

# **Horsham District Council - Settlement Sustainability Review**

## **1.0 Introduction**

- 1.0 The publication of the NPPF in March 2012 re-affirms that the purpose of the planning system is to achieve sustainable development. It states that the planning system should perform the following roles:
- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
  - **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
  - **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 1.1 The NPPF also states that development plans should set out a clear strategy for allocating sufficient land which is suitable for development within their area, but also take account of the different roles and character of different areas and recognise the intrinsic character and beauty of the countryside and support thriving rural communities within it. The NPPF also states (para 55) that planning authorities should generally avoid the development of new isolated homes in the countryside.

## **2.0 Existing Situation**

- 2.1 Horsham District is predominantly rural in character, and contains a number of small villages and towns. The largest urban area is the market town of Horsham, which is situated in the North East of the District. The towns and villages in the District are very attractive with many historic buildings. The character of each of the settlements varies, and each has a unique identity with different sizes, building types and relationship with the surrounding landscape. This high quality and attractive nature of the countryside makes the District a desirable place to live and work, and it is therefore necessary to help retain these characteristics and ensure that the key features that make the district attractive to businesses and support the local economy.
- 2.2 The existing adopted Core Strategy seeks to retain the existing settlement pattern, and ensure that development takes place as sustainably as possible. It follows the principles of sustainable development so that it allows economic growth to take place, whilst ensuring that the environment is protected and that wider social needs are met.
- 2.3 In general terms, it is accepted that the most sustainable developments are those which are located close to employment opportunities and have a good range of local services and facilities such as shops, schools, doctors surgeries, and recreational facilities. Sustainable development can also be easily accessed by road or public transport, and has a minimal impact on the environment, with no impact on important habitats and species and requiring low levels of resource consumption. The decision

as to where to locate development is therefore a key factor in achieving sustainable development.

- 2.4 Within the adopted Core Strategy, policy CP5 seeks to ensure that development is sustainable by locating development in areas which have the greatest access to services, facilities and employment. It seeks to limit development to the settlements which have the greatest level of services and facilities, and to achieve this, villages and towns within the District have been divided into two categories:

**Category 1 settlements** are towns and villages with a good range of services and facilities as well as some access to public transport capable of sustaining some expansion, infilling and redevelopment.

**Category 2 settlements** are villages with a more limited level of services which should accommodate only small scale development or minor extensions that address specific local needs.

The settlements within the Category 1 and Category 2 as set out in Policy CP5 of the Core Strategy (2007) settlements are as follows:

<b>Category 1</b>	
Billingshurst	Pulborough
Broadbridge Heath	Southwater
Henfield	Steyning Bramber and Upper Beeding
Horsham	Storrington and Sullington
<b>Category 2</b>	
Amberley	Partridge Green
Ashington	Rudgwick and Bucks Green
Barns Green	Rusper
Christ's Hospital	Slinfold
Codmore Hill	Small Dole
Coldwaltham	Thakeham (The Street and High Bar Lane)
Cowfold	Warnham
Faygate	Washington
Lower Beeding	West Chiltington Common
Mannings Heath	West Chiltington Village

### **3.0 Basis for the Review**

- 3.1 Since the adoption of the Core Strategy in 2007, concerns have been raised over the application of policy CP5, and the categorisation of the different settlements within the District. In order to address these issues, it was considered that the settlement sustainability hierarchy should be reviewed and updated, taking into account the requirements of the NPPF. The focus of this review has centred on the following questions:

- 1) Are the existing issues and evidence concerning settlement sustainability correct?

- 2) How are the different settlements in the District currently 'performing' in terms of their sustainability?
- 3) Is the existing hierarchy of two settlement categories fit for purpose? If not, how should the settlements in the District be categorised to ensure development still takes place in the most sustainable locations, and enables villages to grow whilst still protecting the intrinsic qualities of the countryside?

### Assumptions

- 3.2 There is a recognition that the towns and villages within Horsham District do not operate in isolation, and residents leave the district to work or visit other towns, and vice versa. This study has however had to focus on the relative sustainability of the settlements in relation to each other, rather than their sustainability at a wider scale, in terms of how this influences any emerging planning policies for the District. Whilst it is recognised that the rural nature of the District means that **all** the settlements, including Horsham will perform less well in sustainability terms than larger towns such as Crawley or Croydon,
- 3.3 Since the previous settlement sustainability study was undertaken, the South Downs National Park (SDNP) has been designated. Three settlements in the current hierarchy (Amberley, Coldwaltham and Washington) now lie within the Park boundaries, and planning responsibility for these villages now lies with the SDNP Authority. These villages have therefore been excluded from this study.

### Methodology

- 3.4 The first stage of the review was to re-visit the existing information and studies undertaken on settlement sustainability in order to produce the current Core Strategy. As much of this data dates back to 2004/2005, further research was undertaken, looking at more recent studies relating to settlement sustainability. In addition, consideration was also given as to how society has changed in recent years (e.g. the increasing role of the internet), and any relevant data as to how this could impact on sustainability patterns was collected.
- 3.5 Following on from the evidence review, the second stage of the study was to collect a range of data for the settlements in the District, in order to make an assessment of their sustainability. More information on the type of information collected is set out later in this paper, but the data was collected by a range of methods, from internet based research, discussions with officers local to a particular village or town, and through visits to the individual settlements. Local information about the presence or absence of community facilities was also collected through questionnaires sent to Parish Councils.

