in the next chapter in the Second and Third Principle.

- 4.26** A landscaped buffer will be provided on land adjacent to the A24 between the road and new homes, which will help to minimise the noise and visual impact of the A24 on residents of the development. A large part of the land, north of the River Arun, will be developed for residential use and will accommodate around 500 new homes built at a medium density.



- 4.27** One hectare of land is also identified for an extension to Tanbridge House Secondary School site to provide for the additional number of pupils generated by the development. This extension will be allocated south of Tanbridge House School for sports playing pitches and will in principle enable the replacement of the existing sports pitches, allowing for a physical extension to the school buildings within the existing school boundary. These pitches will be managed by the school but will serve a dual community use as it is envisaged that they will be allocated for use by the community on a formal use basis with the school.
- 4.28** A neighbourhood play area will be provided towards the east in a central part of the site. It will be designed for children of a wide age range and will link with the surrounding informal open space along Boldings Brook.
- 4.29** Land adjacent to the new junction on the A24 is identified for a new fire station and employment use. The fire station will replace the Hurst Road site in Horsham but will be a larger strategic station with specialist equipment. The County Council anticipate that it will be a 'community' focussed station which is open to the public to receive advice and in which community groups could be established. The employment land could be developed for a work hub and/or some serviced workspace facility for start-up and fledgling businesses as explained in the next chapter in the Seventh Principle. An outdoor youth activity area will be



located south west of the fire station/employment site. This will be a BMX facility that will consist of a dirt track in a landscaped and contoured area. The design of this facility will fit in with the surrounding area of open space that lies within the floodplain.

South of the River Arun and north of the railway line

4.30 The River Arun and Boldings Brook and their floodplains provide a high quality setting for the development, which the Council wishes to retain and enhance, including enhanced public access to the area with an extension of the Horsham Riverside Walk alongside the River Arun as it flows through the development area.



4.31 The river and its floodplain will be crossed by a bridge that can accommodate two-way traffic, as well as pedestrians and cyclists, to access the land to the south. This will be built at the narrowest part of the floodplain to minimise the size and span of the bridge. Allotments will be provided on land adjacent to the river and the A24. They will accommodate up to 80 plots of 75m² and will be served by a limited number of car parking spaces. This is an accessible location next to the extended Horsham Riverside Walk, which will be designed so that it can be easily reached by walking, cycling or by car.

4.32 A new community building and 2ha of playing pitches will be provided on land south of the River Arun and south of the existing formal playing pitches off Hills Farm Lane and close to the main vehicular access that will link the two areas of development north and south of the River Arun. A pedestrian/cycle/bus single lane crossing to Hills Farm Lane will link the two and the area will be developed to give this part of Denne Neighbourhood a community focus. The multi-use community building will be designed so that it can accommodate a variety of community groups. It will also include a small shop and facilities for functions with a café, which may include a bar as well as changing facilities to serve the adjoining sports pitches. Sufficient land will also be provided in the vicinity of the community building to enable the provision of a built youth facility should the opportunity arise in the future. An open access ball court and a neighbourhood play area will be located close to the new community building.





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- 4.33** The remainder of this area of land will be developed for residential use and will accommodate around 500 new homes built at a medium density. It will also include an area of amenity greenspace next to the public footpath (which may be subject to minor diversion to take into account detailed layout and design issues) that crosses at the southern part of the development.

PLANNING
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Horsham District Local Development Framework

Land West of Horsham
Masterplan

MASTERPLAN APPROACH



CHAPTER 5: PRINCIPLES OF DEVELOPMENT

5.1 The Core Strategy (2007) Policy CP7, sets out the principles for the development of the West of Horsham with which this Masterplan must comply. The policy sets out a number of ‘givens’, which are set out in CP7 but essentially include:

- The boundaries of development;
- The number of homes to be provided – 2,000;
- The provision of land uses other than residential;
- The need for a new junction on the A24 and a link road to the A264;
- The provision of 40% affordable housing as a target.

5.2 This Masterplan has been prepared in accordance with the Core Strategy policy for the West of Horsham development area. It reflects not only the principles of development but also reflects the ‘Visions’ for the development that are set out in Chapter 2 of this SPD.

5.3 Each development principle is considered in turn in this chapter and a statement, or in some cases statements, are included, which set out clearly how the development is expected to address each principle whilst reflecting the vision for the area.

5.4 Planning applications for the development of the West of Horsham area will need to comply with the Masterplan as a whole. Although the principles of development are considered individually in this chapter they are interrelated and the following sections should not be considered in isolation.



First Principle – Integration and Sense of Community

First Principle:
The development should be integrated with Horsham and Broadbridge Heath whilst taking account of their separate identities and should reflect the needs of the communities in terms of facilities and services.

Statement 1
Integration and Sense of Community
The development will be designed as two communities; an extension of the village of Broadbridge Heath and an extension to the Denne Neighbourhood of Horsham town. The development will include linkages between these areas across the A24.

5.5 Planning has an important role in ensuring that not only is the right development constructed in the right location but that it also creates successful communities with a sense of place and identity where people wish to live and/or work and visit. This is closely connected to the efforts made by people within the new and existing communities. The planning process can assist through, for example, planning for the correct levels of services and facilities in the right locations; creating key features within a site to give it a sense of identity; ensuring good links to facilities within the site and the wider area; as well as working with existing communities.

5.6 In order to address the issue of integration and sense of community, this Masterplan is based on the principle of the development forming two communities integrated with the existing town and village. The way the land is developed will have an impact on existing and future residents and the decision to form two communities has had



Molly - aged 9



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a fundamental impact on the masterplanning of the area, which is reflected in this Masterplan and in the Design Principles and Character Areas SPD.

- 5.7** The extensions of Broadbridge Heath and the Denne neighbourhood of Horsham reflect the separate identities of the village and town. The development will provide required groups of services and facilities that are appropriate to serve each area of development and will link them with existing services and facilities thereby maximising the opportunities for integration and shared use. The site as a whole will; however, have a number of pedestrian, cycle and car linkages to enable full integration across the development area.
- 5.8** An expansion of Broadbridge Heath enables links to be created with the existing Broadbridge Heath Village Centre and the shopping services provided by Tesco, which although not a local facility, is likely to meet the retail needs of the expanded community. The expansion of Horsham will provide a new community centre with a mix of facilities linked with the existing football pitches on Hills Farm Lane. Links with the facilities at Tanbridge House School and the community facilities at the Needles Community Centre will also maintained and enhanced.



Second and Third Principle - Highway Network

Second Principle:

The impact of new development on the existing transport network should be minimised - development will require a new junction south of the existing Farthings Hill junction to be provided. In order to relieve congestion, particularly at the Farthings Hill junction, local traffic will need to be separated from through traffic using the A24 by way of a new link road, from the A264 south of its junction with the A281 to the proposed new junction on the A24, which will also join the existing A264 at Broadbridge Heath close to the entrance to the Tesco superstore/Leisure Centre.

Third Principle:

The current western part of the A264 Broadbridge Heath bypass will be closed or downgraded in order to help integrate the new development with the existing community.

- 5.9** The network of roads and junctions needed in order to deliver a development West of Horsham has been one of the key areas of discussion, consultation and technical work. A range of approaches have been proposed by the Council, the developers, and as a result of ongoing discussions and consultation with local representatives and the community. This work has resulted in the scheme set out in this Masterplan, which is supported by the Transport Authority.
- 5.10** Any planning application for the development of this site will be supported by a full Transport Assessment and associated Travel Plan in accordance with WSCC guidance and to include -
- an assessment of all junctions to demonstrate that they provide sufficient capacity, operate safely and provide for non car modes
 - an assessment of the impact on the wider highway network
 - measures proposed to mitigate the impact of the development
 - measures to minimise rat running on local roads including those in Warnham and Slinfold parishes.



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- 5.11** In addition, detailed junction designs will need to be developed and submitted at the planning application stage supported by design and safety audits.

Statement 2

A24 Access Junction

A grade separated junction will be provided on the A24 immediately north of High Wood Hill with linked / overlapping slip roads to Farthings Hill interchange.

- 5.12** A new access junction onto the A24 corridor to the south of the Farthings Hill interchange is needed in order to deliver the development; it can not be accessed via Hills Farm Lane or solely via the existing Broadbridge Heath bypass and Farthings Hill interchange as the existing strategic highway network is already operating near to capacity.

- 5.13** A new grade separated junction (i.e. the A24 would stay at ground level and the junction would be overhead) to the south of the Farthings Hill interchange has been designed with linked/overlapping slip roads that provide safe road links both onto and off the A24 and to and from Farthings Hill interchange. The junction has also been designed to ensure that delays along the A24 strategic road network corridor do not increase as a result of the West of Horsham development. The design requires the widening of the highway between the two



Initial design of overlapping sliproads to be finalised at the planning application stage

the highway between the two junctions to allow the development of 'overlapping' slip roads. This will in turn require the provision of a new bridge for pedestrians and cyclists. The speed limit of the A24 will be reduced to 60mph with street lighting provided between the Robin Hood roundabout to the north and the railway crossing to the south of the Farthings Hill interchange. The



junction design shown on the map is indicative. To support a planning application it must be demonstrated that the junction will operate safely, within capacity and cater for non car modes.

- 5.14** The impact that the West of Horsham development has on the existing junctions on the A24 also needs to be minimised. These will need to be improved to cater for traffic generated by the development and improve accessibility of the development by improving facilities for non car modes.

Statement 3

The Existing Broadbridge Heath Southern Bypass

The existing Broadbridge Heath by pass will be closed to the west of the existing access to Tesco and Broadbridge Heath Leisure Centre.

- 5.15** The closure of the existing by pass to through traffic will enable full integration of the existing and new communities of Broadbridge Heath without the need for people to cross a busy road and will create an environment that is pedestrian, cyclist and equestrian friendly. The closure of this road to through traffic results in the need for a dual carriageway through the southern part of the development to take the increased level of traffic. The Transport Authority will designate the new southern east-west link road as the A264.

Statement 4

New Southern East-West Link Road

A new dual carriageway will be provided to the south of the existing Broadbridge Heath by pass, as an east-west link road, which will have limited access; comprising one junction west of Mill Lane and a left-in, left-out access arrangement with Old Wickhurst Lane.

A safe crossing point will be provided for pedestrians, cyclists and equestrians using Mill Lane, possibly in the form of a signalised Pegasus crossing.

A safe crossing point will also be provided for pedestrians and cyclists using Old Wickhurst Lane.



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- 5.16** The new east-west link road will connect the new A24 Junction with the A264 in the vicinity of Newbridge Nurseries, and will form part of the strategic road network. It will be provided as a dual carriageway with limited junctions and will have a speed limit of 40mph. It will be designed as a boulevard with development fronting the road. Development will be set back from the carriageway and there will be no direct access from the development onto the road itself in order to maximise the free flow of the traffic using it where possible. The road will be set within a small cutting along some of its length, where the levels of the land allow, in order to help minimise its visual and environmental impact. Homes on either side of the road will be accessed by shared access or private drives and the land between the road and the homes will include landscaping.
- 5.17** Detailed design of the dual carriageway east-west link road will determine the precise width of the buffer area. Although the road will be a dual carriageway, the traffic using it will be travelling at moderate speeds, which reduces the need for wide buffer areas. A combination of the 40mph speed limit and the design of the road and the relationship with the development fronting it on either side will ensure that users intuitively recognise that they are entering a built-up area where it is inappropriate to travel at fast speeds.
- 5.18** A safe crossing point will be provided across the east-west link road for pedestrians, cyclists and equestrians at Mill Lane. A safe crossing will also be provided from Old Wickhurst Lane across the east-west link road. The design of these crossing points is subject to further work but it is anticipated that the Mill Lane crossing may be provided by a Pegasus signal controlled crossing.

Statement 5

North – South links between new East – West link and Broadbridge Heath

A network of residential streets will be provided for principally local traffic.

- 5.19** A north-south link would enable vehicles travelling along the proposed east-west avenue to access the central area of the development in Broadbridge Heath as well as some destinations to the north.
- 5.20** Part of the existing Broadbridge Heath bypass could be used as part of the network of streets to give a focus for the new neighbourhood centre as a type of 'High Street' in the heart of the community.



Statement 6

Traffic Calming along Billingshurst Road through Broadbridge Heath

Further consultation will be undertaken locally on the most suitable traffic management measures for Broadbridge Heath.

- 5.21** Vehicles travelling to and from the new development are not likely to choose to travel along Billingshurst Road as they will utilise the more direct new roads to access the wider highway network. However, a potential undesirable side effect of the closure of the existing Broadbridge Heath southern bypass is that some of the background traffic from outside of the development area may be attracted to the Billingshurst Road instead of using the new road network.
- 5.22** Consideration has therefore been given to a range of measures to ensure that traffic flows along Billingshurst Road will not increase as a result of the development. Potential schemes that have been appraised include three points of traffic calming along the Billingshurst Road; the closure of Billingshurst Road to the east of Warnham Road so that the corridor could not be used for through traffic; a similar solution retaining the road configuration but allowing passage of local access traffic only; and the introduction of a one way traffic management system.
- 5.23** The implementation of a traffic management scheme that minimises any increase in the level of traffic using the Billingshurst Road is a priority for Broadbridge Heath Parish Council. It is considered that the most appropriate way for this to be delivered is through a focussed consultation with the village on this issue to establish the views of existing residents on a preferred scheme. This work will be undertaken in partnership with Broadbridge Heath Parish Council, the Transport Authority, developers and the District Council.

Statement 7

Network of roads and bridges east of the A24

Roads will be provided for local access with no permanent vehicular access directly onto Hills Farm Lane.



