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**Examination Statement- Matter 2  
Prepared on behalf of Bellway Homes  
(Representor Number #1198095 and #1194675)**

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**Former Thakeham Mushroom Site**

Horsham District Council Local Plan  
Examination in Public

Matter 2: Plan Period, Vision, Objectives and the Spatial Strategy

# Examination Statement

Former Thakeham Mushroom Site, Thakeham

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# Examination Statement

Former Thakeham Mushroom Site, Thakeham

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## 1. Introduction

- 1.1. This Examination Statement has been prepared on behalf of Bellway Homes Ltd ('Bellway'). This Statement relates to the Former Thakeham Mushroom Site ('The Site') which is situated to the west of Storrington Road in Thakeham.
- 1.2. Prior to the submission of the Horsham District Council Local Plan to the Planning Inspectorate for examination, Bellway has participated in the formal consultation of the Local Plan at the R19 stage (January - March 2024) in respect of the Site. Two sets of R19 representations were submitted which relates to a smaller site which encompasses the built area of the Former Mushroom Site (13.45ha) and a wider site included adjacent fields (30.1Ha) This Examination Statement should be read in conjunction with the R19 representations.
- 1.3. The location of the Site, its surroundings and the vision have been set out in detail at the R19 Stage and have therefore not been reproduced in detail in this statement (see Section 2 of the Representations).
- 1.4. This Examination Statement responds to the relevant questions raised by the Inspector within Matter 2: Plan Period, Vision Objectives and the Spatial Strategy.
- 1.5. For the avoidance of doubt, any policies referred to within this Statement relate to the emerging Local Plan unless otherwise stated.

## 2. Response to the Inspectors Questions

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### Matter 2 – Plan Period, Vision Objectives and the Spatial Strategy

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*Issue 3 - Whether the Spatial Strategy and overarching policies for growth and change are justified, effective, consistent with national policy and positively prepared?*

**Q1 - What is the proposed distribution of development (housing and employment) for each settlement and type identified in the settlement hierarchy (in total and for each year of the plan period)? Is this distribution justified and effective?**

2.1. The evidence supporting the settlement hierarchy is not considered to be reliable. HDC has undertaken a review of the settlement hierarchy via the Settlement Sustainability Assessment (EN07). The first iteration of this was undertaken in December 2022 with an updated version published in July 2024 prior to the submission of the Plan. Topic Paper 1 (HDC02) confirms that EN07:

*“Forms the main evidence the development of HDLP Strategic Policy 2: Development Hierarchy. Related to this, Strategic Policy 3: Settlement Expansion sets out principles used in the selection of proposed site allocations.”*

2.2. Thus, a key document in respect of justifying the distribution of development to settlements and integral to the Spatial Strategy. This evidence is not accurate nor has it been prepared to support sustainable development. This is particularly relevant in respect to the assessment of Thakeham.

2.3. In December 2022, HDC had assessed that the growth of Abingworth had increased the level of services and facilities and that more development would maintain the viability of these. It did note that an improved bus service would be beneficial. Given this, the recommendation within the settlement hierarchy was a ‘medium village’ and the R18 Plan included Thakeham as a Medium Village in the settlement hierarchy, This recommendation was redacted in the R19 and then subsequently revised in the submitted version of EN07. Thakeham now remains as a Smaller Village within the hierarchy. The published data supporting EN07 remains the same (i.e. Census 2011 data and the number of services and facilities) as the original assessment in December 2022. Thus there is no evidenced reason for the change in approach. It can only be concluded that the change is a subjective view rather than evidence based. Consequently, this evidence

based document cannot be relied on in respect of Thakeham's settlement type and therefore, the evidence underpinning the settlement hierarchy and the basis of the spatial strategy is questioned.

- 2.4. Evidence submitted alongside the Application at the former Thakeham Mushroom Farm (Ref: DC/24/0021) (Appendix 6 of the R19 Representations) demonstrates that Thakeham is comparable to Barns Green and Warnham in terms of dwellings and population number both of which are categorised as medium villages. Thakeham is also comparable to Slinfold and Cowfold in respect of social and community infrastructure. Therefore, give the comparison the initial assessment completed by HDC promoting Thakeham to a medium village is logical.
- 2.5. Given the foregoing, it is evident that the settlement hierarchy in relation to the settlement of Thakeham is not justified and consequently, the distribution of homes in accordance with this cannot be considered justified or effective.. Using this and by seeking to meet their full housing need (as outlined in our hearing statement for Matter 8), HDC can allocate additional sites, such as the Former Thakeham Mushroom Site, in accordance with the population, services and character of the settlements within the hierarchy.