## **4.0 Data Review**

- 4.1 When the Core Strategy was prepared, the settlement sustainability work that was undertaken initially assessed the sustainability of settlements based on their level of service provision, presence of local employment sites and access to public transport. In general, settlements with more shops, leisure facilities, healthcare facilities and employment sites were considered to be more sustainable locations for development than settlements with lower levels of provision. This initial assessment was however criticised as being over-simplistic, as for example, the presence of an employment

site a village or town does not mean that those employed there also live in the same settlement.

- 4.2 In order to counter the criticisms of the initial assessment, the Council commissioned a study which examined the results of travel to work patterns from the 2001 census. The study looked at how far residents of each settlement travelled to work, where they worked, and what the primary mode of transport used to reach work was. In general, the results of this study showed that many residents in the District travel a long distance to reach work, rather than being employed in the settlement where they live. Most people also used the car in order to get to work. The study did show however, that for the larger settlements there tended to be a greater number of people living and working locally (44% in the case of Horsham town). The percentage of individuals using public transport, walking or cycling also tended to be higher in these larger settlements. These findings generally backed up the service provision work that larger settlements in the District tend to be the most sustainable, and resulted in the categorisation of settlements within the existing Core Strategy.
- 4.3 The data and results of the 2005 Settlement Sustainability Study remain relevant as part of this review as data from the 2011 census relating to commuting destinations has not yet been released, although some initial travel to work data has recently been made available. This shows that the average travel to work distance for Horsham District in 2011 was 19.0km (11.8 miles), compared with 17.8km in 2001. The method of travel to work is also available and is as follows:

Method of travel	Percentage of people in employment	
	2001	2011
Bus	1.3	1.2
Train	3.9	4.8
Walk	6.3	6.0
Car	44.8	43.1
Car Passenger	3.3	2.9
Work from home	8.2	10.3

- 4.4 This data shows that whilst there are broadly similar travel distances and methods of commuting, there is still a heavy reliance on the car and long travel distances. It is therefore likely that the commuting destinations are unlikely to have changed significantly. The increased average travel distance may however indicate that residents now are more likely to travel outside the village or town of residence to reach work, and the loss of some employment sites, still open at the time of the 2001 census (e.g. Riverside Concrete in Pulborough), may have contributed to this. Conversely however, some locations such as Southwater Business Park have become fully operational, and this may also influence employment destinations. One key change since 2001 is the increase in numbers of people who work from home, which is likely to have been influenced by technological advances such as high speed broadband and the ability to work remotely from an office. This, together with recent increases in the cost of fuel, changes to car taxation may also resulted in the increase in home working as well as the increase in those travelling by rail.
- 4.5 The 2005 Settlement Sustainability Study considered that travel to work data was likely to be a worst case scenario in terms of the distance travelled, with other journeys made more locally. The study was not able to prove whether or not people who live in a certain settlement use the local village or town's services or whether they travel beyond them to meet their day to day needs. One recent study that has looked at this issue is the 'Sustainable Billingshurst' project. This study examined

how residents of Billingshurst and its surrounding villages (e.g. Wisborough Green, Rudgwick) use the town's services and facilities. The results show that for big grocery shops a high percentage of residents travel beyond Billingshurst to larger supermarkets, but for smaller top-up shopping or other services (gifts, post office, hairdresser) residents use services that are available more locally. The study also found that residents in outlying villages also tend to use local services that are present in their settlement before travelling outside it to access other services and facilities. Where travel is necessary, it is usually the closest settlement that is visited for the available service. This research therefore shows that there is a preference for local services and facilities where possible, and that the greater the level of provision, the lower the need to travel outside a settlement. The research also shows that larger rural settlements such as Billingshurst act as a 'hub' for smaller outlying villages, helping to minimise longer distance unsustainable travel patterns from these smaller settlements. This includes settlements that are outside the boundary of this District.

