



Horsham
District
Council

Horsham District Local Plan Examination

Matters, Issues and Questions

Matter 6h: site HA(NP3): Kilnwood Vale Housing
Allocation

Questions i - iii

September 2026

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Site HA(NP3): Kilnwood Vale Housing Allocation

i. Transport and movement:

Highway access arrangements

1. The site is well located adjacent to the A264, and close to the indicative area of search for the new Crawley Western Multi Modal Corridor (CWMMC) which the promoter indicates could be secured on the smaller western parcel of the allocated land.
2. The future delivery of the CWMMC is discussed in more detail below, however, the promoter of West of Kilnwood Vale is committed to delivering the section which runs adjacent to the site and intends this to provide access to the site from the A264. In earlier iterations of the masterplanning of the strategic site it had been intended that an early version of the CWMMC would run through part of the site so the promoter has a good understanding of the process and issues that would need to be addressed.

the integration of sustainable transport

3. The site would be an extension to the existing community at Kilnwood Vale, and criterion 2a) of the policy requires a proposal to be a “coherent extension” that is integrated into the Kilnwood Vale site already under construction. Criterion 2e) encourages the proposal to include strong active travel links to the development, and existing services and facilities, to the east. While the detail will be secured at planning application stage, the expectation is that the design, layout and implantation of sustainable transport infrastructure will reflect the principles applied to the allocation site to the east in terms of availability and quality. The site promoter in their representation to the Main Modifications is supportive of sustainable transport measures broadly, including those which would facilitate access to Faygate railway station by sustainable modes including via bus – this is something that would benefit existing residents as well as new residents of the land to the west.
4. The Council has noted WSCC’s representation to the Main Modification (**Comment ID /1522**) which proposes two additional policy criteria which relates to enhancements to a specific part of the local highway network and to bus infrastructure to be delivered on site. While the Council largely defers to WSCC as the Highway Authority on matters regarding mitigation or policy requirements to allow a site to come forward in a sustainable way, we are conscious that policy requirements need to be evidenced and proportionate, and to allow the policy to function with adequate flexibility at the Development Management stage. In this instance, the policy criteria proposed relate to detail which should be evidenced and its suitability assessed by the case officer and by the Highway Authority at the point a planning application is submitted. There is a risk that detailed criteria like those proposed become out of date over time and no longer reflect the precise detail of what should be secured at planning application stage. The Council’s view is, therefore, that at application stage detailed mitigation should be agreed on the basis of the evidence submitted, noting that improvements to the A264 Cheals roundabout have been suggested in the IDP in order to mitigate the impacts of the West of Ifield development.

future provision of the Crawley Western Multi-Modal Corridor

5. The policy includes a criterion requiring any future scheme to safeguard land and to allow the full Crawley Western Multi Modal Corridor to be delivered, with reference to the Policies Map. This ensures a consistent position between the West of Ifield allocation and wider aspirations for a full CWMMC. According to policy HA2 (Land West of Ifield), the area of search for the full CWMMC, which is the extent outside the Land West of Ifield boundary, is indicative at this early stage and further detailed work would be required to establish the precise route. The Main Modifications proposed to the West of Ifield policy (MM189) to reflect and reinforce the Council’s position that the area of search is not intended to be prescriptive or to sterilise any developable area of a site.

6. The site promoter has indicated in their representation (**Comment ID /811**) that the safeguarded land as proposed on the Policy Map would render a central part of the site undevelopable but have made clear they otherwise support the delivery of the CWMMC and the safeguarding of land, with scope for land to be safeguarded in an alternative area on the western edge of the allocation land.

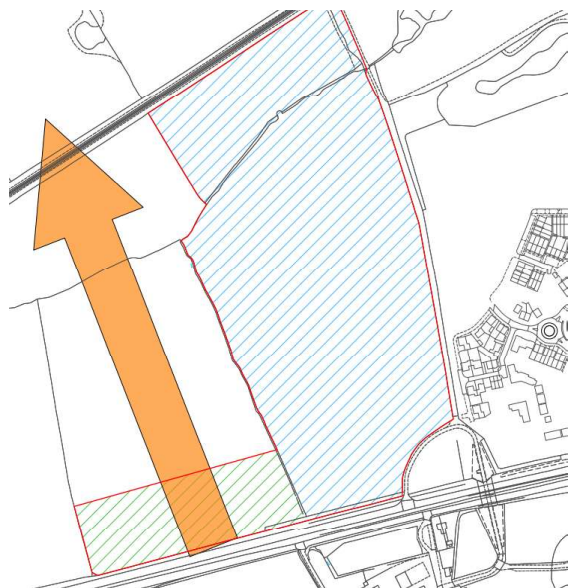


Figure 1: Promoter's suggested alternative area to be safeguarded for CWMMC route