**AMENDMENT REQUIRED:**

**Thakeham is promoted to a Medium village in accordance with the original Settlement Sustainability Assessment (December 2022) and evidence presented in appendix B. Following this, the distribution of homes for Thakeham should be reviewed with the allocation of additional homes to meet the housing need.**

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### ***Q3. Is Strategic Policy 2: Development Hierarchy sound?***

#### ***a) Are the settlement types described justified and effective?***

- 2.6. Policy 3 of the adopted HDPF includes the settlement hierarchy, this remains almost identical within the Strategic Policy 2 of the submission plan, other than the inclusion of secondary settlements. The Settlement Sustainability Assessment considers whether the settlements are still performing within these categories. It does not however, consider whether the description of the settlement types are "*clearly written and unambiguous, so it is evident how a decision maker should react to development proposals*" in accordance with NPPF paragraph 16. There is ambiguity within the settlement characteristics and functions which impacts on the implementation of Strategic Policy 3 which requires "*The level of expansion is appropriate*

to the scale and function of the settlement type". However, it is not clear what the difference between 'good', 'moderate' or 'limited' means in respect of the level of services nor what function these need to perform. Consequently, the settlement types are not effective and clarity should be provided on the scale and function of each settlement type.

**AMENDMENT REQUIRED:**

**The definition of each settlement type should be reworded to provide greater clarity on the scale and function of the settlement type.**

***b) Have all relevant settlements been identified and placed in the correct settlement types***

- 2.7. As set out in the answer to Matter 2 - Issue 3 - Question 1 (above), it is not considered that the evidence supporting the settlement hierarchy is justified for the settlement of Thakeham. The settlement type has changed multiple times throughout the production of the Local Plan and accompanying evidence. As demonstrated at Appendix 6 of the R19 Representations, it is Bellway's view that Thakeham should be categorised as a 'Medium Village'.

***c) Are the built-up area boundaries and secondary settlement boundaries justified and effective?***

- 2.8. The Built-Up Area Boundaries (BUAB) Review (EN01) sets out how HDC has reviewed the BUAB stating that:

*"The review considers whether the land has a relationship with the existing urban form or the rural landscape"*

and that;

*"as far as possible BUABs follow logical and defensible boundaries such as roads, rights of way, curtilages of properties, water courses and woodland belts".*

- 2.9. It continues to set out what elements should be excluded from the boundaries and specifically does not exclude certain use classes or development type. It is considered that there is an oversight in Thakeham, where the former Thakeham Mushroom Site has been excluded from the BUAB. This is a large site of a brownfield nature and relates well to the existing built form of Thakeham and is contained within defensible landscape and physical boundaries. There are instances in other settlements where this type of

development is included within the BUAB such as in Small Dole. The BUAB within Thakeham is not considered justified nor does it allow for the redevelopment of a redundant site that demonstrates brownfield characteristics.

**AMENDMENT REQUIRED:**

**It is recommended that the Former Thakeham Mushroom Site is included within the BUAB given its brownfield nature and location adjacent to the residential areas of Thakeham.**

***f) Does Policy 2 limit development to within defined built-up area boundaries and secondary settlement boundaries? Is this approach consistent with paragraph 4.31 of the Plan which refers to “limited development” outside these locations? Is it clear what is meant by “limited development”?***

- 2.10. Strategic Policy 2, 3 and 14 restrict development entirely outside of the BUAB and ultimately conflict with each other. This is a major concern for the delivery of the windfall allowance. Strategic Policy 37 states that at “Approximately 1,680 windfall units, including 10% provision on land less than 1ha”. This implies that HDC consider that 1512 windfall homes will be delivered on sites over 1Ha. It is recognised that some sites will deliver higher density development in appropriate locations such as Horsham Town. However, given the prevailing rural characteristics of the District outside of Horsham Town, an average density of 35 dwellings per ha can be applied. Hence, HDC consider that a proportion of their windfall development will come forward on proposals of over 35 dwellings. The BUAB are drawn tightly around the existing built form and pattern of the settlement in accordance with the BUAB Review. The likelihood of delivering a medium to large windfall site of over 35 dwellings within the BUAB is unrealistic.
- 2.11. These policies also hinder the deliver of any unplanned infrastructure being brought forward in sustainable locations outside of the BUAB. The policies require further flexibility to ensure the needs of future generations are not compromised in accordance with NPPF paragraph 7. However, as currently prepared Strategic Policy 2, 3, and 14, HDC will not be able to deliver their windfall allowance.

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## ***Q4. Is Strategic Policy 3: Settlement Expansion sound?***

### ***a) Is it consistent with other policies in the Plan?***

### ***b) Is it justified and effective in terms of the approach to development outside of built-up area boundaries, secondary settlement boundaries or sites allocated in the Plan?***