- 4.6 In addition to the research as to how local services and facilities are used, it is also worth noting that technological changes may also be impacting on the sustainability of settlements within the District. One such area is the growth of internet shopping. Although no figures exist as to the levels of online shopping for the Horsham District area, a study by grocery analysts IGD found that in 2009, 13% of adults have shopped online for groceries – an increase of 63% since 2006. More recent data indicates that this percentage has continued to rise. Of those who do use on-line supermarket shopping it was found that it was often used for a large monthly shop of bulky items, with top-up shopping done by visiting the shops in person.
- 4.7 Another way in which shopping habits may have changed since the last assessment of settlement sustainability is the increasing desire to purchase locally made or produced goods. This can be seen in the number of farmers markets and local produce shops which now exist around the District. This may result in shorter journeys for residents to buy food and goods, as well as reducing 'food miles' involved in the production of the food supply. Both these factors have a beneficial impact on sustainability.
- 4.8 In addition to examining evidence as to travel patterns of residents in the District, and gaining a better understanding of how local services and facilities are used, it needs to be recognised that these elements alone do not create a sustainable settlement. Other factors must also be taken into account, and one of the most important of these is the role that the local community itself plays in creating a cohesive settlement. This has been recognised, for example by the Sustainable Rural Communities Toolkit ([ruraltoolkit.org.uk](http://ruraltoolkit.org.uk)), and factors that have been identified as being of importance to the wider sustainability of communities include aspects such as the provision of local clubs and societies that cater for a range of groups and interests, good communication networks (e.g. parish newsletters), local mechanisms to take care of more vulnerable residents (e.g. community minibus services). The local environment also influences the sustainability of settlements – green spaces, parks and areas for nature are often of importance to local communities as well as individual health and well being.

## **6.0 Settlement Data**

- 6.1 The evidence review clearly demonstrates that the sustainability of a settlement depends on more than the provision of services and facilities. Other factors are also important, including more 'social' factors such as opportunities for people to meet, for example at clubs and societies, the care of more vulnerable residents and also the

environment in which the settlement is located. Business, employment and travel patterns and modes are also an important influence on the sustainability of a town or village. In response to this, a range of data was collected for the existing Category 1 and Category 2 settlements in order to gain a better understanding of the current sustainability of the different towns and villages in the District. The data collected was as follows:

*Population characteristics:* Data collected included the total size of the population, and also more detailed characteristics such as the age structure (e.g. percentage of under 15s, over 65s). This information is helpful in understanding broad sustainability issues that may be affecting or will impact on the settlement in the future such as the need for retirement housing or youth activity provision.

*Employment* – Information collected included identification of any key employment sites in the settlement. Travel to work data was also examined, identifying the main employment destinations for residents of the settlement, together with how far individuals from a settlement travel to work. The percentage of the working population living and working in the same settlement was also examined.

*Education* – This section looks at the education provision in the settlement from pre-school, (2-5 years), primary and secondary schools. School catchment area maps were sourced from WSCC as part of this exercise in order to gain an understanding as to how far children tend to travel schools. It should be noted that data regarding the location of fee paying schools was not collected as these are not accessible to all sectors of the population.

*Community* – For each settlement the type of community facilities present was collected (e.g. GP surgeries, village halls, libraries and mobile libraries, sports pitches allotments). The study recorded facilities with the widest accessibility across the population – i.e. NHS services and Council run leisure facilities (which operates the Leisure access card scheme), rather than privately run facilities. In addition, there was also an assessment of the ‘cohesiveness’ of the community. This included looking for the presence of clubs and societies for all age groups, community events (e.g. village fetes) and good community consultation such as the publication of a parish council or village newsletter.

*Retail* – data collected for each settlement looked for the presence of local shops and wider services such as post offices, banks, pharmacies and hairdressers.

*Transport* – data indicates that most journeys in the District are made by car, but information was collected about rail and bus services and their frequency. The presence of community transport schemes was also researched in order to determine the ease which more vulnerable members of the community can get around.

*Environment* - The local environment within and around each settlement was also considered. This included looking at the physical environment in terms of issues such as the presence of flooding or protected landscapes, but also heritage assets such as Conservation Areas. The presence of community schemes to protect and enhance the local environment (e.g. greening campaigns) was also noted.

It should be noted that this information is a snapshot in time and was used to demonstrate the relative level of provision in each settlement.

## **7.0 Results**

- 7.1 The evidence collected for each village to date was recorded in an Excel spreadsheet, and a summary of the results for each village is set out in Appendix One.

- 7.2 From the results it can be seen that many of the settlements have a number of positive assets which contribute to the wider sustainability of the town or village. One such factor is the high quality environment which exists within and around the villages and towns, from parks and green spaces to Conservation Areas and protected landscapes and habitats. A number of the settlements also operate 'greening campaigns' to try to minimise the impacts of climate change in the future. Such campaigns are also indicative of a strong sense of community, and this is something which is apparent in many settlements in the District. Many settlements, including relatively isolated and small villages (e.g. Barns Green), have a huge range of local activities that cater for a range of ages and interests. As all these activities can be accessed locally, which is a positive factor enhancing the sustainability of the different settlements. The presence of local support mechanisms to support local residents is also apparent in many settlements, for example through the provision of community transport schemes and community run events.
- 7.3 One of the key sustainability issues affecting all the settlements in the District to some extent, is the reliance on the private car either to reach work or other services. This issue arises as a result of the predominantly rural nature of the District, the pull of employment opportunities outside the District (e.g. Crawley), and often limited public transport opportunities. This issue is greater in smaller more rural settlements which generally have lower provision of local employment and often very limited public transport. Larger settlements perform better in this respect, and in Horsham 44% of the population are employed within the town. The larger villages and towns also tend to act as an employment destination for residents in other villages and towns both locally and more widely.
- 7.4 The general pattern of larger settlements having a greater range of services and facilities still remains, but there is now further evidence available as to how these services are used. As set out in paragraph 4.5, residents generally prefer to use services and facilities locally, with the exception of larger supermarket shops, where travel is often beyond the settlement, or done on-line. The sustainable Billingshurst study also indicates that larger settlements act as a hub for smaller surrounding settlements providing services that cannot be accessed more locally (gp surgeries, libraries, clubs and societies, and some retail). These settlements therefore have an important role in the wider sustainability of the District. School catchment area maps also show that at primary level children tend to go to school in the village in which they live, although there are some exceptions with children from Mannings Heath, Small Dole and Faygate travelling outside their local village to school.