7. The Council's position is that the wider area of search as shown on the policies map is intended to be indicative of the broad location a suitable and deliverable route might sit within. It is not intended to be prescriptive, nor to prevent development otherwise viable and sustainable development coming forward. As the promoter themselves points out, the eventual route has not yet been established and further technical work on the delivery of the full CWMMC will be required to establish the final alignment of the road. In the Council's view it is possible to amend the Policies Map as a minor modification to the Plan to indicate that a route to the west of the site should be identified as the area of search. No modifications to either this policy, or policy HA2 (Land West of Ifield) would be required to reflect this change to the Plan.
8. While no detailed design or scoping work has been undertaken on the CWMMC yet, given the site's position in relation to the start point of the CWMMC with a junction on the A264, there is the potential for this part of the corridor to be delivered at an early phase of its delivery.

ii. Design, layout and facilities:

physical integration with Kilnwood Vale

9. The allocation is proposed to be an extension to Kilnwood, which itself is still being completed. In this sense, it is important that there is a sense of integration and open movement between the proposed allocation and the rest of Kilnwood Vale to the east. The eastern edge of the allocation would sit adjacent to Phases 6A and 6B of Kilnwood Vale. Phase 6A is well progressed with Phase 6B approved and expected to commence imminently, before moving onto phases further to the east. Indicative masterplans by the site promoter indicate that pedestrian links between the two areas could be provided and shared open spaces would help to integrate existing and new communities.
10. The promoter is supportive of reflecting the strong sustainable transport patterns in Kilnwood Vale and have suggested that while the intention is that the extension will have its own distinct character and identity, there will be strong links by virtue of its proximity and the sharing of public spaces, community facilities such as the primary school and the planned Neighbourhood Centre and retail units.

[relationship with Crawley and its housing needs](#)

11. The Council considers that the site, adjoining an allocation made in the Joint Area Action Plan produced by HDC and Crawley Borough Council jointly, can assist in addressing Crawley's unmet needs. This is as Kilnwood Vale, as a whole, is adjacent to Crawley Borough, where there is considerable unmet need which the Local Plan will contribute towards. The Plan as a whole makes a contribution to half of Crawley's unmet need and, while a significant proportion of this is likely to come from other sites, Kilnwood Vale presents a key opportunity to increase the supply in the Northern West Housing Market Area.
12. The site is to the west of the existing allocation, which has planning permission for 2,500 homes (1,486 of which have been built). Though the proposed allocation site would be separated from Crawley by the existing development in Kilnwood Vale, criteria a and e of the allocation policy requires a scheme on the extension site to be well integrated with the existing development with strong active travel links between the new and existing development areas which would be expected in turn to relate well to Crawley Borough.
13. CBC have made representations indicating that the housing mix and the level of affordable housing should reflect the needs of Crawley Borough. The Council considers that the site should deliver a policy compliant level of affordable housing (35%), reflecting the findings of the **Viability Study Update (HDCJB16)** and that while this does not mirror the level of affordable housing required on other sites close to Crawley, the site allocation provides an opportunity to secure a contribution to Crawley's unmet need which is close and well-connected to Crawley Borough itself.

[access to social and community facilities, open space, sport and recreational facilities](#)

14. The strategic site of Kilnwood Vale has and/or will deliver a range of facilities, including a Kilnwood Vale primary school, a leisure park, retail units, Neighbourhood Centre, sports pavilion, elderly care provision and open space. The proximity of the proposed site West of Kilnwood Vale, and indicative layout with multiple access points between the strategic site and proposed extension, means the new community to the west would have excellent access to a range of facilities and would help to sustain these facilities, benefiting the existing community.
15. Delays to the build out of the site caused by water neutrality mean that aside from the Primary School much of this provision has not yet been delivered. However, permission has now been granted for the Neighbourhood Centre which includes retail uses, a community centre, a pub and elderly care units.
16. The site's connectivity to the A264, providing access into Horsham town and to Crawley, mean there is also access to a wider range of facilities by active or sustainable transport modes.

iii. Impacts and mitigation:

[landscape and the relationship with the High Weald National Landscape](#)