- 2.12. Strategic Policy 3 only allows for the growth of an allocated site. A number of allocated sites have not been included within a relevant BUAB and so Strategic Policy 3 allows for the development of these allocations outside of the BUAB only. This is a direct conflict with the Strategic Policy 2 which only permits development within the BUAB and with Strategic Policy 14 which seeks to protect the countryside only permitting proposals that are essential to the countryside location.
- 2.13. The need for Strategic Policy 3 is superfluous unless amended to provide greater flexibility to assist in the delivery of sustainable development by guiding new neighbourhood plan allocations, brownfield development or windfall development. as set out in paragraph 2.13 of this statement the delivery of windfall development is a concern and greater flexibility for sustainable medium to large windfall sites to come forward outside of the BUAB should be provided. Ultimately, the emphasis of Strategic Policy 3 should be to allow for sustainable development outside of the BUAB to come forward. For instance, the Former Thakeham Mushroom site is situated adjacent to the BUAB of Thakeham and is a redundant site which could come forward as windfall development to support the delivery of housing and community infrastructure.
- 2.14. It is notable that Policy 4 of the HDPF is almost identical to Strategic Policy 3. HDC has had to prepare a 'Facilitating Appropriate Development SPD' to assist in the delivery of sites outside of the BUAB given their current housing position. This demonstrates that a policy of this sought can hinder the delivery of sustainable development in the area including essential facilities required by local communities.
- 2.15. There is concern that the arbitrary use of BUAB's could limit sustainable development being brought forward to meet the HDC's needs. Therefore, the BUAB and relevant policies are a direct conflict with paragraph 16a of the NPPF. Strategic Policy 3 is not positively prepared, effective or consistent with National Policy in its current form.



# Examination Statement

Former Thakeham Mushroom Site, Thakeham

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**AMENDMENT REQUIRED:**

Flexibility should be built into Strategic Policies 2, 3 and 14 which rely on the BUAB to ensure that windfall development and community infrastructure can be delivered in sustainable locations outside of the BUAB.

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## 3. Conclusion

3.1. This Examination Statement has been prepared by Savills on behalf of Bellway Homes Ltd in relation to Matter 2 of the HDC Local Plan Examination. These comments should be read in conjunction with the R19 Representations (reference ID: #1198095 and #1194675) that were submitted in March 2024.

3.2. Bellway have raised several concerns in respect of the justification for the spatial strategy, the evidence supporting the settlement hierarchy in respect of Thakeham and the effectiveness of Strategic Policies 2, 3 and 14. It is considered that through amendments these points can be resolved and the Plan can be found Sound. In summary the following amendments should be made:

- Thakeham is promoted to a Medium village in accordance with the original Settlement Sustainability Assessment (December 2022) and evidence presented in Appendix B. Following this, the distribution of homes for Thakeham should be reviewed with the allocation of additional homes to meet the housing need.
- The definition of each settlement type should be reworded to provide greater clarity on the scale and function of the settlement type.
- The Former Thakeham Mushroom Site is included within the BUAB given its brownfield nature and location adjacent to the residential areas of Thakeham.
- Flexibility should be built into Strategic Policies 2, 3 and 14 which rely on the BUAB to ensure that windfall development and community infrastructure can be delivered in sustainable locations outside of the BUAB.

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# Appendix A

## Glossary

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## LOSSARY

<b>BUAB</b>	<b>Built Up Area Boundary</b>
<b>HDC</b>	Horsham District Council
<b>HDPF</b>	Adopted Horsham District Planning Framework 2015
<b>HDLP</b>	Horsham District Council Local Plan
<b>NPPF</b>	National Planning Policy Framework
<b>R18</b>	Regulation 18
<b>R19</b>	Regulation 19
<b>SA</b>	Sustainability Assessment
<b>SHELAA</b>	Strategic Housing and Employment Land Availability Assessment
<b>SNWRZ</b>	Southern North Water Resource Zone
<b>SPD</b>	Supplementary Planning Document
<b>WSCC</b>	West Sussex County Council

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## Appendix B Settlement Sustainability Assessment (December 2022)

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**Horsham  
District  
Council**

**Local Plan Review – Background Paper  
Settlement Sustainability Assessment  
2019-2022**

**December 2022**

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- 3. Data Review**
- 4. Settlement Data**
- 5. Conclusions & Recommendations**

**Appendix 1 – Summary of the Preliminary Results of the Settlement Sustainability Assessment**

**Appendix 2 – Full Set of Sustainability Data (Excel Spreadsheet)**

## **1. Introduction**

- 1.1 The Settlement Sustainability Assessment has been produced to form part of the evidence base which supports the Horsham District Local Plan Review. It is a key document which informs the classification of each settlement within the defined development hierarchy of the District. This paper outlines the methodology used and provides recommendations in relation to the classification of each settlement within the development hierarchy.
- 1.2 The main purpose of the hierarchy is to seek to ensure that development takes place in the most sustainable locations within the District. 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 (unless fully able to be mitigated) and requiring low levels of resource consumption. The decision as to where to locate development is therefore a key factor in achieving sustainable development.