## **8.0 Conclusions and Recommendations**

- 8.1 From the evidence review and the results that have been collected to date, the conclusions and recommendations as to how this is taken forward is set out in further detail below. This is also set out in the Appendix where there is identification of some of the key sustainability issues that are currently affecting or are likely to affect the settlement in the future. Finally, the tables in Appendix 1 contain an initial recommendation for the sustainability category of the settlement

*1) Are the existing issues and evidence concerning settlement sustainability correct?*

The assumption that has previously made that the sustainability of a settlement is solely dependent on the presence or absence of certain services and facilities is not considered to be correct. Although it remains an important consideration, there is

now a greater level of understanding that sustainability also depends on how the services and facilities are used and accessed, together with wider considerations such as community cohesiveness, and the interaction with the wider environment.

Much of the existing evidence still remains valid (such as the travel to work data), but additional studies together with changing lifestyle patterns needs to be taken into account when considering the current sustainability of the District's settlements.

2) *How are the different settlements in the District currently 'performing' in terms of their sustainability?*

As has already been stated, a number of factors combine to influence the sustainability of different settlements in the District. Most villages perform well on factors such as community cohesion and also are located in a high quality environment. The general finding is that larger settlements tend to perform well across a range of sustainability factors, from employment provision, lower reliance on the private car and shorter distances travelled to access work and leisure activities, greater levels of provision of clubs and societies, as well as providing services to smaller 'satellite' villages.

3) *Is the existing hierarchy of two settlement categories fit for purpose? If not, how should the settlements in the District be categorised?*

At the current time, there are two settlement categories with larger settlements which are the focus for larger scale development, with smaller settlements being suitable for smaller scale development that meets local needs.

The findings of the study still demonstrate that larger settlements in the District still perform better across a range of sustainability criteria than smaller villages and towns. Development in these smaller locations would still perpetuate unsustainable travel patterns and lifestyles dominated by the need to travel beyond the village to access a number of services and facilities, but also because the village lacks a critical population mass to sustain a range of fully functioning community activities and support networks that result in a cohesive community. Conversely larger settlements tend to have a greater range of existing employment sites, services and facilities and are better placed to absorb growth, even if some further provision of facilities are required.

It is however recognised that within the current settlement hierarchy some smaller settlements which whilst not having the capacity to absorb large amounts of development have also not been able accept smaller more 'organic' growth which could be absorbed by the existing community, and taken forward this approach would limit the ability of parishes and neighbourhoods to identify areas for growth to meet their needs within neighbourhood plans. Given the trend for smaller household sizes it is possible that without this growth, the long term sustainability of the settlement could be damaged as local businesses and services cease to be viable. It is therefore proposed that in the future it be more appropriate for settlements in the District to be divided into broader settlement types, and enable development in these settlements that maintains their characteristics and function. :

**Main Town** – A settlement with a large range of employment, services and facilities, and leisure opportunities, including those providing a district function. It has strong social networks, with good rail and bus accessibility. The settlement meets the majority of its own needs and many of those in smaller settlements.



**Small Towns and Larger Villages:** These are settlements with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and / or bus services. The settlements act as hubs for smaller villages, but also have some reliance on larger settlements / each other to meet some of their requirements.

**Medium Villages:** These settlements have a moderate level of services and facilities and community networks, together with some access to public transport. These settlements provide some day to day needs for residents but rely on small market towns and larger settlements to meet a number of their requirements.

**Smaller Villages:** Villages with limited services, facilities and social networks, but with good accessibility to larger settlements (e.g. road or rail) or settlements with some employment but limited services, facilities or accessibility. Residents are reliant on larger settlement to access most of their requirements.

**Unclassified settlements:** Settlements with few or no facilities or social networks and limited accessibility , that are reliant on other villages and towns to meet the needs of residents.