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- 5.24** The key principle in planning the transport and access arrangements for the part of the site in Denne Neighbourhood, east of the A24, is to maximise both the total accessibility and the transport options. However, the close proximity of the flood plain and the residential road layout in the adjacent areas of western Horsham represent significant constraints that have had to be considered. Therefore, the permanent all-vehicle access point will be the new junction on the A24, which will be designed to ensure it has the capacity and destination options to provide the level of access that will be needed by new residents.
- 5.25** In addition to this, a number of other access points will be provided between the new development and the west Horsham residential neighbourhoods, with the focus of these being accessibility for pedestrians, cyclists and public transport. These links will ensure that key destinations in Horsham, such as the town centre and railway station, are easily accessible and will reduce the need for residents to rely on their cars. At the same time, these links will ensure that there is no 'rat-running' through the new or existing residential areas.
- 5.26** The precise detail of the road layout is yet to be established as it is intended to be for local users only and can be more easily dealt with at the planning applications stage. However, one of the salient principles is that there will be a hierarchy of streets rather than 'roads' wherever possible, whereby the relationship between the buildings and the spaces will emphasise priority for pedestrians and cyclists and help to reduce the dominance of the car. This will include a 20mph speed limit in many areas. The streets should also have good surveillance and be fronted by buildings that overlook parking areas and public spaces. Rear fences and walls should not be built facing onto active streets. These principles are set out more fully in the Design Principles and Character Areas SPD and will be applied also to the development west of the A24.
- 5.27** There will be no permanent vehicular access (except for public transport and emergency vehicles) onto Hills Farm Lane. There is an existing pedestrian / cycle crossing next to Tanbridge House School and another outside the development area linking to Granary Way. In addition, the development will provide the following access points:
- A vehicular bridge over the river, which sub-divides this half of the development area. This is likely to be located at the narrowest part of the floodplain in order to reduce its environmental impact.
 - A pedestrian / cycle only link will be provided from the southern part of the development area into Henderson Way through Windrum Close.



- A single lane, low-impact bridge across the river between the southern development area and Hills Farm Lane will be provided for pedestrians, cyclists and for the dedicated bus service serving the development. In addition emergency services will be able to use this route and there may be an opportunity for other vehicles to use the bridge for the sole purpose of accessing the new community building. The advantage of this would be to reduce the pressure for on-street parking in Hills Farm Lane arising as a result of the new community building and adjacent playing pitches. The approach road to this crossing will be designed as a single lane with passing places.
 - There will be a new vehicular access point between the northern development area and Hills Farm Lane. This will allow temporary access for all, including construction traffic prior to the opening of a temporary construction vehicle access from the A24, during the early development phases until the new A24 junction is complete. It will then provide an access point for emergency vehicles only, in addition to providing a further access opportunity for pedestrians and cyclists. Further technical feasibility work is being undertaken to determine the optimum location for this bridge which is likely to be in the vicinity of Fenhurst Close.
- 5.28** Before arriving at the proposals outlined above, the Council exhaustively explored the possibility of routing the bus service and emergency vehicles through Windrum Close/Henderson Way rather than having to build a new bridge across the river. In addition to reducing the impact on the environmentally sensitive floodplain, this option would have helped to provide a much needed bus service to the Henderson Way/Granary Way area. However, this option proved to be technically difficult to achieve and ultimately undeliverable due to the narrow width of the residential roads involved and the high level of on-street parking in this area. Nevertheless, the developers will be required to contribute towards pedestrian accessibility improvements between Henderson Way and Hills Farm Lane in order to allow residents in this area to use the new bus service.



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Statement 8

Phasing of Highway Infrastructure

A temporary access for all vehicles will be provided from the development area east of the A24 onto Hills Farm Lane. This will be removed or downgraded once the new A24 junction and sufficient on-site road infrastructure is complete.

- 5.29** In order to achieve the delivery of the development east of the A24 within the timescales set out in the Core Strategy, a limited early phase in the northern development area will be built out prior to the completion of the new A24 junction. This will require a temporary access point for all vehicles between the development and Hills Farm Lane as set out in paragraph 5.27 above and improvements may be required to the junction with Guildford Road to accommodate this proposal, subject to detailed design at the planning application stage. In addition to access for private vehicles, this temporary access is essential to allow the bus service to be put in place in the very early stages of the development to assist in encouraging a transition from the use of the car to public transport. Good pedestrian and cycle access should also be in place at the very early stages to encourage good habits from day one and facilitate accessibility both within the new development and links with the existing communities. The temporary access will be either removed or downgraded once the new junction and sufficient road infrastructure is complete to allow access by all vehicles via the A24.
- 5.30** A phasing plan will be developed in close liaison with the Highway Authority to ensure that any short term impacts of the development on the highways and transport network are minimised.

Statement 9

Impact on Rural Roads (treatment of 'rat-running')

Traffic calming measures should be implemented along the rural network. This will need to be supplemented by improvement measures along strategic highway networks to ensure development traffic can be accommodated while also providing additional capacity so that existing and future 'rat-running' traffic can be attracted onto the principal roads.



- 5.31** It is important that the traffic generated by the development does not cause any significant adverse impacts along the local road network, particularly the rural roads in the area which are not designed to accommodate high volumes of traffic.
- 5.32** The strategic road network will be improved so that the additional flows can be accommodated safely whilst also implementing measures to deter existing and future 'rat-running' along the rural network by attracting traffic back onto the principle roads.
- 5.33** The preferred approach is to implement an access strategy that will avoid the need for tortuous routeings and therefore prevent any significant increases in traffic flow along these areas of the road network. This can be achieved by a combination of the second and third measures above. Any improvements that are necessary to mitigate against the impact of rat running on rural roads will be determined through the full transport assessment that is required as part of the planning application process.



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Fourth Principle – Alternative to Car Travel

Fourth Principle:

Development should maximise the opportunities for sustainable travel, including reducing the dependency on the car, by providing a high level of accessibility to local facilities and services. High quality passenger transport links to the town centre and Horsham rail station should be provided from the outset as well as attractive, safe and convenient pedestrian and cycle routes both within the development and linking the development areas to local facilities in Horsham and Broadbridge Heath.

- 5.34** It is now well understood that there is a need to reduce dependency on the private car and promote the use of alternative modes of transport, particularly for shorter journeys. This need comes not only from an environmental sustainability imperative, but from the lesson learned, both in the UK and abroad, that development layouts which favour the private car tend to both reduce physical activity, possibly leading to obesity and health problems, and reduce the chances of achieving an effective community identity in the long term.
- 5.35** Much could be improved by ensuring that most of the services and facilities needed by a community are within easy reach by foot or cycle. This needs to be accompanied by a change in mind-set where people are willing to walk short distances rather than habitually using the car. This can be assisted by the provision of attractive and safe pedestrian and cycle routes that give people priority over the car. Where facilities and services are further afield, good access by frequent bus services is also needed and these in turn need to link well with the railway network. This is not to say that the need for the private car can be overcome in all circumstances. However, through a series of appropriate and imaginative measures car use can be reduced, particularly given the location of this development and the provision of appropriate services and facilities within it.

Statement 10

Bus Services

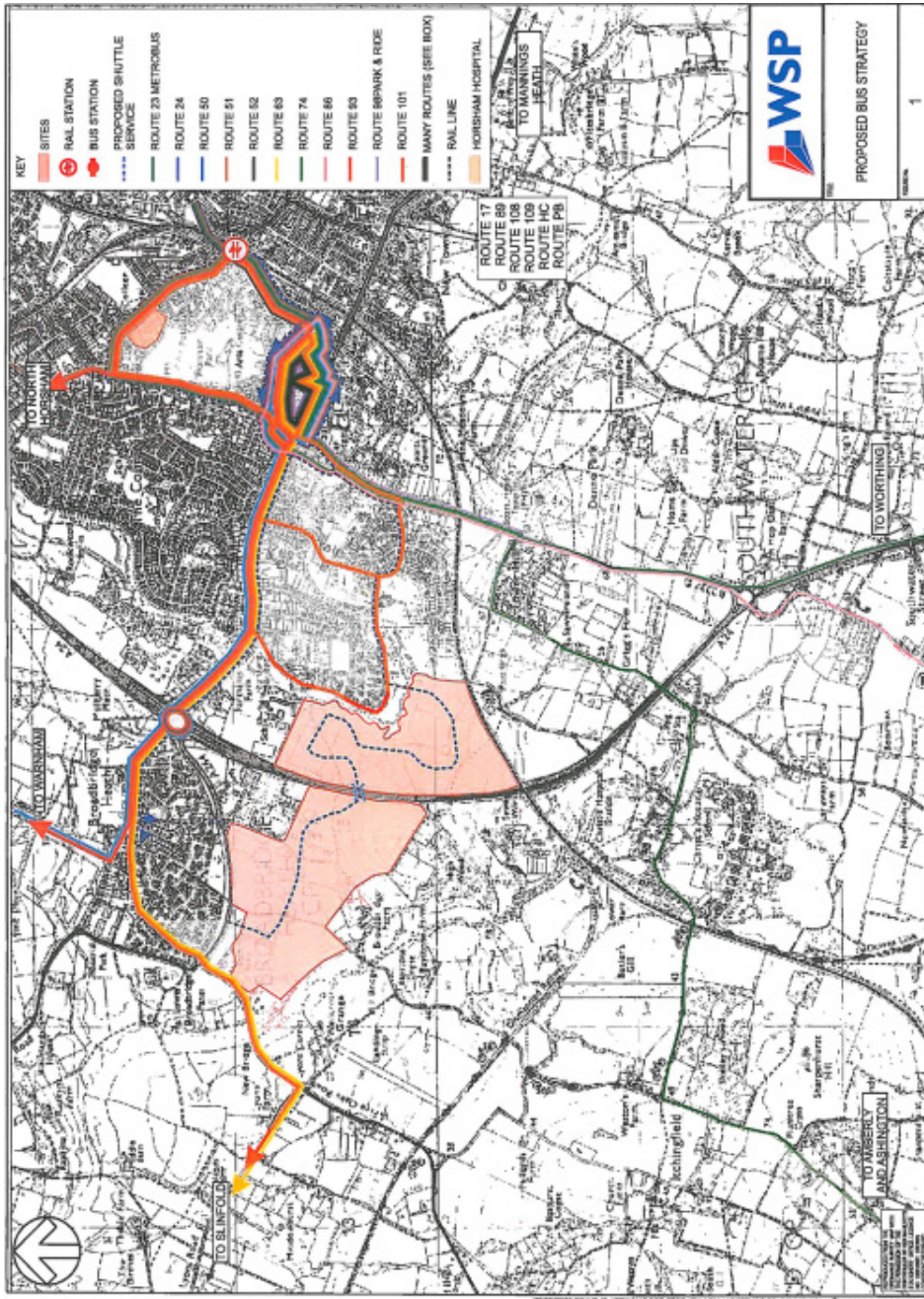
A dedicated 'shuttle' bus service for the site will be provided from the early phases of the development and supported whilst commercial viability is achieved.



- 5.36** The key existing routes to the west of the town are the 63 and 93 which run hourly to Guildford and Dorking respectively. In addition the 101 provides an hourly service to Broadbridge Heath and Billingshurst via Hills Farm Lane. Other services in the area run on restricted timetables and are not realistically going to provide an opportunity for a good service to the site.
- 5.37** A dedicated new shuttle service that operates between the development (both east and west of the A24) and Horsham town centre, the railway station and hospital will be able to take on a clear identity related to the new west of Horsham development. The new service should be introduced from the very early phases to encourage its use from the outset and grow to reflect the increasing resident population and demand. The detail of public transport services and facilities will be further developed with the Highway Authority prior to the submission of a planning application; however, the likely eventual bus route is indicated on the map below.



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PRINCIPLES OF DEVELOPMENT



- 5.38** It is anticipated that journey times to the town centre will be 5 minutes from the eastern side of the site and 8 minutes from the west of the A24. These times benefit from the ability of the buses to link directly into Hills Farm Lane and avoid the main flows of traffic on the A24. This is a deliberate move to ensure that buses receive priority over other vehicular traffic. Following completion of the A24 junction a circular loop service could operate in both directions, taking approximately 27 minutes to complete the loop. This would effectively provide a 15 min frequency service to much of the site. This level of service will be further supplemented by the existing local bus services that operate in close proximity to the site.
- 5.39** One of the most important considerations in designing the bus strategy was to ensure that the service would be attractive and convenient to use and would provide a realistic alternative to the private car. Therefore, the service will be expected to provide both evening and Sunday services that will reflect the work and leisure transport needs of the new and existing residents. In addition, research with bus users has shown that the application of technology to enhance bus information is strongly valued and drives confidence in service reliability. For this reason, the key stops on the route within the development will be provided with 'real time passenger information' displays and the entire route within the development will need to allow real-time web and SMS text information coverage, subject to the successful implementation of the appropriate technology elsewhere within the town to allow for connection.
- 5.40** Another important consideration was the need to ensure that existing residents in western Horsham could benefit from the enhanced bus service that is to be provided. This is not only a benefit for these existing areas, but will help to ensure that the new service achieves long-term viability once developer support ceases. Crucial in this respect is the Henderson Way and Granary Way area which currently has no bus service. Although work investigating the routing of the shuttle service through Henderson Way has shown that this will not be a viable option, the developers will be required to provide contributions towards the upgrading of footways between Henderson Way and Hills Farm Lane in order to ensure that residents in this area can benefit from the new service.





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Statement 11

Pedestrian / Cyclist / Equestrians

The provision of attractive, safe and convenient routes for pedestrians, cyclists and equestrians will be a key priority in the design of all the road, street and access layouts of the development and will include all the measures set out in this SPD.

- 5.41** The development will include a range of measures aiming to increase the number of journeys made by foot and cycle both within and beyond the site to the existing communities of Broadbridge Heath and Horsham and into the local countryside. It is also important to remember that particularly the old and young may not have access to a car and rely on these networks to enable them to travel within and outside the development area. These networks will form a significant part of the community infrastructure and must be considered from the outset.
- 5.42** The strategy being proposed will include all of the following measures:

Crossing the A24

- The existing pedestrian and cycle crossing at Farthings Hill Junction will be improved to increase safety and the attractiveness of this route
- The existing footbridge between Tesco and Tanbridge House School will be replaced due to works needed on the A24. In replacing the bridge, the opportunity will be taken to enhance it by increasing its width so as to accommodate pedestrians and cyclists at the same time. The new bridge will be located broadly in the same location as currently and it will be carefully linked in to the cycleway/footpath south of Tanbridge House School to avoid any deviation in the desire line of the route.
- There will be a pedestrian and cycle crossing at the new A24 junction. This will provide a safe and attractive crossing for all users reflecting the need for residents to cross the A24 at this location to access sports and leisure facilities located west of the A24.