### **Basis for the Review**

- 1.3 The basis for the assessment is a review of the development hierarchy, with an evaluation of the wider capacity of each settlement to accept sustainable growth.
- 1.4 It is recognised that since the adoption of the Horsham District Planning Framework (HDPF) in 2015 that there are some areas around existing settlements which have come forward as residential development. In some cases, these developments have also incorporated further services and facilities. The Local Plan Review process therefore provides a good opportunity to undertake a review of the current Built-up Area Boundaries (BUAB) to ensure that each settlement boundary accurately reflects where land has a built-up or rural form. Further information in relation to this is available to view in the Built-up Area Boundary Review Background Paper.
- 1.5 The HDPF considers anything outside of a defined BUAB as 'countryside' and development proposals in these areas are considered against a much more 'restrictive' policy than land within a BUAB. It is recognised, however, that land outside of the built-up areas is not uniformly undeveloped farmland, and it does include a number of small hamlets and villages which are defined as 'Unclassified Settlements' in the development hierarchy. These settlements lack a significant level of services and facilities and are therefore not a sustainable location for largescale development, but conversely have been recognised as having potential for some limited development when compared to the entirely undeveloped fields against which Policy 26: Countryside Protection of the HDPF would also apply.
- 1.6 As part of the review of the development hierarchy, the Council have therefore revisited the 'unclassified' settlements and sought to identify areas where new development may be considered appropriate. These settlements are to be classified as 'Secondary Settlements' and will have a defined settlement boundary in which a small amount of infill development may be considered acceptable. Further information is also available to view in the Secondary Settlement Review Background Paper which also forms part of the Evidence Base.



1.7 The Standard Housing Methodology (SHM) calculates the provision of homes per annum for Horsham District. The NPPF also states that in addition to the local housing figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planning for. Therefore, the total housing provision for the District needs to include both the SHM figure and all additional homes agreed through Duty to Co-operate. In order to address the requirement of a significantly increased housing provision and the associated infrastructure within the new plan period, it is considered that the settlement sustainability hierarchy should be reviewed and updated, taking into account the requirements of the NPPF.

1.8 The focus of the assessment has therefore centred on the following questions:

- 1) How are the different settlements in the District currently 'performing' in terms of their sustainability?
- 2) Is the existing development hierarchy, as outlined in the HDPF, 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**

1.9 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. However, this study has had to focus on both the relative sustainability of each settlement as well as in relation to each other, rather than their sustainability at a wider scale, in terms of how this study influences the emerging planning policies for the District.

1.10 Acknowledgement is also given to 'Made' Neighbourhood Plans which have been tested by an Independent Examiner who will have considered the level of sustainability of the settlements located within the area of designation.

1.11 Settlements within the South Downs National Park have not been included in this review.

## **2. Assessment Methodology**

2.1 The first stage of the review was to analyse the existing information undertaken on settlement sustainability in 2014 which formed part of the Evidence Base in order to produce the current HDPF. Given the timescale since the previous review was carried out, and further residential development which has come forward since the adoption of the HDPF, further research in relation to settlement sustainability was undertaken. In addition, consideration was also given as to how society has changed in recent years, such as the increasing role of the internet (e.g. internet banking which has contributed to the closure of high street banks).

2.2 The second stage of the study was to collect a range of data for each of the settlements in the District which either have an existing BUAB or are proposed in the Local Plan Review to be designated as a Secondary Settlement, in order to assess their sustainability. The data was collected by a range of methods including internet-based research, investigations of planning

records and discussions with officers local to a particular location. A summary of the results for each settlement is set out in Appendix 1.

2.3 Once collated, a copy of the information sourced was set to each Parish and Neighbourhood Council for review in order to gain local information about the presence or absence of community services and facilities. Information received in response was used to amend and update the initial data. Specific feedback was received in relation to out-of-date information with regards to population figures and bus timetables. In these cases, the 2011 census figures and the original bus timetable information quoted has been retained as a means of keeping a consistent base data.

### 3. Data Review

3.1 Information in relation to population figures and travel to work data has been obtained from the 2011 Census. It is acknowledged that this information may be considered somewhat dated, however, the results of the Census undertaken in March 2021, are currently being released in phases. Therefore, for the purpose of this assessment, the 2011 Census results have been analysed to ensure a complete, set base of data rather than estimates. Once fully released all Census data will be updated to reflect that of the 2021 Census, however, it is not anticipated that this information will influence the level of sustainability of each settlement to an extent that would impact on the conclusions of this assessment.

3.2 In addition to the average travel to work distances per settlement data, as outlined within the data spreadsheet, information in relation to the method of travel has also been obtained:

Main Method of Travel to Work	% of All People Aged 16-74 in Employment
Home Working	14.6
Train	6.8
Bus	1.7
Car or Van Driver	61.3
Car or Van Passenger	4.1
Cycle	1.6
Foot	8.6
Other	1.2

\* Source – West Sussex County Council Travel to Work In & Beyond West Sussex 2011 Census Bulletin

3.3 This data shows that over half of the population, who are in employment, commute to work with the use of a private vehicle. Alongside the settlement travel to work data, this highlights the current unsustainable travel patterns within the District.