**Appendix 1 – Summary of the Preliminary Results of the Settlement Sustainability Study 2014**

<b>Ashington</b>	
Summary	The village is home to families with young children and a relatively high number of over 65s. There is limited local employment and residents travel long distances to work. Public transport provision is poor and there is high reliance on the car for travel. There are a number of local facilities such as a pre-school and primary school, community centre and local shop. The community appears to be active with a number of clubs and societies with good village communications and local swap scheme. Storrington is likely to act as a hub for wider community facilities e.g. GP surgery.
Key sustainability issues	Lack of sustainable transport / local employment - improved public transport links to Storrington could be beneficial, as could improved local employment opportunities, or housing to retain the viability of local shops or schools.
Recommendation	Medium village

<b>Barns Green</b>	
Summary	The village has limited local employment and poor public transport. There are a number of community facilities including a pre school and primary school. Historically this was on a split site with juniors travelling to Itchingfield. Permission has recently been granted for a new school site to be constructed, resulting in a single location for the school. (DC/12/1894) together with 69 dwellings. Amalgamating to a single site was not favoured by local community in the past. Community appears to be very active with a large range of clubs and activities and good communications to the population about events and activities. There is a local shop and post office but for other services and facilities Southwater or possibly Billingshurst may be the main destination, although Horsham is also nearby.
Key sustainability issues	Likely to be a very car based community given public transport / split school site. Could accommodate housing to retain the viability of local shops or schools, although any development would need to limit the perpetuation of unsustainable travel patterns.
Recommendation	Medium village

<b>Billingshurst</b>	
Summary	Billingshurst has a higher percentage of younger children and lower elderly residents than much of the rest of the District. Has a good level of local employment provision in the village. 33% of the population live and work in Billingshurst which is a high percentage compared with other parts of the District. The village has a number of community facilities including a secondary school and gp surgery, library and leisure centre and swimming pool. It has a large range of shops and banks, although the village centre has been identified as needing some investment. It is used a hub for other surrounding villages including Rudgwick, Kirdford and Wisborough Green. There are also a large number of clubs and societies and an active community partnership. There is a good train service (at least hourly), although there are constraints around the station. The bus service is relatively poor, given the size of the village

Key sustainability issues	There is a need to retain and enhance local employment sites, and contribute to improved bus services. Development may also have the potential to lead to enhancements to the village centre. Youth activities may have potential for enhancement
Recommendation	Small Town / Large Village

<b>Broadbridge Heath</b>	
Summary	This settlement has a higher proportion of young adults compared with much of the rest of the District. The village has local employment at the Lawson Hunt industrial estate. Many of the residents of the settlement commute into nearby Horsham. There is a preschool and primary school. Local shops are currently limited e.g. no post office), but the retail park is close by as is a wide range of shops in Horsham. Services and facilities likely to improve as a result of new development include allotments provision and a new primary school. There are also local clubs including a local football club. The village has good road transport connections as it directly links to the A24. Bus services, particularly into Horsham are good.
Key sustainability issues	This settlement is currently undergoing expansion as part of the strategic development to the West of Horsham, and new services are being provided as part of this development. The need for the new community to 'bed in' is a key sustainability consideration for this settlement. It will also be important to ensure good transport links to Horsham are retained. Due to the high youth population facilities for young people or evening bus services to activities in Horsham may be beneficial.
Recommendation	Small Town / Large Village

<b>Christ's Hospital</b>	
Summary	This settlement is based around independent Christ's Hospital School, which contributes to the young age structure for the wider parish. Teachers live and work on site which results in low distances travelled to work and the highest percentage of self contained jobs in the District. This pattern would not be repeated with development unconnected to the school. With the exception of the leisure centre connected to the school there are no other community facilities or retail outlets. Residents outside the school therefore need to travel beyond the village to access other services. Bus services are very limited but there is at least an hourly train service. This does not necessarily serve supermarkets / clubs or society start times so a car would probably be the main mode of travel for residents.
Key sustainability issues	Lack of very local services and facilities and reliance on the car rather than public transport
Recommendation	Smaller Village

<b>Cowfold</b>	
Summary	The village has limited local employment opportunities, but residents generally work relatively close by in Horsham or Crawley. There is a GP surgery, sports facilities, a convenience store as well as a number of specialist shops. There is a pre-school, primary school and some clubs and societies. Travel by public transport is hourly. Air pollution is a concern around the A272 junction, and an Air Quality Management Area (AQMA) has been declared.

Key sustainability issues	Car travel is more or less a necessity for some goods and services, and there is limited local employment. Development would need to limit impacts on the AQMA and support local services and facilities.
Recommendation	Medium Village

<b>Faygate</b>	
Summary	Following the closure of the timber yard there is no local employment, although the new Continuing Care retirement Community (CCRC) may generate some work opportunities. Currently there are no services and facilities – e.g. school, shop, gp surgery, post office. Again the CCRC may provide a shop that existing residents can use. Most people travel to Crawley or Horsham to work. Bus services are poor, and although there is a train station there are very few services ( only 1 train stops there outside peak hours). The settlement is also in a sensitive location whereby development that takes place could contribute to coalescence of Horsham and Crawley
Key sustainability issues	The settlement has very little in terms of the wide range of attributes on which it could be considered to be sustainable, and small scale development is unlikely to assist this.
Recommendation	Unclassified Settlement