East of the A24

- * Pedestrian and cycle links will be provided across the river to Hills Farm Lane and directly into Henderson Way via Windrum Close. This will include securing and enhancing the existing crossing at Tanbridge House School and the provision of a new crossing from the southern development area with dedicated space for pedestrians/cyclist to cross safely. The Council will also seek linkages into the existing and evolving cycle path network in the town.
- Contributions will be required to enable the enhancement of existing pedestrian walkways from Henderson Way/ Granary Way to Hills Farm Lane to encourage residents from these areas with no existing buses to use the new shuttle service.
- The existing pedestrian/cycle link south of Tanbridge House School will be diverted to accommodate new playing fields for the school. The new layout will be constructed to a similar standard to the current path, including lighting and will be secured for long-term public use and will retain its links with the existing footbridges over the river and over the A24.
- The 'at-grade' level crossing leading to Parthings Farm will be closed as required by Network Rail. However, the tunnel/bridge crossing providing alternative access to Parthings Lane will be secured (subject to legal rights being available) into the pedestrian/cycle network within the new development. The tunnel/bridge under the A24 south of the river will also be retained and linked into the new development.

West of the A24

- Mill Lane and Old Wickhurst Lane, which together form the key north-south pedestrian / cycle linkages within the site, will be retained and enhanced and will be effectively integrated into the new development with appropriate crossings at new and existing roads. A safe crossing over the existing A264 will be provided at the north of Old Wickhurst Lane to allow easy accessibility to/from Broadbridge Heath.
- As part of the new cycle network within the site, a legible, safe and convenient cycle route will be provided to connect Mill Lane and Old Wickhurst Lane on an east-west axis. This should be located to be easily accessible from the new community centre



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and school and will provide an opportunity for long-distance cycle links between Horsham/Broadbridge Heath and Southwater and beyond via the Downs link cycle way.

General Measures

- Signal controlled pedestrian / cycle crossings will be provided at main roads.
- Pedestrian and cycle links within the development (both on and off street) will need to provide direct routes to key services and facilities, wherever possible separated from each other and areas of high traffic flows.
- Connections to the wider rural footpath / bridleway network and use of the existing network within the site will be essential.
- All public, commercial and community buildings constructed on the development will incorporate ample secure cycle storage to at least the level prescribed within the West Sussex County Parking Standards.
- There will be consideration of the needs of horse riders throughout the site, particularly where bridleways cross new or existing roads.

5.43 In addition to these key elements of the footpath / cycle network, design principles will need to be applied as set out in the Design Principles and Character Areas SPD. The main principles for creating successful and attractive pedestrian/cycle routes include:

- **Connectivity:** Places and people should be connected by good pedestrian routes;
- **Convenience:** Waiting times for pedestrians should be reduced to a minimum and crossings should be direct and easy to cross;
- **Convivial:** Routes should be well lit, safe, overlooked where possible and provide variety along the street;
- **Comfortable:** Footways should be of appropriate width and quality;
- **Conspicuousness:** Surface treatments and signs to separate and guide pedestrians and cyclists should ensure that defined routes are conspicuous, legible and easy to follow.



Fifth Principle – Community Services and Facilities

Fifth Principle:

Development should not have a negative impact on the existing local infrastructure, services and facilities - it should provide sufficient high quality community services and facilities to serve the development and should take full account of identified leisure requirements, including enhancement to the Leisure Centre facilities and the potential for specific provision to meet the needs of Broadbridge Heath Football Club.

5.44 This principle covers a large range of facilities and services from considering the future of Broadbridge Heath Leisure Centre which is used by people from across the District to small areas of open space for local people. It also encompasses the range of community facilities, such as community buildings, youth areas, schools and health facilities. One of the key issues to emerge from discussions with stakeholders is the need to link many of the facilities together to make best use of buildings and land, reduce costs and ensure they are well used throughout the day and evening. It is also necessary to look outside of the development area boundaries at what facilities are in the vicinity and the role or influence they may have.

5.45 One vision for the development is that leisure and recreation will act as a focal point for both the new and wider communities encompassing a wide range of facilities and activities from formal sports uses to informal walks. Open space, sport and recreation provision is considered a priority for the West of Horsham development. High quality facilities are necessary in order to enhance the quality of life, and provide opportunities for exercise and social interaction.



James - aged 9



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5.46 The Council will seek the following:-

- Provision of a range of local facilities in accordance with the standards set out in the Horsham District PPG17 Assessment for Open Space, Sport and Recreation, and as a result of consultation.
- Significant contributions to strategic sport and leisure facilities.
- The protection of important landscape features, and provision of appropriate public access to such areas.
- Statements 12 to 15 below set out what is required in terms of community services and facilities for the west of Horsham development.

Statement 12

Open Space/Leisure and Recreation

An extension to Broadbridge Heath Leisure Centre (1ha) south of the existing premises with further land (2ha) in this locality identified for formal sports pitches for community use and/or to facilitate development of a new Leisure Centre to replace the existing Centre.

On land south of Broadbridge Heath formal Sports Pitches (3ha) will be provided for community use linked with Broadbridge Heath Football Club with a sports pavilion to include changing rooms, storage and social facilities and appropriate parking facilities.

On land in the Denne Neighbourhood, east of the A24, formal Sports Pitches (2ha) will be provided for community use linked with the existing sports pitches and located next to an open access ball court and community building, which will include ancillary facilities.

Allotments (0.7ha minimum) will be provided within the development area on both the east and west of the A24.



Amenity green space (1.9ha) will be provided throughout the development. In addition equipped children's play space of at least 0.24ha will be provided and areas/features of nature conservation and landscape value shall be retained as areas of accessible natural greenspace.

Equipped neighbourhood play spaces with the addition of informal natural play areas within amenity open spaces will be provided on both sides of the development in four easily accessible locations.

A skate board facility and open access ball court will be provided adjacent to the new A24 junction south of Broadbridge Heath.

A BMX facility will be provided south-west of the fire station, east of the new A24 junction.

Broadbridge Heath Leisure Centre

5.47 As is standard with all large scale developments, financial contributions will be sought from the development towards the provision and enhancement of strategic sports and leisure facilities, which serve a wider than local catchment. This will have no impact on the level of local provision sought.

5.48 Broadbridge Heath Leisure Centre opened in 1987; it has a number of design shortcomings, does not comply in some respects with latest technical guidance for sports facilities and is now starting to show signs of ageing. In order for the current facility to remain it would need a significant injection of funding to provide additional facilities and to enable facilities to be revitalised for the benefit of the expanding population. Two scenarios are being examined for the future of the existing Leisure Centre.

1. An extension and improvement of the Leisure Centre; or
2. Re-development and replacement of the Leisure Centre to the south of the existing premises.

5.49 The West of Horsham development is an appropriate opportunity to consider the future of the existing Leisure Centre site. Therefore land will be allocated for the extension or relocation of the Leisure Centre. 1 ha of land will be allocated immediately south of the existing leisure centre for this purpose and a further 2ha will be located south of this to provide for an extended range of facilities as required. Further technical and viability work is ongoing to establish the feasibility of

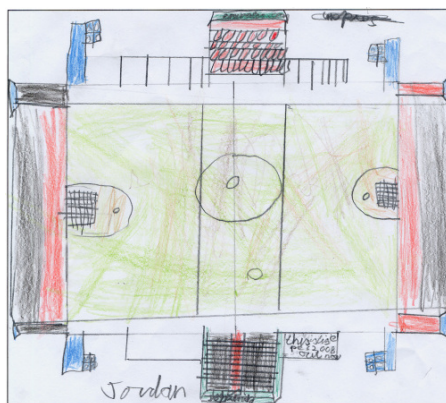


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these options. The Council will seek to safeguard the potential redevelopment of the leisure centre on this land through the masterplan and via a section 106 agreement with the developers.

Formal Sports Pitches

5.50 The need for formal sports pitches for a variety of sports has been identified by local residents, community representatives and from the Council's own assessment of the area. This has been supplemented by requests from existing sporting organisations, in particular Broadbridge Heath Football Club. In total there will be 7 ha of land allocated for formal sports pitches, which will be provided across the site. Most of the pitches will be multi functional and 'double up' as public open space providing a location for informal sport and recreation activities outside the times of organised use. In addition a further 1ha of land will be provided as an extension to Tanbridge House School for educational use. This land will be provided as formal sports pitches, which will be managed by the school but it is envisaged that they will be available for shared use with the community.



Jordan - aged 9

5.51 The following is a summary of the key requirements for formal sports pitches:

1. 2 ha of formal grass sports pitches will be provided to the east of the A24 on the opposite side of the river to the existing pitches on Hills Farm Lane, linked by a pedestrian/cycle/bus single lane crossing. This will also be the location for a multi use community building incorporating changing facilities and a parking area, which may be accessed from Hills Farm Lane solely for the use of these facilities. Such access would assist in alleviating the problems experienced by people using the existing pitches and some of the parking concerns expressed by residents in Hills Farm Lane. This will provide a leisure and recreation based focal point for the new and existing community in this area of Denne. The pitches will 'double up' as public open space.
2. 3ha of formal grass sports pitches will be provided south of Broadbridge Heath Leisure Centre part of which will provide a



new facility for Broadbridge Heath Football Club and other local sporting groups. The formal grass pitches will be located south of Broadbridge Heath Leisure Centre to encourage the shared use of facilities such as car parking and to create a sporting hub. Broadbridge Heath Football Club has been seeking a permanent home for their community based club who are also looking to expand the range of sporting facilities available on a local basis. It is considered that this is the best way of securing new facilities for the football club although the Council will seek to ensure that these arrangements do allow broader community use of the pitches. The details of the Football Club's development will therefore, be subject to more detailed discussions over management, funding and accessibility of the area to the general public. These pitches will however, require a dedicated pavilion providing changing rooms and social facilities together with parking provision, although there maybe an opportunity to link this with Broadbridge Heath Leisure Centre once its future has been determined. Furthermore, additional funding may be available from a number of sporting bodies to enhance the facilities provided beyond that required by the development.

3. 2ha of formal sports pitches will be located south of the proposed extension of the leisure centre and will form part of the formal open space requirement for the development. This area will potentially be used for sports pitches or other facilities for recreational and ancillary use, linked to Broadbridge Heath Leisure Centre.

Natural Greenspace

- 5.52 A survey of the site has taken place and identified many hedges and trees as important for wildlife. As part of the setting of the development these identified areas, wherever possible will form the basis of a network of pedestrian and cycle paths. In addition to these areas all species rich hedgerows will have sufficient buffers to allow for their protection and ongoing management as well as forming part of the pedestrian and cycle networks throughout the development. Existing landscape features and trees together with appropriate "buffer zones" will also provide a green setting for buildings and provide a space in which to safely take part in a wide variety of informal activities such as dog walking, strolling and jogging. In addition this approach will support biodiversity within the built-up areas of the development.



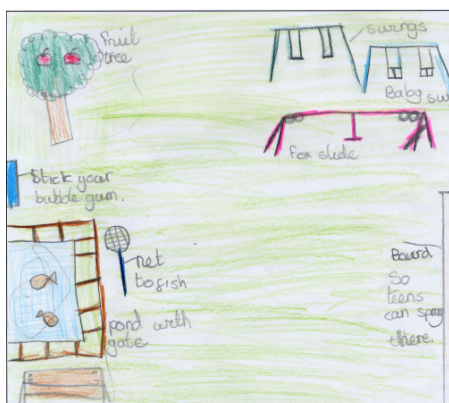
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Amenity Greenspace

- 5.53** 1.9ha of amenity greenspace will also be provided throughout the development. This space will comprise strategic and local areas of useable amenity greenspace that can be used by the community for informal activities. These areas will include imaginative landscaping and planting and use of natural features such as boulders and logs, which can be used as informal play spaces to encourage exploratory and adventurous play. In order to provide convenient access to these sites and enhance their amenity value, they should be linked to the pedestrian/cycle path network, wherever possible, and their lay-out should incorporate hard surfaced paths. The strategic elements of this provision will be located in the central development area south of Broadbridge Heath adjacent to Mill Lane and in the land south of the River Arun, east of the A24, next to the public footpath that crosses at the southern part of the development, which may be subject to minor diversion as a result of detailed layout and design issues that will be examined at the planning application stage. Both of these areas are located along retained public rights of way in order to maximise their accessibility. In addition, a number of smaller 'local' areas of amenity green space will be provided throughout the development area.
- 5.54** The river corridor will provide a location for strategic amenity greenspace to serve the development area to the east of the A24. The opportunity will also be taken to provide pedestrian and cycle routes along the river corridor in a high quality, naturalistic landscape setting and link them with the existing Horsham Riverside Walk on land to the east. There may also be the opportunity to enhance the Horsham Riverside Walk in the vicinity of Tanbridge House School to continue the waterside route up to Guildford Road.

Neighbourhood Play Areas

- 5.55** Substantial equipped children's play areas designed to sustain heavy use will be provided across the site. Four large 'neighbourhood' play areas will be developed, which can provide a greater range of facilities for a variety of age groups. Two of the neighbourhood play facilities will be accommodated in more substantial areas of green space. They will provide a buffer to adjoining housing and have



Ana - aged 9



'natural surveillance' by ensuring the sites are overlooked. There will also be provision of interesting areas for exploratory and 'natural' play through imaginative landscaping, planting and use of materials (logs, rocks, etc.) linked to informal green spaces. It is important that each play area is designed to incorporate high quality landscaping appropriate to the surrounding environment.

- 5.56** One of the neighbourhood play areas south of Broadbridge Heath will be located close to the new neighbourhood centre. This area will provide equipment for children of a wide age range. It is likely to provide challenging equipment enabling opportunities for social play where children can interact with the use of equipment such as 'birds nests', swings, ropes and platforms. The second neighbourhood play area will be located next to Mill Lane public right of way and within an area of amenity greenspace. This will provide an important green 'lung' in the centre of the development. The neighbourhood play area will provide an opportunity for exciting play features in a naturalistic setting incorporating mounds, boulders, ropes, swings, climbing structures and natural planting integrated into the landscape and will provide a more exploratory form of play.
- 5.57** The land to the east of the A24 will also have two neighbourhood play spaces. These spaces will also provide play opportunities for children of a wide age range. The first will be located adjacent to the new community building and provide a more natural play zone and include facilities such as boulders, climbing structures, ropes, mounds, swings and sand. This area will compliment the distinct nature of the surrounding open space along the River Arun and formal sports pitches, which will provide further space to be utilised for play and both formal and informal recreation. The second location is in the northern part of the development and will be located towards the east in a central part of the site. This neighbourhood play area will provide challenging equipment such as birds nests, swings, ropes and platforms. It will also have the opportunity to provide linkages to the surrounding informal open space along the river and the landscape design should compliment the landscape characteristics of the river corridor.