3.4 Information has also been sources in relation to the economic activity in Horsham District:

	Economic Activity Rate	Employment Rate
England	69.9	62.1
South East	72.1	65.3
West Sussex	72.1	66.0
Horsham	73.4	68.0

\* Source – West Sussex County Council Economic Activity in West Sussex 2011 Census Bulletin

- 3.5 This table shows that Horsham has a higher economic activity and employment rate than that of both the county of West Sussex and the regional average, suggesting the presence of a sustainable economy.
- 3.6 It is important to note that further to the research as to how local services and facilities are used, technological changes may also be impacting on the sustainability of settlements within the District. One such area is the growth of internet banking. Comparison of the data between this review and the 2014 assessment shows that a large number of banks have either closed or reduced the level of services provided, with branches only being available in Horsham, Pulborough and Storrington.
- 3.7 One other area of growth is internet shopping for convenience goods, groceries and white goods. Online supermarket shops have continued to increase with a variety of choices for purchase including 'click and collect' and home delivery. However, contrary to the impact of online banking, online grocery shopping has not seen a decrease in the number of supermarkets or convenience stores available to residents. This may be the result of using online shopping for the larger weekly shops, with regular top-up shopping being undertaken by visiting the store in person.
- 3.8 Another factor taken into account for this assessment is the closure of the West Sussex County Council mobile library service. As a result of this change, there are now only libraries available in seven locations throughout the District; Horsham, Billingshurst, Southwater, Henfield, Storrington, Pulborough and Steyning.
- 3.9 In addition to examining the travel patterns of residents and gaining a better understanding of the current use of local services and facilities, it needs to be recognised that these elements alone do not create a sustainable settlement. Other important factors which must be taken into account, and one of the most important, is the role that the local community itself can play in creating a cohesive sustainable settlement. Factors such as the provision of local clubs and societies which cater for a range of ages and interests, local mechanisms to assist the more vulnerable residents (e.g. community minibus) and good communication networks such as parish newsletters and social media groups are also recognised as being important to the wider sustainability of communities. The local environment also has a direct influence in terms of sustainability; local green spaces, parks and areas of historical and nature importance contribute to the local community as well as individual health and wellbeing.

#### **4. Settlement Data**

- 4.1 The evidence review demonstrates that the sustainability of a settlement depends on more than just the provision of services and facilities. Other factors are also important, as previously outlined; including more 'social' influences such as opportunities for people to meet and interact with each other (For example at clubs and societies) and the environment in which the settlement is located. Businesses, employment and availability of modes of transport are also important influences on the sustainability of a settlement.
- 4.2 A range of data was collected in order to gain a better understanding of the current sustainability of the different settlements within the District. The data collected was categorised as following:

*General Population Characteristics* – For each Parish the total size of the population was collected, including more detailed characteristics such as percentages of home ownership, residents aged over 65, households with dependent children, average number of cars per household and general standard of health. The status of Neighbourhood Plans, both ‘Made’ and in the process of production, has also been collated. This information is helpful in understanding broad sustainability issues that may be affecting or have an impact on the settlement in the future such as the need for retirement housing or youth activity provision.

*Employment* – Information collected included the identification of Key Employment Areas (KEAs), Business Parks and Industrial Estates, percentage of those who work from home, details in relation to distance of daily commute, main work destinations outside of the main settlement and average broadband speed test results.

*Education* – Education provision was evaluated from pre-school (2-5 years) to primary school and secondary school. School catchment areas were sourced from West Sussex County Council in order to gain an understanding of how far children have to travel to schools. It should be noted that the collected data only relates to state schools. Details in relation to higher education such as college and university were not included as the location of these, and distance of travel required, are generally down to individual choice based on the interests and prospective career opportunities that an individual wishes to pursue.

*Community* – For each settlement the type of community facilities were collected including medical facilities, village halls, libraries, sport pitches and allotments. The assessment recorded facilities with the widest accessibility across the population such as NHS Services and Council run leisure facilities rather than privately run services. In addition there was an assessment of the ‘cohesiveness’ of the community which included looking at the presence of social clubs and societies for all age groups, community events (e.g. village fetes) and good community consultation such as the publication of parish or village newsletters and social media groups (e.g. Facebook).

*Retail* – Data collected included the presence of local shops and wider services such as post offices, banks and hairdressers for each settlement. For the smaller, more rural settlements, independent businesses were also recorded.

*Transport* – Information was collected in relation to bus and rail services and their frequency. The presence of community transport schemes was also researched in order to determine the ease with which more vulnerable members of the community can travel. It should be noted that whilst correct at the time of writing, bus services in particular can change quickly and unexpectedly.

*Environment* – The local environment within and around each settlement has also been considered. This included looking at the physical environment in terms of the issues such as flooding and protected landscapes, but also the presence of heritage assets such as Conservation Areas.

4.3 It is important to be note that the information collected (throughout 2019-2022) and assessed is a 'snapshot in time' and has been used to demonstrate the relative level of provision in each settlement.

## 5. Conclusions and Recommendations

5.1 From the results that have been collected and the evidence reviewed, the conclusions and recommendations as to how the research should be taken forward is set out in detail below:

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

A number of elements combine to influence the sustainability of each settlement. In general terms, most villages perform well on factors such as community cohesion and are also located in a high quality environment. Appendix 1 provides a summary of the sustainability level of each settlement assessed and Appendix 2 (Excel Spreadsheet) contains the full set of data.

The outcomes of the assessment demonstrates that the larger settlements (Main Town – Small Towns and Larger Villages) continue to perform well across a wide range of sustainability criteria (from employment provision, lower reliance on private car and shorter distances travelled to access work and leisure activities) than that of the smaller settlements. Overall, the larger settlements also have greater levels of provision of clubs and societies, as well as providing services and facilities to smaller 'satellite' villages.