<b>Henfield</b>	
Summary	This settlement has a similar age structure to much of Horsham District, but has a particularly high percentage of over 65s. The settlement does however have some local employment with over a third of the working age population living and working in the village. The settlement has an active community with a large number of clubs and societies. There is also a wide range of community facilities, shops and a leisure centre. The village has an hourly bus service and some other additional services
Key sustainability issues	The village has many aspects that contribute to an overall sustainable community. Public transport links are relatively limited. There is a need to retain and enhance local employment sites, and contribute to improved bus services. Consideration also needs to be given to ensuring the needs of the elderly population are met
Recommendation	Small Town / Large Village

<b>Horsham</b>	
Summary	Horsham is the largest settlement in the District. The population structure has a greater percentage of young adults than much of the rest of the District. The town has a large number of primary schools and 3 secondary schools. It has a large range of clubs covering a huge range of interests, and leisure facilities, a number of which serve a more strategic function across the District. Events and festivals are also held regularly. The town has a range of employment sites and 44% of working age residents work within the town. The town also has a wide range of shops (e.g. clothing, books, white goods as well as a number of supermarkets) and banking and is used by residents of the District who live outside the town. Within the town there are a number of bus services, the most frequent of which is the 98 which runs at 15 minute intervals at some points in the day. It also provides an evening service. The town also has two railway stations which provide good onward links to Crawley, London and the south coast. The town is recognised as having a high quality environment with two Conservation Areas, a riverside walk, the High

	Weald AONB, woodlands and sites of nature conservation interest.
Key sustainability issues	Horsham is the most sustainable settlement in the District, and acts as a hub for many other settlements, particularly in the north of the District. It also serves the area beyond the District as a destination of shopping choice and an attractive place to visit and do business.
Recommendation	Main Town

<b>Lower Beeding</b>	
Summary	This settlement has a very small population. Although some residents live and work locally many have long commutes. There are limited services and facilities - a primary school, recreation ground and village shop. Bus services are limited (4 a day) which means that any residents in the village will be heavily reliant on the car in order to access many services. The AONB joins the southern boundary of the village
Key sustainability issues	The key sustainability issue for this village is the lack of local services and the reliance of residents on the car to reach most services and facilities. High levels of development would perpetuate these unsustainable travel patterns.
Recommendation	Smaller Village

<b>Mannings Heath</b>	
Summary	Set in a high quality environment adjoining the High Weald AONB, this settlement has a similar age structure to the District as a whole. The settlement has limited local employment and most people of working age commute, with the most common work destination being the relatively close by Horsham. The settlement has a good community network with a number of clubs and societies. The settlement does however have a limited number of services and facilities with a local shop and petrol station. Primary school children must travel outside the village to the much smaller village of Nuthurst. Most residents of the settlement are likely to be reliant on the car as the most frequent bus service is likely to be hourly.
Key sustainability issues	The key sustainability issue for this settlement is the need to travel outside the village for a range of services and facilities, and in particular the local primary school. High levels of development would perpetuate these unsustainable travel patterns.
Recommendation	Smaller Village

<b>Partridge Green</b>	
Summary	This settlement has a relatively young age structure for the District with more young adults (15-24 year olds) than in many other settlements. It has a number of local employment sites, although travel to work data indicates that most residents still travel outside the village for work. The village does however have a good range of local services and facilities, including a local primary school, a range of shops and a good range of community facilities, including recreation ground, village halls, 2 branch GP surgeries and recently created allotments. There also appears to be a strong sense of community with a number of local clubs and societies. There is an hourly bus route to the village.
Key sustainability issues	This settlement has a number of strong sustainability features, but its relatively isolated location and limited public transport mean that the settlement is strongly reliant on private car. There is a need to ensure that these local facilities remain viable, but high levels of development would result in an increase in unsustainable travel patterns.

Recommendation	Medium Village
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<b>Pulborough</b>	
Summary	In common with many settlements in the south of the District, this settlement has an older age structure than many settlements with a higher than average percentage of over 65s. The settlement has some local employment opportunities, but some of these have closed and been redeveloped for housing in recent years. Common work destinations for residents are Horsham, London and Crawley. The settlement has a range of services and facilities including a gp surgery, village hall complex, library, primary school, playing fields and allotments. The settlement is well served for supermarkets, but also has some other retail outlets, although these are more limited than in other similar settlements. There also appears to be a strong community with a range of clubs and societies, newsletter and community transport schemes. The village is also setting up a greening campaign. It is also located in a high quality environment with the South Downs National Park boundary and the internationally designated SPA and Ramsar site nearby. The settlement has a station and has good links between the coast, Billingshurst , Horsham, Crawley and London. Bus services are more limited but travel to other settlements is possible on an hourly basis.
Key sustainability issues	Key sustainability issues for the settlement include ensuring the needs of the aging population is met, and possibly addressing the retail offer in the high street. Any development will need to consider the impact on the nearby SPA and bat foraging areas.
Recommendation	Small Town /Large Village