17. The updated **Site Assessment (HDCJB14c)** provides a high-level assessment of the landscape impacts development on the site may have. The assessment notes that there is the potential for impact on the setting of the High Weald National Landscape, which begins south of the proposed allocation site, on the other side of the A264 dual carriageway. The policy requires a landscape led approach to the master planning of the site, and the conclusion is that landscape impacts can be mitigated successfully.
18. The Council recognises that the site is subject to landscape constraints, including its relationship with the High Weald National Landscape (HWNL) and its role within the remaining countryside between Kilnwood Vale, Faygate, Crawley and Horsham. These matters have been considered through the site assessment process (summarised in **HDCJB14c** under site SA291) and the Council's **Landscape Capacity Assessment (EN08)**, which identifies the relevant character area as having no/low capacity for residential development. The assessment therefore indicates that development of the site could give rise to adverse landscape effects if not appropriately planned, designed and mitigated.

19. However, the Council considers that the allocation is capable of being made sound, subject to the requirements set out in the draft policy. In particular, the site would need to come forward as a cohesive extension to Kilnwood Vale, rather than as a separate or isolated development in the countryside. The draft policy, therefore, requires a landscape led masterplan, which responds to the site's sensitivity, its relationship with the existing and permitted phases of Kilnwood Vale, and its proximity to the High Weald National Landscape.
20. The HWNL lies to the south of the site, beyond the A264. The A264 provides a physical and perceptual separation between the site and the National Landscape. Nevertheless, the site remains in this wider setting and the policy must ensure that the development avoids a hard or visually intrusive urban edge when experienced from the south and from the wider rural landscape. The Council, therefore, considers that a Landscape and Visual Impact Assessment would be required at a planning application stage to inform the developable area, layout, density, building heights, edge treatment and mitigation and a modification to this effect is proposed at the end of this statement.
21. The necessary mitigation would include substantial structural landscape corridors along the southern and western boundaries, retention and enhancement of existing trees, hedgerows and landscape features, and the provision of generous landscape buffers to create a sympathetic transition between the settlement edge and the surrounding countryside. These buffers should be of sufficient depth to accommodate native woodland, tree and hedgerow planting, SuDS features, biodiversity enhancements and informal open space without undermining their primary landscape function. The detailed layout should also be informed by arboricultural and ecological evidence and should secure long-term landscape management and maintenance.

[the maintenance of settlement separation](#)

22. With regard to settlement separation, the Council acknowledges that development in this location has the potential to contribute to the perceived reduction of the countryside gap between Kilnwood Vale and Faygate. The Council considers that the risk of coalescence can be mitigated through the disposition of built form, the concentration of development towards the existing Kilnwood Vale urban edge, lower density and softer edge treatment where development interfaces with the countryside, and substantial structural planting and landscape buffers to the west and south of the site.
23. Criterion c) of the policy requires landscaping of the site boundaries to the south and the west. This would minimise the visibility and visual impact of the site from the A264 running between Crawley and Horsham, helping to reduce any sense of coalescence between the built form of Kilnwood Vale and Horsham by reducing the sense of a continual stretch of urbanized built form.
24. The Council also considers that the scale and location of the site in the context of the Kilnwood Vale site under construction reduces the risk of the perception of sporadic, isolate development within the strategic gap between Crawley and Horsham, instead delivering a logical extension to an existing strategic allocation where mitigation through design and landscaping is possible. Furthermore, information provided by the site promoter has indicated that the masterplan could include a permanent edge to the settlement of Kilnwood Vale, with landscaping and the inclusion of land for the CWMMC.
25. On this basis, the Council's position is that the potential landscape effects and effects on settlement separation do not preclude allocation of the site, provided that the mitigation requirements are secured through the policy and demonstrably delivered through any subsequent planning application. If the necessary landscape buffers, structural planting, reduced edge density and long-term management cannot be accommodated within the site layout, the developable area would need to be reduced accordingly. Subject to these safeguards, the Council considers that the development of the allocation West of Kilnwood Vale could be delivered without giving rise to unacceptable landscape effects, including on the setting of the High Weald National Landscape, or unacceptable effects on settlement separation.