Largescale development in the smaller locations, as identified within the hierarchy, would still maintain unsustainable travel patterns and lifestyles which would be dominated by the need to travel beyond the settlement in order to access a number of services and facilities. This is also influenced by the lack of critical population mass needed to sustain a range of fully functioning community activities and support networks that result in a cohesive community.

Equally, the findings of this review continue to show that the 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 is required.

2) *Is the existing development hierarchy, as outlined in the HDPF, 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?*

The current development hierarchy of the District has divided settlements, with an existing defined BUAB, into broader settlement types. In general terms, these are the larger settlements in the District which have a good range of services and facilities and are therefore able to absorb some additional growth. The larger settlements are considered to have a greater capacity for growth than the smaller villages and hamlets.

However, as outlined in paragraph 1.5, it is recognised that a number of small hamlets and villages which are defined as 'Unclassified Settlements' may have some potential for limited development. The Council has therefore revisited the 'unclassified' settlements as part of this assessment and consequently supports the proposal that it would be more appropriate for an additional settlement type to be included within the hierarchy, entitled 'Secondary Settlements'. This categorisation will be incorporated between the classification of 'Smaller Villages' and 'Unclassified Settlements' and will enable small scale development within these settlements which maintains their character and function.

## Appendix 1 – Summary of the Preliminary Results of the Settlement Sustainability Assessment 2019/2022

<b>Adversane</b>	
Summary	This small hamlet lies in the Ward of Billingshurst & Shipley. The settlement itself has very limited services and facilities consisting of one public house. There is a good level of local employment provision located in the nearby village of Billingshurst, which also has a number of services and facilities including a primary and secondary school, doctors and a train station. The main work destination outside of the settlement is Horsham, with 33% of the population commuting between 10km – 30km. The settlement lies within the designation area of the Billingshurst Parish Neighbourhood Plan which was formally 'Made' on 23 June 2021.
Key Sustainability Issues	Although there is a fairly regular bus service there may also be a reliance on private vehicles, with 1.6 cars per household (above national average). An improved bus service would be beneficial. Much of the settlement is within a designated Conservation Area, consisting of a number of Listed Buildings, and lies on the A29/B2133 crossroad. Combined with the presence of a green fronting the public house, and the residential properties, Adversane holds a clear sense of place.
Recommendation	Secondary Settlement

<b>Ashington</b>	
Summary	Ashington Neighbourhood Plan was formally 'Made' on 23 June 2021. 25% of households have dependent children and 29% of households have residents of 65+. There are a number of local facilities such as a primary school, pre-school, community centre and local shop. Larger settlements such as Storrington are used for community facilities such as a GP surgery leading to a reliance on private vehicles with 1.9 cars per household, which is above the national average. Local employment opportunities are limited giving the need to commute. The community appears to be active with a number of social clubs and sports facilities.
Key Sustainability Issues	There is a lack of sustainable transport, with no train station. However, there is one regular (maximum hourly) scheduled bus service to Crawley, via Southwater and Horsham, northbound, and Worthing southbound. The provision of local employment is low with main work destinations being Horsham, Crawley, Worthing and London, indicating a reliance on private vehicles. Improved public transport links could be beneficial, as could enhanced local employment opportunities and / or housing to retain the viability of local shops and school; the Ashington Neighbourhood Plan has allocated two sites for development (225 homes).
Recommendation	Medium Village

<b>Ashurst</b>	
Summary	Ashurst is a small village which lies in the Ward of Steyning. 33% of households are with residents aged 65+ and 25% are with dependent children. It has a number of services and facilities including a primary school, village hall and public house. There is no provision for local employment with the main work destinations outside of the settlement being Steyning, Brighton & Hove and Horsham. 31% of those in employment work from home. Sustainable transport is limited as there is no railway station or bus service. Ashurst Parish Council have chosen not to pursue a Neighbourhood Plan.
Key Sustainability Issues	There is a lack of sustainable transport and local employment. There is also a need to visit larger settlements such as Steyning for health facilities and retail services. The presence of facilities such as the church, primary school, recreation ground and public house alongside residential dwellings, clearly demonstrates a presence of a community and a sense of place.
Recommendation	Secondary Settlement

<b>Barns Green</b>	
Summary	The village has some local employment, but this is limited and there is poor public transport in place leading to a reliance on private vehicles (1.8 cars per household, which is above national average). 29% of households are with dependent children and 24% of households are with residents aged 65+. There are a number of community services and facilities including a pre-school, primary school, local shop containing a post office, as well as a village hall and public house. There is also a good range of sports facilities and social clubs / societies. There is a Regulation 17 Barns Green & Itchingfield Neighbourhood Plan.
Key Sustainability Issues	There will be a reliance on larger settlements to access services such as medical facilities. The limited sustainable transport gives a likelihood of reliance on private vehicles to access employment, although 23% of the working population do so from home. Improved transport links, or additional housing to retain the viability of local shops and services, could be beneficial.
Recommendation	Medium Village