<b>Rudgwick and Bucks Green</b>	
Summary	This settlement is primarily residential in character, has a few local employment sites. It has a higher percentage of 15 -24 year olds than in many parts of the District. Residents have long commutes to work with London the most common work destination. Horsham, Crawley and Guildford are the other more local work destinations. Although relatively small, Rudgwick and Bucks Green together have a number of community services and facilities from a primary school, gp surgery, playing fields, village hall and some local shops, including a convenience store. There is evidence to show that the village has a strong sense of community with a wide range of clubs and societies, and environmental projects such as that to enhance the local playing fields and sustainable Rudgwick. The settlement has an hourly bus service to surrounding settlements, but it is likely that most residents will be reliant on the car to access a number of services and facilities outside the town to meet their needs. There is however a community transport service for those who require it.
Key sustainability issues	In common with many other settlements reliance on the public car is a key issue for the settlement. There is a higher youth population than in many areas and the needs of this section of the community need to be considered. There is a need to ensure that these local facilities remain viable, but high levels of development would result in an increase in unsustainable travel patterns.
Recommendation	Medium Village

<b>Rusper</b>	
Summary	A small settlement with limited local employment sites. Most residents of working age work in Horsham or Crawley, both of which are relatively close. The settlement has some services and facilities including a shop, primary school and recreation grounds. There are some clubs and societies, but these are fewer in number than in some other villages. The bus service to the village is particularly limited.
Key sustainability issues	The key sustainability issue for this village is the lack of local services and the reliance of residents on the car to reach most services and facilities. High levels of development would perpetuate these unsustainable travel patterns.
Recommendation	Smaller village

<b>Slinfold</b>	
Summary	Slinfold has a similar age structure to the District average. The village has some local employment sites and permission has recently been granted for new offices and warehousing. Data does however suggest that most residents work outside the village. The settlement has a range of facilities including a primary school and village shop. There is also a range of clubs and societies. There is an hourly bus service except Sundays. The village has a high quality environment and the historic core is designated as a Conservation Area.
Key sustainability issues	The key issues are a lack of local employment and poor public transport links. There is a need to ensure that these local facilities remain viable, but high levels of development would result in an increase in unsustainable travel patterns.
Recommendation	Medium Village

<b>Small Dole</b>	
Summary	This settlement has some local employment, although the travel to work evidence suggests that most of the residents work outside the village. Small Dole has some local services and facilities including a shop, post office, recreation ground and village hall. There is however no local primary school – the catchment school is Upper Beeding Primary School. Three bus services serve the village, one of which is on an hourly basis. The village adjoins the South Downs National Park boundary.
Key sustainability issues	The key sustainability issue for this village is the lack of local services and the reliance of residents on the car to reach most services and facilities. High levels of development would perpetuate these unsustainable travel patterns.
Recommendation	Smaller village

<b>Southwater</b>	
Summary	Southwater Parish has a very high percentage of the population aged below 15 years old and the number of elderly residents is lower than in many other villages. The village has seen a number of recent changes including the development of a business park offering more local employment, and much improved retail and community facilities at Lintot Square. This includes new Parish Council buildings as well as larger shopping facilities. Most of the residents who work outside the village work fairly locally in Horsham or Crawley. The settlement has primary schools although older children have to travel outside the village for

	secondary education. There are a large number of clubs and societies and strong community communication network. The settlement is also served by regular (15min) bus service linking the village to nearby Horsham. It also has a high quality environment including the Country Park which is now designated as an SNCI.
Key sustainability issues	The settlement performs well on a number of sustainability considerations. There is a need to retain and enhance local employment sites. There is a continued need to ensure the needs of the young population structure continue to be met.
Recommendation	Small Town / Larger Village

<b>Steyning</b>	
Summary	Steyning has no large employment sites. However 30% of the working age population live and work locally which suggests a reasonable level of small businesses / home working. Other working age residents tend to travel to the south coast for work. The settlement has a wide range of services and facilities including a primary and secondary school, leisure centre (including a swimming pool) gp surgery and library. The village centre is thriving and has a range of retail outlets, banks, a pharmacy, pubs and cafes. There is a strong sense of community with a range of clubs and societies which suit a range of ages and interests. There is also an active community partnership. There are also a number of halls in which these groups can meet. The settlement is served by a reasonable bus service, particularly to Brighton. This includes a late night service – along with Bramber and Upper Beeding this is the only rural settlement in the village to have such a service. The village does not have a railway station, but the A27 is close by. The settlement is also located in a high quality environment adjacent to the South Downs National Park. The town also has a ‘greening Steyning’ campaign.
Key sustainability issues	The settlement performs well on a number of sustainability considerations. Most residents are reliant on the private car to access facilities / employment outside the town. The age structure of the population (higher numbers of elderly) may mean that demand for certain facilities and services for these age groups will be particularly high.
Recommendation	Small Town / Larger Village