Allotments

- 5.58** There will be two areas of allotments provided within the development area, one on each side of the A24 in accessible locations, which can be reached by walking, cycling or by car. The allotments will be 0.35ha in size and will accommodate up to 80 plots of 75m² as well as six car parking spaces, water supply to each site is required. This provision does not seek to meet existing deficiencies as the development is only required to meet the needs of the new community, but the Council with



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local community representatives will continue to examine any further opportunities to expand allotment provision that may arise within the development area.

Youth Activity Areas

5.59 There is a need to cater for all age groups especially as areas of significant development tend to attract families with children. In terms of recreation facilities for the youth there have been two areas identified and shown on the Masterplan. The main principles involved in locating youth facilities such as a skate and BMX track are to ensure that they are not in isolated locations, but are far enough away from residential areas to not cause any conflict or disturbance. They must also be accessible to the whole community.



Martin - aged 9

5.60 The outdoor youth activity area on the Broadbridge Heath side of the development will be located near to the new junction along the A24. This location has been chosen for a skate boarding facility and a ball court as it is far away enough from residential areas, but it has some natural surveillance from the leisure centre. It is also a fairly accessible location from the existing village as good linkages will be provided throughout the development between the new and existing community facilities.

5.61 The outdoor youth activity area within the expanded Denne Neighbourhood will be located south west of the fire station. This will be a BMX facility that will consist of a natural dirt track in a landscaped and contoured area with jumps and burms (banked corners). The design of the BMX facility should suitably fit in with the surrounding area of informal open space. This facility has been proposed in this location as the site will be easily accessible along the riverside walk as well as natural surveillance being provided by the fire station. In addition, an open access ball court will be provided adjacent to the new community building.



Statement 13

'Built' Community Facilities

A new neighbourhood centre will be provided at Broadbridge Heath, south of the existing Broadbridge Heath Village Centre (to be extended and enhanced), which will include a collection of buildings incorporating flexible retail/office units, a Parish Council Office with meeting rooms, a built youth facility, a Health Centre, public house and provision for the extension and enhancement of the existing Village Centre.

A community building will be provided within Denne neighbourhood, east of the A24, adjacent to the River Arun and close to the main vehicular access that will link the two areas of development north and south of the River. It will comprise a main hall with additional flexible accommodation including changing facilities, a shop and social club/café and will be linked with formal sports pitches and an open access ball court. Sufficient land will be provided for the potential expansion of this facility to include future provision of a built youth facility should the opportunity arise in the future.

Facilities for Broadbridge Heath

- 5.62** A neighbourhood centre is to be provided south of the existing Broadbridge Heath Village Centre building and associated open space, which will be designed to maximise its accessibility to residents of both the new and existing community. It will provide a focus in the heart of the expanded community and will include a mix of uses to seek to ensure that it is well used throughout the day and evening. There will be a need to link many of the facilities together to make the best use of land and buildings and to reduce delivery and maintenance costs.
- 5.63** The neighbourhood centre will include: -
- Flexible units for use as retail / offices (see later discussion on employment and business opportunities and retail development). Some units could be provided for small retailers / offices for the village e.g. hot food take-away, dentist, etc. The buildings should be designed so that they can be easily adapted to meet changing market needs. The buildings are likely to be up to 3 storeys in height and so could include a mix of uses including flats.
 - Extension and enhancement of the existing Broadbridge Heath Village Centre to accommodate the needs of the significantly expanded Broadbridge Heath community.



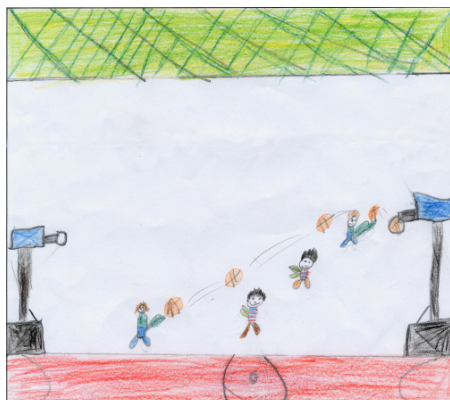
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- A replacement and expanded Shelley Primary School to accommodate 2 ½ forms of entry of pupils and to include a new day nursery.
- A Parish Office with meeting rooms.
- A built youth facility.
- A Medical Centre, as required by the West Sussex PCT, for a 5 doctor practice together with space to provide for a range of medical services such as a visiting nurse and chiropodist.
- A public house / restaurant.
- A neighbourhood play area.
- Adequate car and cycle parking.

Facilities for Denne

5.64 Denne Neighbourhood is close to Horsham town centre and all the opportunities that it offers in terms of community services and facilities but there is a lack of local facilities in this part of the town and it is considered that the provision of such facilities will provide a focus for the strong community identity that exists in this part of the Denne area.

5.65 There are currently no changing facilities for the existing well used Hills Farm Lane sports pitches and it is considered that a combined multi-use community building that incorporates changing facilities could be provided alongside the required additional sports facilities to provide a community focus to include:-



Suzy - aged 9

- A multi-use community building of around 625msq of floorspace, to include: -
 - A badminton size hall;
 - Additional multi – use rooms;
 - Storage facilities;
 - A small shop (dependent on its viability);
 - Facilities available for functions and a café, which may include a bar;
 - Changing facilities to serve the adjoining sports pitches.



- A neighbourhood play area.
- An open access ball court.
- Adequate car and cycle parking.
- A pedestrian/cycle/bus single lane crossing to Hills Farm Lane, linking with the existing playing pitches.
- Access for pedestrians and cyclists via the extended Horsham Riverside Walk.

5.66 These facilities will benefit from the attractive setting of the River Arun and its floodplain and the design of the community building will be expected to maximise these benefits together with its accessibility from both the existing neighbourhood and the new development by all modes of transport.

5.67 The multi-use community building will be designed so that it can accommodate a variety of community groups including a children's playgroup and/or crèche facility. There is nowhere locally for social gatherings to take place as there is no public house or function facility in the area so it is considered important that the building incorporates suitable facilities for a social club/café, which may be licensed to provide an opportunity to meet the needs of this area and give the building a potential source of revenue to ensure its long-term future. This will also help to ensure that the building is well used throughout the day and evening. Sufficient land will be provided in the vicinity of the community building to enable the provision of a built youth facility should the opportunity arise in the future.

Statement 14

Education

A new Shelley Primary School (2 ½ form of entry) will be provided at Broadbridge Heath to serve the whole village.

Financial contributions will be required towards the expansion of Arunside Primary School within its existing grounds.

Land (1ha) will be provided for the expansion of Tanbridge House Secondary School, which will be laid out as formal sports pitches.



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Provision of a new Shelley Primary School

5.68 Shelley Primary School currently serves Broadbridge Heath, but is reaching its capacity. Therefore, the school will be replaced by an enlarged school located within the development area. Currently Shelley Primary School has a 1.5 form of entry. A new school would need a 2.5 form of entry to serve the existing village and children from the new development. The masterplan shows 2.5ha of land for the relocation of Shelley Primary



Karli - aged 9

School within the new neighbourhood centre south of the existing Village Centre building. This location is in the centre of the expanded village and will be provided with well designed safe access and crossing points to maximise accessibility for the whole village. The full relocation of the site will; however, be dependent on the sale of the existing Shelley Primary School site. If the school is retained for any reason Shelley Primary School may operate temporarily or permanently as a split site school. This is not the preferred Education Authority policy however, which favours single site provision for primary education.

Arunside

5.69 Arunside Primary School is close to the new development to the east of the A24. This school has accommodated more children in the past than it does now and could be expanded to meet additional demand from this development. Contributions will be made by the developers towards the provision of additional school places within this and/or other primary schools in Horsham, such as the nearby St John's Primary School.

Expansion of Tanbridge House School Secondary School

5.70 It has been identified through a needs assessment of the school that there is a requirement for a 1ha extension to Tanbridge House School site to provide for the additional number of pupils generated by the development. This extension will be allocated south of Tanbridge House School for sports playing pitches and will in principle enable the replacement of the existing sports pitches, allowing for a physical extension to the school buildings within the existing school boundary.



These pitches will also be managed by the school but will serve a dual community use as it is envisaged that they will be allocated for use by the community on a formal use basis with the school.

Statement 15

West Sussex Fire & Rescue Services

A new fire station will be provided to the east of the A24 with direct access onto the new A24 junction and the strategic road network.

West Sussex Fire and Rescue

- 5.71 A need to relocate the current fire station on Hurst Road, Horsham has been identified as the current fire station is in poor condition and in need of expansion to include specialist equipment and management training facilities.
- 5.72 A new fire station will be provided south of the new junction on the A24, to allow the West Sussex Fire and Rescue Services to be relocated. This will provide the fire and rescue service with sufficient land for their requirements with good access onto the surrounding road network. The fire station will also provide a 'community' focus that would be open to the public to drop-in to receive advice as well as establishing community groups, such as having a base for their 'cadets' and Duke of Edinburgh award schemes.



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Sixth Principle - Wildlife, Habitat and Landscape

Sixth Principle:

The opportunities provided by the comprehensive approach to the development of this area should be maximised to enhance the environment, including the quality of open spaces and links to the countryside beyond (including to Denne Hill and the River Arun as a key part of the setting of the town), and enhancements to habitats and the local landscape generally.

- 5.73** The land West of Horsham development area does not include any environmental designations although High Wood Hill SNCI lies adjacent to the southern boundary and includes an area of designated Ancient Woodland. The valued features of these designations are recognised together with high quality landscape setting of High Wood Hill, the River Arun and its floodplain. The nature conservation importance of the River Arun and Boldings Brook is also recognised.



Suzie - aged 9



Statement 16

Wildlife, Habitats and Landscape

A landscaped buffer will be provided along the eastern boundary of the A24.

Mill Lane, Old Wickhurst Lane and other existing rights of way will be maintained and enhanced as green links through the development to the countryside beyond.

The area alongside the River Arun and Boldings Brook and northern aspect of High Wood Hill will be retained as informal open space and managed to enhance biodiversity.

Partner organisations such as the Sussex Wildlife Trust will be involved in developing detailed proposals to protect and enhance biodiversity.

- 5.74** Landscape buffering is required to minimise the noise and visual impact of the A24 on residents of the development as well reducing the visual impact of the development from the countryside by providing an element of screening. Advance planting may be required to ensure that planting is sufficiently mature to mitigate any adverse impacts before the delivery of the development.
- 5.75** Comprehensive ecological surveys have been carried out across the site. The surveys found evidence of reptiles and bats in the area and identified a number of ecologically important hedgerows. The results of these surveys have informed the production of the Masterplan for the area, which identifies a green network to allow for the retention of identified important wildlife, habitat and landscape features and provide opportunities for ecological enhancement particularly with regard to habitat for species such as Badgers, reptiles and bats.
- 5.76** The Council wishes to protect as far as is practicable existing hedges, lanes, important trees, field ponds and watercourses within and adjoining the site. The Masterplan seeks to ensure they are connected to create wildlife corridors and habitat areas as part of the green network. Where an impact on an important wildlife corridor, such as a species rich hedgerow, is unavoidable, through the construction of an access route for example, mitigation measures will need to be put into place to maintain the integrity of the hedgerow network.



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- 5.77** The emphasis is to seek to enhance, not solely to minimise impact; this may be implemented through the protection of the most significant areas plus retention of 'buffer' zones around these areas. A considerable amount of the land is protected from development by the floodplain; this area is also the most diverse in terms of biodiversity.
- 5.78** The requirements set out in the Sussex Biodiversity Action Plan will need to be taken into account and there will need to be close liaison with specialist organisations to help ensure that the biodiversity of the area is retained and enhanced. There are many small measures that can be put in place by residents on a day-to-day basis as well as the larger scale proposals and the Council will seek further advice on these issues and work with partners in helping to meet this principle of development.
- 5.79** In line with the proposals for improvements for walkers, cyclists and horse riders, the development will link into the wider network of Public Rights of Way, identified on the Masterplan map.



Seventh Principle - Employment and Business Opportunities

Seventh Principle:

The provision as part of a mixed-use development of appropriate employment and business uses, in order to enable the opportunity of working locally and to reflect the needs of the local economy

- 5.80** The Council's adopted Core Strategy (2007) makes allowance for 210,000 sq m of employment floorspace within the period 2001-2018 across the District as a whole. This is set out in Policy CP11 (Employment Sites and Premises). The development West of Horsham will contribute towards this figure and Policy CP10 (Employment Provision) states that employment within this area should be mixed-use in nature and that it should contribute to the economy at a local scale rather than a District scale.
- 5.81** The Horsham District Annual Monitoring Report (AMR) 2006/7 shows however, that we are well on track to meet our floorspace requirements by 2018, as 159,051 sq m has either been completed or has been granted planning permission. Furthermore, there are areas adjacent to the West of Horsham development that provide a high number of jobs, such as; the Lawson Hunt Industrial Estate, Broadbridge Heath Retail Park, and the Tesco superstore. There is therefore no need for a large amount of employment development within the development area.

Statement 17

Employment and Business Opportunities

A range of small scale units for B1a and b uses will be provided within the development site.

These will include a limited number of flexible units within the new neighbourhood centre for Broadbridge Heath and units, including a work hub and/or a serviced workspace facility, adjacent to the new A24 junction to the west of Horsham on the Denne side of the development.

The development will be expected to provide support for home based business and other commercial activities by the provision of high-speed broadband internet by way of installed wireless connections/facilities.



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- 5.82** The overall opportunities for employment within the West of Horsham area will not be restricted to the business B1a and B1b uses that are addressed in this section. They will also include the provision of A uses (such as shops, restaurants and pubs) and D uses (such as clinics, libraries, cinemas and gyms). A mix of community facilities, limited retail and employment provision within the expanded Broadbridge Heath community and the Denne side of the development will provide the most sustainable approach. The provision of community facilities and retail development is set out in Statement 13 'Built' Community Facilities and Statement 23 Retail Development.