<b>Billingshurst</b>	
Summary	The Billingshurst Parish Neighbourhood Plan was formally 'Made' on 23 June 2021. Billingshurst has a good range of services and facilities including a GP surgery and education through from pre-school to secondary. There is also a good level of local employment provision and sustainable transport although there are constraints with the train station such as provision for parking. It provides a hub for smaller settlements and villages including Adversane, Five Oaks and Wisborough Green. There are a large range of clubs and societies supported by an active community partnership. Billingshurst also has a library and sports



	facilities, including a swimming pool. For this ward around 29.5% of households are with dependent children.
Key Sustainability Issues	The settlement is currently undergoing expansion as part of the phased strategic development to the East of Billingshurst. Land South of Billingshurst has also been subject to strategic allocations. There continues to be a need to retain and enhance local employment sites. The settlement has a good range of services and facilities with strong community networks. Taking into account the level of expansion to date; any additional housing would require the provision of current services and facilities, and infrastructure to be enhanced.
Recommendation	Small Town / Large Village

<b>Blackstone</b>	
Summary	The small hamlet of Blackstone lies within the Ward of Bramber, Upper Beeding and Woodmancote which comprises of 25% of households having residents aged 65+ and 28% of households being with dependent children. There is some provision for local employment with a number of independent businesses located centrally on Blackstone Street. The main destinations for employment outside of the settlement area are Brighton & Hove, Henfield and Mid Sussex, leading to a reliance on private vehicles. Most of the settlement is located within a designated Conservation Area. Blackstone lies within the designation area of Woodmancote Parish Neighbourhood Plan which was formally 'Made' on 21 June 2017.
Key Sustainability Issues	The settlement has a lack of sustainable transport and there is a reliance on larger settlements, such as Henfield, for services and facilities. There has been a settlement in this location for several hundred years, with most of the buildings being listed. The historic character, coupled with the presence of some small businesses, contributes to a clear sense of place.
Recommendation	Secondary Settlement

<b>Broadbridge Heath</b>	
Summary	The village has one of the lower percentages for households with residents aged 65+ (15%). 32% of households are with dependent children. There is good provision for local employment with Lawson Hunt industrial estate, a petrol station and car dealership at Farthings Hill roundabout, and the Broadbridge Heath retail park (43% of the population commute less than 10km). There is also a good level of services and facilities including a pre-school and a primary school, along with a local shop incorporating a post office. There is a good range of sporting facilities such as the Leisure Centre, which services a wider area, as well as a number of clubs and societies for all ages and interests. Broadbridge Heath has not been designated as a Neighbourhood Plan area.
Key Sustainability Issues	There is a good level of sustainable transport with a regular bus service and cycle lanes which were recently introduced. Local employment sites will need to be retained and enhanced. There are a moderate level of

	services and facilities, with Horsham being a short commute away for all other services. The settlement has been expanded as part of the strategic location West of Horsham, incorporating some enhancements of infrastructure.
Recommendation	Small Town / Large Village

<b>Brooks Green</b>	
Summary	Brooks green comprises of a few isolated dwellings, located to the north of Coolham. The settlement falls within the designation area of Shipley Parish Neighbourhood Plan which was formally 'Made' on 23 June 2021. There is no provision for local employment and only limited sustainable transport, giving a reliance on private vehicles (1.6 cars per household, above national average). There are no services or facilities present or any established community clubs / societies. The settlement lies in the Ward of Billingshurst & Shipley.
Key Sustainability Issues	The settlement has a lack of services and facilities, which are indicative of a community, and is reliant on larger settlements such as Billingshurst. With only a few isolated dwellings, there is no sense of arrival at the destination.
Recommendation	Unclassified

<b>Christ's Hospital</b>	
Summary	This village is located in the Ward of Southwater and is based around the independent Christ's Hospital School. The settlement lies within the designation area of the Southwater Neighbourhood Development Plan which was formally 'Made' on 23 June 2021. For this Ward around 16 % of households with residents aged 65+ and 37.5% of households are with dependent children. There is limited local employment, with Teachers living and working on site. With the exception of the leisure centre, which is connected to the school, there are no other facilities or services. The settlement does have a train station with a regular timetable but the bus service is limited.
Key Sustainability Issues	There is a lack of facilities and services giving a dependence on larger settlements such as Horsham. Sustainable transport is good with a train station providing a regular timetable. However, there is a reliance on the use of private vehicles (1.7 cars per household) rather than public transport to gain access to some services and facilities. Improved bus service could be beneficial.
Recommendation	Small Village

<b>Clemsfold</b>	
Summary	Clemsfold is located off of A29 and comprises of a number of dwellings and a couple of small businesses. The settlement is located within the Ward of Slinfold. There are no services or facilities and no bus service, leading to a reliance on private vehicles with 1.7 cars per household, which is above national average. The main destinations for work are

	Horsham, London and Crawley. Clemsfold falls within the designation area of the Slinfold Neighbourhood Plan which was formally 'Made' on 5 September 2018.
Key Sustainability Issues	The lack of health care, education and retail presents a reliance on larger settlements such as Rudgwick and Horsham. The limited services and facilities indicate that there is not an established community and, in addition, there is no clear sense of arrival at a destination.
Recommendation	Unclassified