[drainage and flood risk](#)

26. Thames Water are responsible for wastewater and sewerage in this part of the District and have been engaged in the production of the Local Plan policies and the Infrastructure Delivery Plan. While recent correspondence in the assessment of the site and the preparation of the Main Modifications indicated there was sufficient capacity in the network, their representation on the addition of the site at Main Modifications stage has indicated that further modelling may be required on submission of a planning application in order to assess the impact of development on the wastewater network. The promoter indicates that they have been in discussion with Thames Water on technical matters including drainage for a number of years, both in the context of the existing Kilnwood Vale development and the potential extension at Land West of Kilnwood Vale. Nonetheless, the Council does not consider the representation by Thames Water to represent an impediment to the site coming forward.
27. The Council's **Strategic Flood Risk Sequential Test and Update (HDCJB17)** concludes that the site is at low risk of flooding overall, while the northernmost part of the site falls within Flood Zone 2 and 3, due to its proximity to Bewbush Brook. The Council agrees with the promoter that flood risk can be addressed through the use of SuDS and attenuation incorporated into a wider area of green infrastructure and landscape buffer.

iv. Delivery:

[masterplanning and phasing](#)

28. Indicative masterplans have been provided during the time the site has been being promoted to the Council, and the most recent indicates that delivery could come forward as two parcels – A to the south and B to the north. There is no significant or unusual infrastructure to be provided on the site itself which might require phasing.

[commencement and build out rates](#)

29. The Council has engaged with the site promoter on the topic of delivery both in assessing possible sites for allocation in order to meet the increased housing need, and subsequently. The site promoter has confirmed they are also the master building for the whole site, and have made reference to their strong and proven track record for delivery on the Kilnwood Vale strategic site.
30. To the year 2024/25, 1,486 homes had been delivered on the site at an average rate of 124 dpa, however, this spanned a period of notably low delivery across the district as a result of water neutrality restrictions. Table 1 shows this build out rate:

Table 1: Historic delivery on Kilnwood Vale strategic site

Year	Net Completions
2013/14	75
2014/15	76
2015/16	131
2016/17	51
2017/18	353
2018/19	196
2019/20	74
2020/21	199

Year	Net Completions
2021/22	95
2022/23	162
2023/24	57
2024/25	17
Total	1,486

31. Kilnwood Vale is currently under construction and is established as a community in its own right, with a number of further phases yet to be delivered and reflected in the local plan trajectory as commitments. The Council understands Crest's intention is to deliver the extension in tandem with the strategic site and that they intend to submit an application in early 2027 and deliver the first completions in late 2030. On this basis, and assuming this delivery continues in tandem, the Council considers delivery of around 60 homes a year is a reasonable assumption on this site alone.

funding and phasing of infrastructure and mitigation measures

32. The site would be CIL rated and it is expected that mitigation would come through a combination of CIL and S106 contributions. The context of the site, an extension to the growing community at Kilnwood Vale, means it would benefit from the infrastructure provided and planned for Kilnwood Vale, including the existing public transport network, community facilities and the neighbourhood centre and would in turn help sustain these services.
33. Healthcare provision is likely to be addressed through additional provision planned for the Mowbray (Land North of Horsham) site, Land West of Ifield or the expansion of existing surgeries in Crawley and Horsham. It is anticipated that primary education provision could be met through the expansion of the new primary school which forms part of the Kilnwood Vale development, and that there would be sufficient capacity in the wider area for other stages of education provision.

potential delivery impediments

34. Thames Water are the wastewater provider and water supply to the site is the responsibility of Southern Water. The Council has engaged with both in the preparation of the Infrastructure Delivery Plan and their initial assessment indicated there were no concerns with water supply to the site, and that there would likely be sufficient wastewater and sewerage infrastructure capacity. The Council has noted that Thames Water's representation to the Main Modifications has subsequently raised that modelling may be required to establish whether reinforcement of the wastewater network is required. Subject to further input from Thames Water on the nature of the modelling, likely timescales and the range of possible outcomes, there is the potential for reinforcement or upgrades to be required which could delay delivery. Crucially, this would represent a timing / phasing constraint on the site at worst rather than rendering the site undeliverable.

Further Proposed Modifications

Paragraph / Policy Number	Suggested Change	Reason
Policies Map	Amend existing area of search for Crawley Western Multi Modal Corridor to west of the current line.	To exclude developable area of the West of Kilnwood Vale site
KV1 Kilnwood Vale	Amend criterion b) to read: The layout, <u>density, building heights and any mitigation of landscape impacts have</u> ~~has been~~ informed by a landscape-led masterplan <u>and a Landscape and Visual Impact Assessment, responding</u> ~~which responds~~ to the site's proximity to the High Weald National Landscape;	Making explicit the expectation that an LVIA will be required to underpin proposed mitigation of landscape impacts