Understanding local needs

- 5.83** In order to understand the needs of the local economy, a number of sources of information have been used.
- 5.84** A joint Employment Land Review (ELR) was undertaken in 2005 across Horsham and Mid Sussex Districts and Crawley Borough. The results of the study illustrated that Horsham is an attractive location for businesses, particularly small and medium-sized companies. Employment sites in the urban areas are particularly sought after. The West Sussex Economic Partnership Commercial Property/Inward Investment Statistics Report also identifies Horsham District as a popular location for prospective employers looking for opportunities and locations in the Gatwick Diamond in particular.
- 5.85** The ELR found that the Horsham economy is weighted toward smaller occupiers with a large number of firms employing between only one and ten people. Growth in this sector has been particularly strong over the last decade and is likely to continue to be a key source of growth in the future. The West Sussex Economic Partnership Commercial Property/Inward Investment Statistics Report shows that Horsham is the most requested location for retention/start-up units.
- 5.86** Furthermore, the West Sussex Economic Partnership confirms that the greatest demand for employment floorspace in Horsham District is for small units (up to around 460 sq m). This is consistent with the results of Horsham District Council's surveys of small businesses (including home based business) carried out earlier this year, which highlights that there are over 6,000 small privately-owned businesses within the District, over a quarter of which indicated that they would be looking for commercial properties within the next three years.



Small scale units including a work hub and serviced workspace facility

5.87 Accommodating such needs is particularly important and the West of Horsham development is an appropriate location to contribute towards meeting these local needs by . As home-based businesses plays a significant role in the Horsham District economy, from which fledgling businesses develop and grow, it is considered that employment provision should also include a work hub and/or serviced workspace facility. High-speed broadband internet will also be provided across the site as part of this package of supporting networks and facilities for home-based and small businesses.



Facilities will be provided for mixed business uses in smaller, flexible units

5.88 A work hub is a concept is based around a shared-facility to offer support and interaction between home-based and fledgling businesses. It is considered to be more of a network than a location, although a suitable location has been identified.

5.89 A serviced workspace facility is an approach that offers a variety of workspaces from offices to studios, let on flexible leases with no tie-ins and usually operate on one months notice. The services provided include cleaning, insurance, receptionist provision, meeting rooms for hire and professional guidance. This is aimed at start-up and fledgling businesses. It builds on the level of provision usually offered by work hubs and the two facilities could be provided alongside one another.

5.90 In order for the employment units to be in the most accessible and sustainable locations they will be co-located and linked with retail and other non-residential uses within the development. Some flexible units that could be used for office or retail will be grouped within the new neighbourhood centre for Broadbridge Heath. Further small scale units, which will include a work hub and/or a serviced workspace facility, will be linked with the provision of the fire station adjacent to the new A24 junction on the Denne side of the development. The precise level and nature of floorspace and tenure provision will be determined at the planning application stage.



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Eighth Principle – Sustainable Construction

Eighth Principle:

The development should incorporate sustainable development principles and sustainable construction methods, including taking advantage of any changes in technology over the development period

- 5.91** The Council recognises and fully supports the need to promote sustainable development through the spatial planning system. The Government views this aim as the core principle underpinning planning⁽¹⁾ and National Policy now requires that all new development is planned in a way that takes into account its potential impacts on sustainability, both in a broad sense and specifically the impact of the development on climate change and indeed the impacts of climate change on the development over its lifetime.
- 5.92** One of the Councils key priorities is to ensure that the development is as sustainable as possible and that it represents an ‘exemplary’ character that reflects both the high environmental quality of the area as well as the strong desire within the local communities to protect the environment from the very local to the global scale. This priority has been consistently supported by stakeholders throughout the various stages of consultation on this development.
- 5.93** Set out below are the principles and requirements that are considered essential for the new development west of Horsham to ensure that it meets its sustainability objectives. These have been developed through successive stages of consultation with stakeholders, including the local community and the developers. They have also been carefully tested against National Policy to ensure conformity.

1 Building a Greener Future: Policy Statement and The Housing Green Paper



Statement 18

Residential Development

All dwellings will be designed and built so as to fully meet the Government's national timetable of CO2 emissions reduction and in addition should achieve a minimum of Level 3 of the Code for Sustainable Homes.

Reflecting the priority for an 'exemplary' development in sustainability terms and mindful of Government's desire to see the sustainability of new build dwellings progressively increased, the Council will expect that each future change to Building Regulations, which ramps up the levels of CO2 reductions, should be mirrored by a corresponding improvement in overall sustainable construction. The effect will be to achieve higher levels of the Code for Sustainable Homes in later phases of the development.

5.94 In 2007 the Government set out a clear timetable of targets for the reduction of carbon emissions from residential development ⁽²⁾. At present, residential development accounts for about one quarter of all UK carbon emissions and this proportion will rise if new development is not made more sustainable. The targets, set out in the table below, are designed to ensure that new homes will contribute towards the achievement of the national commitments to carbon emissions reduction made under the Kyoto Protocol.

	2010	2013	2016
Energy/carbon improvement as compared to Part L (Building Regulations 2006)	25%	44%	zero carbon
Equivalent energy/carbon standard in the Code for Sustainable Homes	Code level 3	Code level 4	Code level 6

Table 5.1 DCLG proposals for the staging of energy efficiency in new homes

(Source Building a Green Future: Policy Statement)

2 PPS1: Delivering Sustainable Development, Paragraph 3



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- 5.95** These targets will be achieved through future changes in the Building Regulations that will effectively make the emissions reductions mandatory for new residential development. The timetable, which ultimately aims to achieve 'zero carbon' homes by 2016, reflects the expectation that the capital costs of zero and low carbon energy generation technology will fall over the coming decade as the market develops and technology improves. It is essential that all of the homes built as part of the new development west of Horsham are designed to meet or exceed the energy efficiency improvements as determined by the Building Regulations prevailing at the time of completion.
- 5.96** Although requirements for carbon emissions reduction are essential for long-term mitigation of climate change, they are only part of what makes a new home sustainably designed and built. Wider considerations, such as water use, materials used in construction and waste are very important to consider. For this reason, the Government produced the 'Code for Sustainable Homes' in 2006 that sets out a new broad-based sustainability assessment framework for residential development.
- 5.97** The Code is designed to integrate with the Building Regulations as a single national standard to guide the industry in the design and construction of sustainable homes, with the intention being to reduce the overall environmental impact of new residential development. The Code sets out a range of standards in a number of sustainable construction areas. If these are reached, a certain number of points are attained. The number of points achieved overall translates to a rating for the individual dwelling. There are six different levels that can be reached; Level 1 being the lowest and Level 6 the highest.
- 5.98** Given the likely timing of the new development in relation to the first of the changes to the Building Regulations and bearing in mind the need for a broad approach to sustainable construction that goes beyond carbon emissions, the Council expects that all new dwellings will be designed and built to achieve a minimum of Level 3 of the Code. Consultation on this issue has shown that this level is considered achievable and is the minimum at which a dwelling may be considered genuinely sustainable compared to current requirements and construction practices. In addition, the Housing Corporation already requires that affordable homes meet Level 3 of the Code in order to be eligible for grant funding. The Council would not wish to accept a situation whereby the market homes were designed to meet lower overall sustainability standards than the affordable homes on the site. Parity in this regard is considered essential in order to create the desired balanced and sustainable community.



- 5.99** The new development is likely to be built out over a number of years and it is important to ensure that each phase of the development reflects the very best achievable practice in sustainable construction. Therefore, the Council will expect the developers to design and build dwellings to higher levels of the Code when future changes to the Building Regulations area made. For example, from 2013 the Government has indicated that the regulations will require a 44% reduction to carbon emissions. This is equivalent to the energy standards of Code Level 4 and the Council would expect to see homes built to these energy standards to also achieve the other aspects of the Code at Level 4. Again, this expectation is based on the firm conviction that for homes to be sustainable, they must take more into account than simply carbon emissions and must reflect evolving best practice and improvements in other technology areas, not least water use efficiency and the sourcing and recycling of construction materials.
- 5.100** The Council considers that the expectation of progressive increases in the standards of sustainable construction throughout the construction phases of the development is a reasonable one, based as it is on the Government's timetable for changes to Building Regulations. We are also mindful that the Housing Corporation will in future be requiring that all affordable homes eligible for grant funding must meet Level 4 of the Code and possibly higher levels in the next decade. It is also considered that this approach offers the maximum degree of flexibility to the developers which will be able to develop a plan for the phasing of increasing levels of sustainable construction on site, based on their own technical and viability assessments. However, this plan will need to be agreed with the Council at the planning obligations negotiation stage. The Council will expect to see clearly how the expectations and requirements set out above will be met.

Statement 19

Non-residential Development

Relevant non-residential development should meet the BREEAM standard of at least 'Very Good' or its equivalent under any replacement code.

- 5.101** The new Code for Sustainable Homes applies only to residential development which leaves the established BREEAM standard as the only current measure for the assessment of the environmental and sustainability performance of commercial, retail, public and employment developments. The Government is currently working on both a new code for non-residential buildings and also on a national timetable,



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equivalent to that for dwellings, leading to 'zero carbon' development possibly by 2019. The Council expects developers to fully consider the effects of any new code and carbon emissions reduction targets in their plans for the phasing and development of non-residential buildings. It will be important to ensure that evolving requirements and best practices are incorporated into building designs in each phase of the development.

- 5.102** The existing BREEAM standard has four levels attainable; 'Pass', 'Good', 'Very Good' and 'Excellent'. Many public sector and other bodies see 'Very Good' as a robust level in terms of sustainable construction and the minimum standard for a building to be considered as genuinely 'sustainable'.
- 5.103** In many respects the construction of larger commercial, employment, leisure or public (educational) buildings presents great opportunities for the use of sound sustainable construction techniques, renewable and low-carbon energy generation and water recycling. These opportunities are reflected in the requirement for the non-residential development west of Horsham to achieve at least the 'Very Good' standard or equivalent under a new code. This requirement sets a challenging, but achievable target for developers to meet, particularly in the period until any new national timetable for carbon emissions reduction takes effect.

Statement 20

Renewable and Low Carbon Energy Generation

In order to achieve the planned reductions in carbon emissions throughout the construction of the development, the Council expects developers to fully investigate the technical feasibility and financial viability of a range of renewable and low-carbon energy generation options, including micro-generation and CHP district heating schemes. The technical and viability assessments should inform an Energy Strategy for the development which will show how the technologies can be incorporated into the development wherever the opportunities arise.

- 5.104** It is now well understood that the most effective methods of reducing the emissions of CO₂ from buildings is to apply energy efficiency design principles and high specification construction materials to reduce heat loss. In addition, reductions in energy use can be achieved by designing



buildings to maximise opportunities for passive solar gain or natural ventilation. The development will be expected to incorporate the full range of these solutions.

- 5.105** Beyond these measures, the generation of renewable and low carbon energy will also be an essential part of the overall strategy to reduce the impact of the development on the environment and increase its sustainability. Throughout the various stages of consultation on the new development, a strong desire has been expressed to see the opportunities for decentralised energy generation fully exploited through the application of new and established renewable and low-carbon energy generation technologies, including options such as CHP district heating schemes that could be fuelled by locally sourced and sustainably produced biofuels.



- 5.106** The Council fully supports the need incorporate such technologies within the development wherever possible. However, it is essential that proper technical and viability assessments are done to ensure that the right long-term solutions can be applied to have the greatest chance of achieving the required emissions reductions. At the same time it is vital that solutions prove to be acceptable and convenient for the new residents and building occupiers to use. Therefore, we will expect the developers to perform these necessary assessments prior to gaining planning consent and to use the findings to produce an Energy Strategy for the development as a whole. This strategy will need to carefully plan the application and phasing of energy generation technologies throughout the construction period and also provide a framework for the management of these installations after the initial construction is complete.




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Statement 21

Water Usage Conservation and Recycling

In order to achieve the planned reductions in design water usage throughout the construction of the development, the Council expects developers to fully investigate the technical feasibility and financial viability of a range of water-use reduction and conservation techniques, including greywater recycling and rainwater harvesting. The technical and viability assessments should inform a Water Strategy for the development which will show how the technologies can be incorporated into the development wherever the opportunities arise.

- 5.107** One of the most pressing issues is that of long-term water shortage and the need for the development to incorporate appropriate water conservation measures. It is considered that this must be addressed as part of the overall approach to making the development as sustainable as possible. The Council will expect to see a water conservation and usage strategy developed that will be used to ensure that the development incorporates the measures required in order to meet the water usage design standards of the Code for Sustainable Homes at Level 3 and above as required.
- 
- 5.108** As with reducing carbon emissions, reducing water consumption is most effectively addressed through relatively simple and low-cost measures. These include dual flush toilets, aerators and flow restrictors on taps and efficient showers. The Council will expect these sorts of measures exploited as far as possible to reduce the design water usage. The Council will also expect to see the fitting water butts attached to guttering downpipes for external water usage wherever this is practicable.
- 5.109** In order to reduce water consumption further, for example at higher levels of the Code, it may be necessary to install more sophisticated techniques. These might include greywater recycling and rainwater



harvesting systems. The technical feasibility and financial viability of these systems should be thoroughly tested as part of the water strategy.

- 5.110** Non-residential developments may offer considerable opportunities for water conservation, harvesting and recycling. These developments should also be included in the water strategy and in cases where high water use is anticipated that may justify and off-set the capital costs, the Council will expect to see water harvesting and/or recycling techniques incorporated. These situations should normally be part of a holistic approach to sustainable construction that includes sufficient renewable or low-carbon energy generation to off-set the increased energy demand related to the water harvesting or recycling systems installed. In order to reduce water consumption further, for example at higher levels of the Code, it may be necessary to install more sophisticated techniques. These might include graywater recycling and rainwater harvesting systems. The technical feasibility and financial viability of these systems should be thoroughly tested as part of the water strategy.

Statement 22

Adaptation to Climate Change

The designs for the development and for individual buildings will need to incorporate sufficient and appropriate measures to mitigate and/or exploit the effects of likely changes to the climate over the designed lifetime of the development.