<b>Storrington / Sullington</b>	
Summary	Storrington and Sullington together form one of the larger settlements in the south of the District. It has an older age structure with over half the population aged 50 or more and 25% aged more than 65. The settlement has a number of local employment sites, and just under 40% of the working age population live and work in the settlement (one of the highest in the District). Those who work outside the settlement tend to travel to the south coast for work. There is a range of services and facilities in the village from gp surgeries, primary school and Middle school and a wide range of shops. There appears to be a strong sense of community with an active community partnership working to improve aspects of village life, as well as a wide range of local interest groups clubs and societies. Public transport links to and from the village are more limited but better than other areas in the District with two separate



	hourly services and some other less frequent services primarily to the supermarkets in Pulborough. The settlement is located in a high quality environment with the South Downs National Park to the South. Some parts of the settlement have poor air quality and an air quality management area has been declared. The importance of the environment is recognised by the community who are operating a 'greening' campaign which seeks to reduce the impact to climate change.
Key sustainability issues	The settlement performs well on a number of sustainability considerations. The main sustainability issues for the settlement are the need to ensure that the air quality issues in the settlement are resolved, including seeking to reduce the reliance on the public car. The old age structure may also require the provision of services and facilities to meet the needs of this section of the community.
Recommendation	Small Town / Larger Village

<b>Thakeham</b>	
Summary	This parish has a relatively old age structure with over 20% of the population aged 65 or older. The village has some local employment (Thakeham Mushrooms), although evidence shows that these posts tend to be filled by those living outside the area. The recent permission on the site may address this issue by providing some housing for employees. The village has some community facilities including a primary school and local pavilion. There also appears to be a relatively strong sense of community with a number of clubs and societies. The retail offer is however very poor with no shops. Residents therefore have to travel to other villages and towns to reach a number of services and facilities. This is most likely to be Storrington. Bus services to the settlement are limited running at a two hourly interval at best.
Key sustainability issues	The key sustainability issue for this village is the lack of local services and the reliance of residents on the car to reach most services and facilities. High levels of development would perpetuate these unsustainable travel patterns.
Recommendation	Smaller village

<b>Upper Beeding and Bramber</b>	
Summary	These two settlements form a contiguous built area, separated by the River Adur. Facilities in Upper Beeding are in close walking distance to part of the village, and the village hall is a shared facility. The two settlements are therefore considered together for this assessment. The settlement of Bramber extends over the A283 intersection towards Steyning (along Clays Hill). The properties here are close to the services and facilities within Steyning. Both settlements have limited employment opportunities within the village although there are some nearby industrial estates. There are strong employment links with the south coast towns of Brighton and Worthing which is the main employment destination for residents in the village. However over 30% of the population do live and work locally. Upper Beeding has a good range of community facilities including a primary school, village hall (shared with Bramber), recreation ground and allotments and a branch surgery of Steyning Health Centre. There is also a good range of local shops including a convenience store, post office, hair dressers and well as some more specialist outlets. These

	are all within walking distance of Bramber. Other services and facilities including a wider range of retail outlets, leisure centre and secondary school are located in nearby Steyning – there is a ½ hourly to hourly bus service. The bus service also connects to Brighton and includes a late night service. There are also other less regular services to other surrounding villages and towns. Upper Beeding and Bramber are both very high quality environments adjoining the South Downs National Park and Conservation Areas. Bramber Castle is also located in the area, and is designated a Scheduled Ancient Monument. The other issue in the area is that Bramber in particular is located in an area which has been identified as being at risk from flooding.
Key sustainability issues	The settlement has a number of positive sustainability features. The environmental constraints are a key limitation in finding sites to meet local needs in the area.
Recommendation	Small Town / Larger Village

<b>Warnham</b>	
Summary	The settlement has some limited local employment sites and is also relatively close to the town of Horsham which offers a range of employment opportunities and is the main employment destination for residents in the village. Other residents also work in London, which is accessible from the railway station which is located on the outskirts of the village (the other side of the A24), albeit that services are relatively infrequent (hourly). There is also an hourly bus service from the village to Horsham and Dorking. The village has some local services and facilities including a shop and butchers, and also has some clubs and societies and a recreation ground. Much of the village has been recognised as being of historical importance and has been designated as a Conservation area.
Key sustainability issues	In common with most settlements reliance on the private car is likely to be high, albeit that many services and facilities are relatively close by in nearby Horsham and Broadbridge Heath. Access to the station from the main village is hampered by the need to cross the busy A24.
Recommendation	Medium Village

<b>West Chiltington Village and West Chiltington Common</b>	
Summary	These two closely linked villages have an elderly age structure with over 20% of residents aged 65 or more. Employment in the village is limited and most residents of working age commute long distances to work (London is the most common destination). There are some local facilities, including a primary school, local store and playing fields. There is evidence of a strong local community with a number of clubs and societies. Although the settlement has some local facilities it will be necessary to travel outside the village to reach employment and a larger range of shops and services. This may be Storrington / Pulborough or beyond. Bus services to the village are very limited and residents will be strongly reliant on the car.
Key sustainability	Key sustainability issues for the village is the need to ensure the needs

issues	of an aging population can be met, and access to larger services and facilities for those without access to a car can be provided. There is a need to ensure these existing services and facilities remain viable.
Recommendation	West Chiltington and West Chiltington Common although separate from each other are located close together and already share a number of services and facilities. They should be considered together in sustainability terms, are a medium village