- 5.111** In addition to efforts to mitigate the causes of climate change, it is also vital that the likely effects of a changing climate over the lifetime of a development are considered at the design and construction stages. Failure to do so could mean that the long-term sustainability of the development is compromised, potentially causing the design life to be shortened and resources needlessly wasted. If however, a development is designed to be resilient to climate change, it is more likely to remain comfortable to occupy and affordable to maintain and insure in the long term.
- 5.112** The Government now requires new development proposals to consider adaptation to climate change. The emphasis on this aspect of sustainability is fully endorsed by the Council which will therefore expect



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developers to show which specific measures are being taken to adapt their designs to potential climate changes. This should include, but not be limited to, the effects of:

- Warmer, wetter winters
- Hotter, drier summers
- More frequent and intense extreme rainfall events
- Intensification of the urban heat island effect
- Higher wind speeds



Ninth Principle - Retail Development

Ninth Principle:

The provision of improved shopping facilities to meet the additional needs of the expanded communities, subject to the nature and scale of development being justified by the need and there being no materially adverse impact on existing centres

Statement 23

Retail Development

A small range of around 4-6 non-food retail units will be provided as part of the Broadbridge Heath neighbourhood centre and a shop will be provided, dependant on its viability, in the Denne area, west of Horsham, linked with the new community building.

- 5.113** The proximity of a large Tesco's store plays an important role in influencing what new retail provision the expanded village of Broadbridge Heath could sustain. It is understood that the current Tesco's store is currently overtrading and is likely to seek to increase its floorspace in this area. Even without the expansion of the existing store, the current variety of goods and services on offer means that any new smaller convenience retail units in this area are unlikely to be economically viable.
- 5.114** The most recent Horsham Retail Health Check Update (2006) identifies a relatively strong town centre and Tesco's is identified as being the dominant food retailer. The Update also shows that there is currently no need for additional convenience floorspace provision within the Town Centre and there will be minimal, if any, in the foreseeable future. The calculations demonstrate that out-of-centre convenience provision is dramatically over trading and this could be detrimentally affecting convenience trading conditions within the Town Centre. The Council has planning policies in place however, to safeguard the vitality and viability of our existing town centres.



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5.115 Whilst this establishes that any larger-scale provision of convenience retail facilities would not be suitable in practical and policy terms, we are aware of the need to bring forward an appropriate level of non-food retail facilities within the development. There is a need to provide a certain level of small non-food retail facilities to make sure the development is mixed-use and sustainable.



Rebecca - aged 9

5.116 The provision for retail development in the West of Horsham development will consist of two elements: one for the expanded community of Broadbridge Heath and one for the land east of the A24 in Denne area.

Broadbridge Heath

5.117 As part of the new neighbourhood centre for Broadbridge Heath, the retail provision will take the form of approximately 4-6 small scale retail units (likely to be around 100 sq m) subject to there being a market requirement for such units. They could include some of the following users:

- Newsagent
- Bookmaker
- Estate Agent
- DVD rental
- Dentist
- Hot Food Take Away
- Hairdresser
- Florist

5.118 It is anticipated that this level of provision, in conjunction with the proposed medical facility, will be commercially viable once the residential completions have reached a critical mass. The buildings should be designed to enable flexibility in their use for office or shops as set out in Statement 17 Employment and Business Opportunities, so that they provide employment opportunities that can be easily adapted to meet changing market needs.



Denne Neighbourhood

- 5.119** The Denne area is close to the wide range of services and facilities that are available in Horsham Town Centre but there is little in terms of local provision in this part of the town. There is however a strong community identity in much of this part of the Denne Neighbourhood and it is hoped that the provision of a community building with a café and shop will provide a focus for the Denne community.
- 5.120** The influence of Horsham town centre and Tesco may mean that it is not commercially viable to provide a shop in this area. However, it is considered that the provision of a mix of community facilities in the heart of the Denne Neighbourhood as part of the West of Horsham development, would increase the vitality of this area and draw in significant local trade and could therefore support a small convenience shop particularly taking into account the distance from any other local facility. The proposed community facilities for this area are set out in more detail in Statement 13 - 'Built' Community Facilities.



CHAPTER 6: OTHER POLICIES INFLUENCING THE MASTERPLAN

- 6.1 In addition to the development principles contained within CP7 the development must also comply with other policies in the Core Strategy and General Development Control Policies document.

Core Strategy Policy CP2

CORE STRATEGY POLICY CP2: ENVIRONMENTAL QUALITY

The high quality management of the District's environment will be encouraged and supported through a combination of promotional measures, including grant aid where appropriate, and careful appraisal of development proposals to ensure that they provide for enhancement;

- a. minimising the emission of pollutants, including noise, odour and light pollution, into the wider environment;
- b. having no adverse effects on water quality, reduce water consumption, reducing flood risk to new development and ensuring that flood risk to existing development is not increased;
- c. minimising waste generation and the consumption and use of energy, including fossil fuels, and taking account of the potential to utilise renewable energy sources;
- d. Utilise sustainable construction technologies; and
- e. incorporating facilities for recycling of water and waste.

Statement 24

Water Quality

Well designed mitigation measures are required to ensure that no adverse effect on water quality is caused. Furthermore, the Council will seek to ensure that every opportunity is taken to enhance existing aquatic environments and ecosystems.

- 6.2 Large scale development has the potential to cause water pollution and to harm aquatic environments including both surface and groundwater. This harm to water quality can derive from both the construction activities or indeed from the load placed on the sewerage



system by occupied development. Aquatic environments are precious not only due to their biodiversity characteristics but also for their amenity and recreational value. It is essential therefore that those environments within and surrounding the West of Horsham development are not adversely affected.

- 6.3 The Council will seek to ensure that water quality and the environment of the River Arun (including the Pulborough Brooks Special Protection Area) and its tributaries are protected from harm. The Council will also continue to work with the developers and the Environment Agency to seek to ensure that every opportunity is taken to enhance existing aquatic environments and ecosystems both for their own intrinsic value and for the amenity of the existing and expanded communities. Developers will need to have regard to the Councils Appropriate Assessment of the Core Strategy taking into account the potential impacts that have been identified in terms of water supply and quality and ensure that measures are incorporated into the development that prevent harm to the Pulborough Brooks Special Protection Area.

Water Consumption

- 6.4 The issue of water consumption is an important one for the west of Horsham development and has been consistently identified during consultations as a key consideration given the likelihood that communities in the South East will need to adapt to a warmer and drier climate in the future.
- 6.5 The Council will seek to ensure that the new development results in only a bare minimum additional water consumption load. It has therefore set out in the Eighth Principle its requirements in terms of water usage conservation and recycling in the new development including the need for developers to prepare a water strategy based on the findings of technical and financial viability assessments. This aspect is covered in the Code for Sustainable Homes which sets the overall consumption targets that must be achieved in the residential development. Both this and the BREEAM system for non-residential development will result in the widespread use of high specification water saving fixtures. In addition, the Council is seeking the use of simple rainwater harvesting techniques such as water butts for dwellings wherever this is practicable as well as more sophisticated water recycling and/or rainwater storage systems for other development where a high water usage is anticipated.



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Statement 25

Flooding and Drainage

A Sustainable Drainage System (SuDS) surface water strategy is required to demonstrate that such measures will not only prevent flooding but will enhance biodiversity where opportunities allow.

The long term maintenance of SuDS will need to be secured to ensure efficient surface water drainage throughout the lifetime of the development.

- 6.6** PPS25 requires that runoff from the new development areas will need to be limited to match the existing greenfield runoff rates. Furthermore, any attenuation features must be able to accommodate the 100 year storm event plus a 20% climate change allowance to ensure that surface water run-off from the new development will not increase flood risk off-site.
- 6.7** The site includes 2 main rivers, Boldings Brook and the River Arun, which provide convenient points of discharge for on-site land drainage and sustainable drainage systems (SuDS). A SuDS surface water strategy comprising a management train of source, site and regional control will be prepared to inform the planning application process to ensure all components can be delivered. This will focus primarily on the land allocation for attenuation facilities to allow the existing greenfield run-off rates to be matched and the location of green corridors to allow connection of upstream SuDS components. There are opportunities to enhance existing biodiversity and/or create new habitats by the appropriate use of SuDS.
- 6.8** SuDS generally require long term maintenance and rely on facilities that are not adoptable by sewerage undertakers. Developers should therefore ensure that arrangements exist to ensure that the effectiveness of the system is retained.

Foul Drainage

- 6.9** The proximity of Horsham Sewage Treatment Works (STW) makes the provision of on-site sewerage straightforward. The new on-site sewers can either be directly connected to the works or to one of the trunk sewers that pass through the site to the works.



- 6.10** Southern Water (SW) has confirmed that there is capacity in the existing treatment works for the first 1000 dwellings of the proposed development, and that their programmed improvements to the works will provide sufficient capacity for the full development within the period to 2018.



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Core Strategy Policy CP3

CORE STRATEGY POLICY CP3: IMPROVING THE QUALITY OF NEW DEVELOPMENT

High quality and inclusive design for all development in the District will be required in order to raise standards and gain community support as a beneficial addition to the local environment. A robust design process with the use of skilled designers and appropriate pre-application discussions will be promoted so that proposals can be based on a clear understanding of the local, physical, social, economic, environmental and policy context for development. In particular, development will be expected to:

- a. provide an attractive, functional, accessible, safe and adaptable environment;
- b. complement the varying character and heritage of the District, particularly as defined in Village or Parish Design statements, Horsham Town Neighbourhood Character Assessments, Area of Outstanding Natural Beauty Management Plans or other design statements produced to indicate principles of good design applicable to locally distinctive areas;
- c. contribute a sense of place both in the buildings and spaces themselves and in the way they integrate with their surroundings and the historic landscape in which they sit;
- d. optimise the potential of the site to accommodate development and contribute to the support for suitable complementary facilities and uses; and
- e. help secure a framework of high quality open spaces which meets the identified needs of the community.



GENERAL DEVELOPMENT CONTROL POLICY DC9: DEVELOPMENT PRINCIPLES

Planning permission will be granted for developments which:

- a. make efficient use of land whilst respecting any constraints that exist;
- b. do not cause unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or noise, whilst having regard to the sensitivities of surrounding development;
- c. ensure that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant relates sympathetically with the built surroundings, open spaces and routes within and adjoining the site, including any impact on the skyline and important views;
- d. are locally distinctive in character, respect the character of the surrounding area and, where available, incorporate the recommendations/policies of the relevant Design Statements and Character Assessments;
- e. use high standards of building materials, finishes and landscaping; and includes the provision of street furniture and public art where appropriate;
- f. presume in favour of the retention of existing important landscaping and natural features, for example trees, hedges, banks and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development; and,
- g. ensure buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, unless this conflicts with the character of the surrounding townscape, landscape or topography where it is of good quality;
- h. Proposals will also need to take the following into account where relevant:
 - i. incorporate where appropriate convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling facilities without dominating the development or its surroundings;
 - j. incorporate measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area; and create visually attractive frontages where adjoining streets and public spaces, including appropriate windows and doors to assist in the informal surveillance of public areas by occupants of the site;



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- k. contribute to the removal of physical and social barriers; and,
- l. make a clear distinction between the public and private spaces within the site.

Applicants must consider the relevance of all the criteria within this policy to their proposal, no matter how large or small, and may be asked to justify why they do not consider a specific element relevant to their application.

- 6.11** Good design is one of the key elements in securing sustainable development as this will enable an attractive, legible, safe and accessible environment to be provided. High quality design is not however just about the design of the buildings themselves or the type of materials to be used. It involves consideration of the overall layout of places, the linkages between buildings and open spaces and the connectivity between buildings, different uses, streets and pathways. It is also essential that the new development is integrated satisfactorily into the existing urban form and that it recognises and responds to its edge of settlement location.
- 6.12** The 'Visions' for the development area, set out at the beginning of this document include 'An extension to the communities of both Horsham and Broadbridge Heath that reflects their differing needs, retains their characteristics and gives the new communities a sense of identity' and 'A development that delivers a sustainable and balanced community through the provision of a wide range of housing types.....'
- 6.13** A separate Design Principles and Character Areas SPD for West of Horsham has been prepared to provide guidance on design matters specifically in relation to the strategic development site. Consequently, this section of the Masterplan SPD provides a summary of the main objectives of that document only. The Design Principles SPD amplifies Policy CP7 of the Core Strategy and other policies within the Core Strategy and General Development Control Policies document that relate to design considerations; particularly Policies CP3 and DC9 which are set out above.
- 6.14** The Design Principles and Character Areas SPD sets out a series of design principles that will apply to the development as a whole in relation to matters such as building design, layout and scale; elevational treatment; garages and parking; boundary treatment and landscape and public realm. The Council will expect proposals for the development of this land to incorporate this guidance.



- 6.15** Of particular importance is the guidance in the document concerning the design of the layout around new 'character areas'. The Council considers that this approach will encourage variety in design and layout and assist in 'breaking down' the site into smaller areas with a sense of place and identity. Six new character areas are identified for the site as a whole, based on an analysis of the site characteristics and constraints and its relationship with neighbouring development and natural and man made features including the watercourses; transport corridors and the adjoining countryside. Area specific design guidance is provided for each character area which will help to ensure that the future development of the land is high quality and appropriate to its context.
- 6.16** The design principles set out in the Design Principles and Character Areas SPD aim to:
- a. Achieve a high quality, attractive, accessible and safe environment;
 - b. Promote innovation and initiative in design so that contemporary and traditional design approaches are proposed where appropriate;
 - c. Achieve a high level of integration between the existing communities and new development and ensure that the new development is part of a cohesive whole;
 - d. Create a sense of place within each character area and reinforce local distinctiveness where appropriate;
 - e. Create a legible layout with buildings addressing road frontages, public area frontages and a coherent structure of buildings, open space and routes for movement (walking, cycling, public transport, private car);
 - f. Ensure that a mix of housing types and styles are provided across the site and therefore a diversity of building forms and a varied streetscene;
 - g. Ensure that the 'gateways' to the site, including the new A24 junction and east/west route are handled sensitively in landscape terms;
 - h. Ensure that new development respects the scale, massing and proportions of buildings within the adjoining residential areas of Broadbridge Heath and Denne;
 - i. Achieve an average density of about 45 dwellings per hectare within a range of densities that vary across the site in response to the site context, characteristics and constraints;
 - j. Secure attractive and clearly defined public and private spaces that will enable retention and enhancement of the existing landscape, trees and vegetation.



Land West of Horsham Masterplan

- 6.17** In addition to the Masterplan SPD, the guidance contained in the Design Principles SPD will be an important material consideration in the determination of subsequent planning applications for development of the land west of Horsham. The design guidance will apply to all applications, whether submitted in outline or detailed form (i.e. full applications or applications for approval of reserved matters). Outline applications, including the associated Design and Access Statements and supporting plans should therefore contain sufficiently detailed information to demonstrate that the design approach proposed has been informed by this guidance and that it is capable of being followed through to more detailed applications, whether submitted by the original developers or others.
- 6.18** The Masterplan SPD has been prepared to accord with the principles of development set out in CP7 and reflects the Council's visions for the development of the land west of Horsham. The Masterplan SPD provides the overall vision and planning requirements whilst the Design Principles and Character Areas SPD provides additional detail in relation to the key design and layout principles that developers will be expected to take into account in preparing their schemes. The Design Principles SPD supplements the Masterplan and developers and other stakeholders and interested parties are therefore advised to consult both documents in preparing their schemes or assessing development proposals.



Core Strategy Policy CP12

CORE STRATEGY POLICY CP12: MEETING HOUSING NEEDS

Development should provide a mix of housing sizes, types and tenures to meet the needs of the District's communities. Provision should particularly be made for smaller homes to meet the needs of existing and new households. Residential development of 15 dwellings or more (or on sites of 0.5 hectare and above) will be expected to include an appropriate proportion of affordable homes, with the target being 40% of the total, in order to meet the proven needs of people who are no able to compete in the general housing market. In settlements with a population of less than 3,000, permission will only be granted for schemes providing 100% affordable housing unless it is demonstrated that market housing is required under Policies CP 5 or CP 8. In such cases the target of 40% will apply to developments of five or more dwellings.

- 6.19 The delivery of affordable housing is an extremely important priority for the Council and local community. Over the long term, house prices and rents within the District have risen faster than and ultimately way beyond the income levels of a significant sector of the population. The development west of Horsham represents an important opportunity to secure a substantial quantity of on-site affordable homes, that will go some way to meeting the District's target of 822 new affordable homes per year (See the 2006 Horsham District Housing needs Survey Update). Reflecting the importance of the objective to achieve housing that is available at an affordable price for local people, 40% of all of the homes delivered within the development area are expected to be 'affordable'.
- 6.20 'Affordable Housing' is housing that is subsidised in some way for people unable to rent or buy on the open housing market. The definition includes shared ownership homes where the subsidy can be retained so that the property remains affordable for subsequent occupiers.
- 6.21 Affordable housing is not just an issue for planning but crosses many areas of expertise. As a result, the Council's Planning and Housing Departments have worked with consultants, Registered Social Landlords and the developers to prepare a further document covering the wide range of issues relating to affordable housing and setting out in more detail the requirements relating to its provision on the site. This document is available on the West of Horsham pages of the Councils website at: www.horsham.gov.uk/strategic_planning. It should be referred to by anyone seeking further detailed information on, for example, type, size, tenure, supported housing, funding and delivery.



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The document has the same weight as this SPD and has been prepared through ongoing consultation and the involvement of stakeholders, whose comments have been taken into consideration in preparing the final version.

- 6.22** In addition, the Council's Planning Obligations SPD, adopted in June 2007, sets out detailed general guidance on the requirement for and delivery of affordable housing. This should be read alongside this Masterplan SPD. The glossary to this SPD and that in the Planning Obligations SPD may assist in the understanding of some of the terms used.
- 6.23** It is important to recognise that the requirements set out below are based on the best available information at the time of preparing the document. The Council will need to monitor and potentially review its requirements throughout the period of the development in order to ensure that affordability and the correct standards are achieved and to ensure optimum access to grant and other sources of funding so as to facilitate delivery of affordable homes and contribute to a sustainable residential community that will offer a wide choice of housing types and tenures that meets housing needs.



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Affordable Housing

Affordable housing is a priority and the intention is that 40% of the homes built will be 'affordable housing', of which 25% will be affordable rented properties and 15% 'intermediate housing', for example shared ownership, intermediate rent.

All homes will be provided on the site.

Intermediate housing could comprise a range of tenures. Discounted market sale (PPS3 refers) may be considered appropriate where homes remain at an affordable price for future eligible households..

Affordable Housing will be secured through planning obligations agreements, reflecting nil cost serviced land and ensuring that affordability is maintained or subsidies recycled for future occupiers, long term.

A mix of housing types will be provided pro-rata with market provision.

A mix of housing types will be provided in relation to different types of tenure.

Provision will be in parallel with and indistinguishable from market homes.

Detailed discussions will take place on mix on a phased basis in response to needs and funding availability – as the development progresses.

Provision will be genuinely integrated in clusters of an appropriate size..

Provision will include wheel chair accessible, Lifetime Homes, special needs and supported housing in accordance with identified needs and as a proportion of the total requirement.

Appropriate design, space and quality standards will be met.

Provision will include equal access to public amenities and common areas as market housing.

Service charges will be set transparently and will be closely managed for affordability.

Modern construction methods and environmental benefits will be achieved.



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Provision will genuinely enhance & embrace principles of community cohesion.

A cascade mechanism may be enacted with agreement from the Council.

- 6.24** The following includes either an explanation of the requirements or details of the options considered where applicable. Further details are available in the supporting document and in the Planning Obligations SPD.

40% Affordable Housing

- 6.25** The Core Strategy sets out the Council's requirement for residential development to provide an appropriate proportion of affordable homes. Nevertheless, the Core Strategy states that the 40% provision is a 'target' and if a case can be set out that there are genuine development viability reasons why it can not be achieved, these will be taken into account. A viability appraisal of the development will be provided at the time of the outline planning application, which will form the basis for agreement on the precise amount, tenure, mix and form of affordable housing. This will take account of the market conditions and the level of public sector subsidy that can be secured or agreed at the application stages.

The affordable homes should be provided on site

- 6.26** In some limited circumstances the Council may accept payments, in lieu of on site provision, to be spent on providing affordable housing on an alternative site. However, this development presents a major opportunity to the Council for securing a significant provision of affordable homes to help meet Horsham's housing need of 822 new affordable homes per annum. In addition it is important to provide this housing, in this location, to ensure that we create a mixed community that caters for a wide range of needs.

Secured through the provision of nil cost serviced land

- 6.27** The subsidy provided by the developer is the provision of free land with all the required infrastructure and servicing for homes that will be built on the land. The preferred option of the Council is for the developer to transfer the fully serviced and completed homes to a Registered Social Landlord (RSL). The developer can then claim reasonable build costs from the RSL for each home transferred. They cannot claim for the value of the land or the servicing of the homes.



- 6.28** If there are genuine development viability reasons why free serviced land is not achievable, these will be taken into consideration. The Council will expect developers to take into consideration the economic viability implications of meeting the planning obligation on affordable housing at the site acquisition stage. Failure to do so will not be considered as a justifiable reason for increasing the cost of the affordable homes.

The homes must be genuinely affordable

- 6.29** The affordable homes delivered must remain ‘affordable’ in perpetuity or have a mechanism included for recycling the subsidy to provide new affordable homes. They must not be sold at a discounted price to customers, who are then able to sell them on at the full market price.

Mix of housing types pro-rata with market provision

- 6.30** This means that the affordable housing mix provided will reflect what is provided as open market housing to ensure that there is a mixed and balanced community. This principle is established in the Planning Obligations SPD and has distinct advantages over the alternatives that were considered. For example, building homes that follow only the requirements of the housing register may constrain future as yet unregistered needs and would be likely to lead to an over-concentration on a particular type of home which would not support the development of a sustainable and balanced neighbourhood.

Mix of tenures

- 6.31** The Council must reflect the acute need for affordable homes and ensure that those most in need are provided for. The greatest need is for ‘affordable rented’ accommodation and as a result 25% of all the homes within the West of Horsham development will be in this category, in accordance with Policy CP12 of the Core Strategy. However, there is a need to provide for a range of housing needs and as a result 15% of the homes will be provided for the intermediate market, i.e. households who cannot compete in the open market but can afford to purchase a percentage share of a property or pay rent above those charged by RSLs. These include homes for shared ownership and homes for rent below private sector rent levels but above public rent levels. There is the ability to vary the percentage requirements, but any request would have to be examined closely by the Council who will need to continue to ensure that those most in need are catered for.



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- 6.32** The affordable housing will be provided in parallel with and indistinguishable from market homes, and throughout the development of the whole site
- 6.33** This will ensure that a balanced supply of homes comes on stream, rather than the affordable housing being weighted towards particular phases. The Council may accept a marginally higher or lower percentage than 40% on a phase by phase basis, providing that there are sound and robust development reasons and providing that the target of 40% of a range of affordable housing types is achieved overall. The provision of all the affordable housing in only one area and at one point in time would be contrary to national guidelines and to the need to create a mixed and balanced community. The parallel provision of tenure neutral homes will also greatly assist with the need for community cohesion and integration.

Genuinely integrated in clusters of an appropriate size

- 6.34** As a guide groups of 10 – 12 homes assists in the management and maintenance of the properties rather than them being entirely ‘pepper potted’ around the site. The Council will seek clusters of this size wherever possible and particularly for houses. However, in some cases genuine management issues and/or technical issues involved in achieving Code Level 3 or above, particularly associated with the provision of Biomass boilers to blocks of affordable flats, require larger clusters of up to 30 units.
- 6.35** Including wheel chair accessible, Lifetime Homes, special needs and supported housing in accordance with identified needs and as a proportion of the total
- 6.36** This is important to ensure that the West of Horsham development results in a mixed community that caters for a wide range of people, reflecting the population as a whole. This requires the provision of affordable housing that meets the needs of households who require support and care to live independently. Provision will include homes for individuals with a physical disability, individuals with acquired brain injury, individuals/households with a severe physical disability, young people with complex physical disabilities, individuals with a learning difficulty, individuals with mental illness, individuals with complex needs, extra care and older people with a functional mental illness.
- 6.37** Of the total affordable housing provision in the development 30.75% is expected to be specific supported housing. In addition 3.5% of all the affordable dwellings should be wheelchair accessible (see table



6.1 below). These dwellings should be provided as part of the general needs affordable housing provision supplied in each and every phase of the development.

6.38 Supported housing provision does not automatically require a bespoke design. Of the 30.75% it is expected that only 35 dwellings (14%) will require bespoke design, 113 dwellings (46%) should be built to Lifetime homes standard (LTHS), 82 dwellings (33%) will be wheelchair accessible and 16 dwellings (7%) will be built to LTHS and be wheelchair accessible (see table 6.2 below). Although the majority of the supported affordable housing is likely to be indistinguishable from the general needs affordable housing and dispersed within general accommodation, a proportion will need to be clustered in order to facilitate the provision of care and support. Predominantly clusters will need to be in groups of 4-6 self contained unit

Type of Affordable Provision	No. of dwellings	% of Total Affordable Housing
Total Supported Needs (see Table 6.2 below)	246	30.75%
General Needs Wheelchair Accessible	28	3.5%
General Needs without additional requirements	526	65.75%
Total Affordable Housing	800	100%

Table 6.1 Summary breakdown of total affordable housing provision required

Type of Supported Needs Provision	No. of dwellings	% of Supported Needs Housing
Supported Provision - Bespoke Design	35	14%
Supported Provision - LTHS	113	46%
Supported Provision - Wheelchair Accessible	82	33%
Supported Provision - Wheelchair Accessible and LTHS	16	7%
Total Supported Needs Provision	246	100%

Table 6.2 Summary breakdown of affordable supported provision required



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- 6.39** The summary breakdown of supported needs and wheelchair accessible provision is shown in the table above. This is covered in greater detail in the supporting document and will need to be discussed on a phase by phase basis. The supported accommodation will need to be located relatively close to local amenities including public transport. Therefore its provision should be planned from an early stage.
- 6.40** A range of tenure models should be considered for supported accommodation including home ownership on a shared equity basis.
- 6.41** With regard to quality, integration, management, funding, delivery and community cohesion these principles apply the same to supported affordable housing accommodation as to general needs affordable housing.

Equal access to public amenities and common areas

- 6.42** It is important to ensure that members of the community are not excluded from having equal access to public areas, for example by grouping large proportions of affordable housing together in areas poorly served by such facilities. There will of course always be variations across the development site for all residents in terms of access to public areas, but it must not be disproportionate towards one sector of the community.

Service charges to be set transparently and closely managed for affordability

- 6.43** Service charges can have a huge impact on the affordability of properties. The Council and RSLs will monitor closely such service charge levels to ensure that they are not resulting in otherwise affordable homes proving to be beyond the reach of those in most need or leading to the exclusion of some residents from communal facilities enjoyed by occupiers of market homes. However, it is not expected that the occupiers of the market housing will cross subsidise the service charges for the affordable housing.

Modern construction methods and environmental benefits to be achieved

- 6.44** All the affordable housing units will have to meet the minimum standards set by the Housing Corporation/Homes and Communities Agency in the expectation of grant being available. In many cases these standards are higher than those met by market housing. If such



standards are not met, it is unlikely that funding will be released by the Housing Corporation/ Homes and Communities Agency and the homes will not be built. The homes will also have to meet the sustainable design and construction requirements set out in this SPD.

Genuinely enhance & embrace principles of community cohesion

6.45 This reflects many of the points set out above, it is vital that the community is integrated to ensure that it is a pleasant place to live. Everyone has a role to play in a community and people should not be excluded through the housing that they live in. To assist in meeting this objective the RSLs, Horsham District Council and West Sussex County Council will work together with other relevant agencies and the community, this goes beyond the planning and construction phase and requires a commitment to the development and to 'community building' well beyond the time that the construction has finished.

Cascade mechanism may be enacted with agreement from the Council

6.46 A cascade mechanism may be activated with agreement from the Council. The main source of funding for affordable housing is from the Housing Corporation/Homes and Communities Agency. If public subsidy is not likely to be available at the required time and a funding gap ensues, the Council will seek to ensure that this does not hold up development. The Council will consider a cascade mechanism involving land (on-site), part commuted sum, alteration to unit type and sizes or a variation in tenure, or indeed a combination of these. The use of a cascade approach will not be interpreted as an automatic process to trigger alternative affordable housing arrangements. It will require discussions with the Council to optimise the affordable housing provision given the prevailing circumstances.



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Core Strategy Policy CP13

CORE STRATEGY POLICY CP13: INFRASTRUCTURE REQUIREMENT

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 arrangements having been put in place for the improvement of the infrastructure, services and community facilities made necessary by the development. 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 local residents are not adversely affected. Arrangements for provision or improvement, including in terms of access to facilities, to the required standard will be secured by planning obligation, 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.

Proposals by service providers for the delivery of physical infrastructure to meet the needs generated by new development and by existing communities will be permitted, subject to other relevant policies.

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Infrastructure provision

The provision of utilities related infrastructure will be phased in line with the development but with key requirements from the outset. These will need to be established through an infrastructure strategy, which will also include pre-construction agreements to ensure a co-ordinated whole site approach to provision.

- 6.47** The key elements of infrastructure provision for the West of Horsham development are water and sewerage requirements, gas, electricity and communications.
- 6.48** The developers will be required to demonstrate that there is sufficient capacity in the existing utilities infrastructure to accommodate the development without adversely affecting existing users or that measures will be put in place to increase capacity to adequately service the development before occupation.



Water Supply and Drainage

- 6.49** The provision of foul drainage is discussed under Core Strategy Core Policy CP2 above. Southern Water has confirmed that it is able to provide a water supply for the development and in relation to foul drainage, that there is adequate capacity in the existing treatment works for the early phases of development with programmed improvements which will provide sufficient capacity for the development overall. There will be a need to upgrade elements of the existing drainage infrastructure, e.g. provision of larger water / sewerage pipes so that there is sufficient capacity across the site. The developers will need to place a formal claim to connect to both the sewage and water distribution system at the nearest point of adequate capacity, which will be agreed with Southern Water.
- 6.50** Developers are required to provide on-site sewers to serve the development, which should be constructed to adoptable standards by Southern Water who will then take responsibility for their operation and maintenance. Developers are encouraged to enter into a pre-construction agreement, which will help to promote a single sustainable sewerage network to serve the development rather than less efficient separate sewer networks for individual parcels of land. Further studies will however need to be submitted with the planning applications to satisfy Southern Water and the Environment Agency in relation to foul and surface water drainage and the phasing of the necessary drainage provision.

Gas and Electricity Supply

- 6.51** Few constraints exist on the provision of gas and electricity to serve the development, although some works will be required to the Horsham electricity sub-station. It is also likely that there will be a need to provide sub-stations to serve the various areas of new housing although their precise locations will depend on the housing layouts submitted at the planning application stage. Discussions with providers regarding the detailed provision of these facilities will be undertaken by the developers.

Information Technology

- 6.52** The Council will require all of the residential properties, commercial premises and community/education buildings to have the ability to be connected to high-speed broadband internet by way of installed fibre optic cables and be able to adapt to new information technology from the completion and first occupation of these buildings. The developers



are also encouraged to consider methods to reduce the need for a plethora of satellite dishes as television reception is poor in much of the Horsham area.

Infrastructure Strategy

6.53 The Council will seek to work with the developers in the adoption of an infrastructure strategy, including pre-construction agreements, to co-ordinate a whole site approach to ensure that the installation of different facilities are carried out in a timely manner in order to minimise the risk of disturbance to newly laid infrastructure. Equally, the development layout must take into account the location of existing infrastructure, such as sewers and the trunk water main, which must not be built over. The diversion of such infrastructure may be possible however, at the developer's expense provided that a feasible alternative route is available.





Land West of Horsham Masterplan

CHAPTER 7: IMPLEMENTATION OF THE MASTERPLAN

- 7.1** This West of Horsham Masterplan SPD will form part of Horsham District Council's Local Development Framework. The document is a key component in setting out the approach to the expansion of the village of Broadbridge Heath and the Denne Neighbourhood of Horsham, in accordance with the adopted Core Strategy, which allocated the land for development. This Masterplan seeks to reflect the discussions and comments made by key stakeholders and the local community during the Masterplan's preparation, including the input of the Reference Group, which has played an important and significant role. The consultation with the local community and interested parties has been ongoing since Autumn 2005 and this work is set out in detail in the Consultation Strategy which is available on the Council's website or via the Strategic & Community Planning Department.
- 7.2** The initial planning of the development is important, but its implementation is critical. The Council will continue to work closely with the Reference Group of Parish and Neighbourhood Council representatives in the implementation of the Masterplan and the delivery of the development on the ground. The Group will continue to have links with Officers within the Council and the developers and will provide a platform for ongoing discussions on more detailed issues.
- 7.3** It is important that the implementation of the Masterplan is well managed with continuous community input to ensure that the development is of the highest quality. The Council will also liaise with Stakeholders with particular expertise in areas such as affordable housing, biodiversity, youth and children's services to ensure that they have an input throughout the build out time of the development.

PLANNING
FOR OUR FUTURE



Horsham District Local Development Framework

Land West of Horsham
Masterplan

IMPLEMENTATION OF THE MASTERPLAN



Land West of Horsham Masterplan

GLOSSARY

Affordable Housing

Housing subsidised in some way for people unable to rent or buy on the open housing market. The definition of 'affordable housing' includes key worker housing and shared ownership.

Amenity

A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Annual Monitoring Report (AMR)

Produced by the Council to provide an assessment of the progress made against targets and the performance of policies. The monitoring period is April to March.

Arable Land

Arable land is a form of land use, meaning land that can be (and is) used for growing crops.

Biodiversity

The whole variety of life on earth. It includes all species of plant and animals, their genetic variation and the ecosystem of which they are a part.

Biofuels

Biofuel is any fuel that derives from biomass - recently living organisms, particularly wood. It is a renewable energy since the carbon in biofuels was recently extracted from atmospheric carbon dioxide by growing plants, so burning it does not result in a net increase of atmospheric carbon dioxide.

BREEAM / Eco-Home standard

Standards laid down for the design and building of businesses and homes to be more sustainable, including wildlife friendly design, use of recycled materials, and energy, heating and water conservation methods. The EcoHome standard is being replaced by the Code for Sustainable Homes, although the BREEAM standard for non-residential development remains valid.

Brownfield

Previously development land (PDL). In the sequential approach this is preferable to greenfield land. Previously-developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. A precise definition is included in Planning Policy Guidance Note 3: 'Housing'.



Built-up area boundaries

These identify the areas in the District of primary built form, rather than countryside. They identify the boundaries of sustainable settlements within which development, normally of Brownfield Land, may be appropriate, including infilling, redevelopment and conversions in accordance with Government guidance in PPG3 'Housing ' and sustainable development considerations including meeting local needs. They do not include a presumption for the development of greenfield land such as playing fields and other open space, indicated in PPG 17 'Planning for Open Space, Sport and Recreation'. Identified built-up area boundaries do not necessarily include all existing 'developed' areas or imply that any development is necessarily acceptable.

Building Regulations

Rules of a legal or statutory nature by which the manner and quality of buildings is controlled. They are designed to ensure public safety, health and minimum acceptable standards of construction. Part 'L' of the Building Regulations sets out standards for carbon emissions.

CHP (Combined Heat and Power)

A system (also called cogeneration) that involves the recovery of waste heat from electricity generation to form useful energy like useable steam or hot water. At the domestic scale CHP generators may be run on natural gas or on biomass. Micro-CHP units are able to supply peak heat and power demand to a single building or larger CHP systems run district heating schemes.

The Code for Sustainable Homes

The Code, which is replacing EcoHomes, measures the environmental performance and sustainability of a home against key design categories, such as energy , water use, construction materials. The rating relates to the 'whole home' as a complete package. The minimum standards for Code compliance have been set above the requirements of Building Regulations. New homes can achieve a rating on a scale of one to six 'Code Levels' depending on the standard achieved.

Community Facilities and Services

Facilities or services for the community, including open space, sport and recreational facilities, community halls or buildings, doctor's surgeries, libraries, pubs, churches, and children's play areas.

The Core Strategy

The Core Strategy sets out the key elements of the planning framework for the area. It is comprised of a spatial vision and strategic objectives for the area; a spatial strategy; core policies; and a monitoring and implementation framework with clear objectives for achieving delivery. Once adopted, all other Development Plan Documents must be in conformity with it.



Land West of Horsham Masterplan

District heating

Also known as 'community heating' describes heating systems which distribute steam or hot water to a number of buildings across a development or wider area and makes individual boilers unnecessary. Heat is generally provided from a CHP system.

Eco-Home

A sustainable, healthy and environmentally friendly home, using sustainable building methods, materials, energy, heating and water conservation methods.

Ecology

The interactions and relationships between plants, animals and their environment.

Employment Protection Zone (EMZ)

Commercial

Graywater recycling

Water conservation techniques involving the collection, storage, filtration and treatment and redistribution of water from sources such as bathing, laundry washing, and household cleaning.

Greenfield

Land which has not been developed before. Applies to most sites outside built-up area boundaries.

Habitat

The natural home or environment of a plant or animal.

Hectare

A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.

Historic Landscape Characterisation

An analysis of the countryside, that combines computer technology and the evidence from old maps to create a new, 'broad brush' digital map of historic landscape 'character'. This is achieved by analysing land use and the various historical influences which have created today's mosaic of fields, woods and other components of the landscape.

Home-Working

Businesses and workers who are not occupying purpose built accommodation.



Housing Needs Assessment

An assessment of housing needs in the local area. This assessment plays a crucial role in underpinning the planning policies relating to affordable housing. In addition, the information on local needs is required to determine the location of such housing and guide new investment.

Independent Examination

Undertaken on the 'soundness' of the Submission Local Development Framework Documents. The examination is held by an independent inspector appointed by the Secretary of State. The final report is binding on the Council. For Development Plan Documents an examination is held even if there are no representations.

Infrastructure

A collective term for services such as roads, electricity, sewerage, water, children's services, health facilities and recycling and refuse facilities.

Key Workers

Essential public sector workers such as nurses, teachers and social workers.

Landscape Character Assessment

An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

Local Development Document

The Local Development Framework will be partly comprised of the Local Development Document, prepared by the District Councils. These documents include the Statement of Community Involvement; Supplementary Planning Documents; and Development Plan Documents (being the Core Strategy, Site Allocations, Area Action Plans, Proposal Map, General Development Control Policies).

Local Development Framework

The Local Development Framework is not a statutory term, however it sets out, in the form of a 'portfolio/folder', the Local Development Documents which collectively deliver the spatial planning strategy for the local planning authority's area. The Local Development Framework will be comprised of Local Development Documents, and Supplementary Planning Documents. The Local Development Framework will also include the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report.



Land West of Horsham Masterplan

Local Development Scheme

This is a public statement of the Council's programme for the production of Local Development Documents. The scheme will be revised when necessary. This may either be as a result of the Annual Monitoring Report which should identify whether the Council has achieved the timetable set out in the original scheme or if there is a need to revise and/or prepare new local development documents.

Masterplan

A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

Mitigation Measures

These are measures requested/ carried out in order to limit the damage by a particular development/activity.

Mixed Use

Mixed use refers to the combining of retail/commercial and/or service uses with residential or office use in the same building or on the same site.

Pasture Land

A field covered with grass or herbage and suitable for grazing by livestock.

Passive solar energy

Energy provided by a simple architectural design to capture and store the sun's heat. Examples include a garden greenhouse, or a south-facing window in a dwelling.

Planning Policy Guidance Notes (PPG)/Planning Policy Statements (PPS)

Central Government produce Planning Policy Guidance Notes, to be replaced by Planning Policy Statements which direct planning in the country.

Protected Species

Plant and animal species afforded protection under certain Government Acts and Regulations.

Rainwater harvesting

Rainwater harvesting is collecting water from roofs or clean hard standing instead of getting it from the mains or abstracting it from rivers or groundwater. The water is filtered and stored in a tank, either underground or in the roof space. The water is generally used for laundry, toilets and outside use rather than for drinking.



Renewable energy

Energy obtained from sources that are essentially inexhaustible, unlike, for example, the fossil fuels, of which there is a finite supply. Renewable sources of energy include wood (biomass), solar, wind and geothermal.

Registered Social Landlords

These are independent housing organisations registered with the Housing Corporation under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.

Strategic Locations

Broad locations for major mixed-use development, including housing, identified within the West Sussex Structure Plan 2001-2016. The precise locations and boundaries mix of uses, and phasing of development to be identified in the relevant local plan i.e. in this District the Horsham District Local Development Framework.

Sustainable Development

In broad terms this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five guiding principles for sustainable development in its strategy “securing the future-UK Government strategy for sustainable development”. The five guiding principles, to be achieved simultaneously, are: Living within environmental limits; Ensuring a strong healthy and just society; Achieving a sustainable economy; Promoting good governance; and Using sound science responsibly.

Sustainability Appraisal (SA) Strategic Environmental Assessment (SEA)

The Planning and Compulsory Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability appraisal is a systematic appraisal process. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process. This will ensure that decisions are made that accord with sustainable development.

Supplementary Planning Document

A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.



Land West of Horsham Masterplan

Stakeholder

A party with an interest in an organisation, e.g. employees, customers, suppliers or the local community. This is due to the effect that the organisations activities will have on them, although they are a "third party" in that they are outside of the organisation.

It can also be used to describe people who will be effected by a project, or who can influence it, but who are not directly involved in doing the work.

Strategic Location

Broad Locations for major mixed-use development, including housing, identified within the West Sussex Structure Plan 2001-2016. The precise locations and boundaries mix of uses, and phasing of development to be identified in the relevant local plan i.e. in this District the Horsham District Local Development Framework.

Spatial Planning

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

Tenure

Refers to the way in which a property is held e.g. freehold, leasehold, shared equity or rented.

Work Hub

A shared facility based which offers support and interaction between home-based and fledgling businesses.

Workspace

An area allocated for someone to work in, especially an office.

Zero Carbon

Buildings that produce net zero carbon dioxide emissions over the course of a year, taking into account all the energy used in the building - for lighting, heating, cooling, cooking, running the appliances, and so on. Net zero carbon is achieved by generating energy from renewable sources (at the building or elsewhere on the development site) to offset the energy used by the building and its occupiers.