<b>Codmore Hill</b>	
Summary	There are limited services and facilities within the settlement itself, with an exception of a small supermarket and butcher. There is a reasonable bus service Monday to Saturday, with no Sunday service. The settlement lies within the designation area of the Pulborough Parish Neighbourhood Plan (Regulation 17).
Key Sustainability Issues	Codmore Hill directly adjoins the northern built-up area boundary of Pulborough. Therefore, for the purpose of this review, the settlements have been assessed jointly in terms of sustainability. Please refer to the summary for Pulborough.
Recommendation	Small Town / Large Village

<b>Colgate</b>	
Summary	Colgate has a number of services and facilities including a pre-school, primary school and a village hall. There is limited local employment within the settlement itself, with Crawley, London and Horsham being the main destinations for work outside of the settlement (67% of working population commute). Bus service is limited leading to a reliance on private vehicles, as indicated by the population characteristic of 2 cars per household which is above national average. Colgate has not been designated as a Neighbourhood Plan area.
Key Sustainability Issues	Colgate is one of the larger unclassified settlements within the District. The settlement has a good level of services and facilities, clearly indicating the presence of a community. A number of community facilities and residential properties front the highway on both Blackhouse Road and Forest Road giving a sense of arriving and leaving the settlement, creating a sense of place. It should be noted, however, that the village is wholly located within the High Weald AONB meaning landscape is sensitive to change.
Recommendation	Secondary Settlement

<b>Coolham</b>	
Summary	The village lies within the designation area of the Shipley Parish Neighbourhood Plan which was formally 'Made' 23 June 2021. Coolham lies within the Ward of Billingshurst and Shipley with 23.5% of households having residents aged 65+ and 30% of households being with dependent children. Local employment is limited, although 28% of

	population work from home. The settlement has a reasonable bus service in place.
Key Sustainability Issues	The limited services and facilities give a reliance on larger settlements nearby. The settlement has a small primary school indicating the presence of a community. It is located on a crossroads of the A272 and B2139, it also contains a number of historic buildings together with more modern properties, which together help contribute to a sense of place.
Recommendation	Secondary Settlement

<b>Coneyhurst</b>	
Summary	Coneyhurst is a small settlement comprising of a few dwellings. It is located on the A272 in the Ward of Billingshurst and Shipley. It is primarily a residential settlement with 76% of the working population having to commute for employment. The settlement lies within the designation area of the Billingshurst Parish Neighbourhood Plan which was formally 'Made' on 23 June 2021.
Key Sustainability Issues	There is no method of sustainable transport leading to a reliance on private vehicles, as indicated by the main work destination outside of the settlement being Horsham. There is no clear sense of arrival or services and facilities which are indicative of a community presence.
Recommendation	Unclassified

<b>Cowfold</b>	
Summary	The village has a good range of services and facilities, including a doctor surgery, pre-school, primary school, sports facilities and a convenience store. The village also has a good bus service, including weekends. Cowfold has limited local employment, with main work destinations outside of the settlement being Crawley, Horsham, London and Mid Sussex. 23.5% households are with residents aged 65+ and 29.5% households have dependent children. There is a good range of clubs and societies for all interests and ages. There is a Regulation 17 Cowfold Neighbourhood Plan.
Key Sustainability Issues	Air pollution is a concern around the A272 junction, with an Air Quality Management Area (AQMA) declared. Development would help support local services and facilities but the impacts on the AQMA would need to be assessed and be mitigated.
Recommendation	Medium Village

<b>Crabtree</b>	
Summary	The small hamlet of Crabtree is located on the A281, within the ward of Nuthurst. The settlement lies within the designation area of Lower Beeding Neighbourhood Plan (Regulation 17). 22% of population work from home and 30% commute less than 10km with the main work destination being Horsham. Services and facilities are limited leading to a dependence on larger settlements. Although there is a good bus service, there is a reliance on private vehicles with a Ward population

	characteristic of 2 cars per household. The majority of the settlement is a designated Conservation Area and the High Weald AONB directly adjoins the hamlet to the east.
Key Sustainability Issues	Crabtree has a predominantly linear form and the environmental constraints means that the landscape is sensitive to change. Development in the settlement is of varying age, including some historic properties, many of which are clearly visible from the road giving the sense of place on arrival. Although services and facilities are limited there is good sustainable transport and some local employment opportunities.
Recommendation	Secondary Settlement

<b>Dial Post</b>	
Summary	This settlement lies on the western side of the A24. Dial Post lies within the designation area of the West Grinstead Neighbourhood Plan which was formally 'Made' on 23 June 2021. There are some limited services and facilities including a village hall and a public house but residents are reliant on larger settlements for health and education. There is some local employment with a number of businesses located at Old Barn, to the east of the settlement albeit the opposite side of the A24. The main work destination outside of the settlement is Horsham.
Key Sustainability Issues	The sustainable transport for Dial Post, although limited in choice, is reasonable with a regular (maximum hourly) bus service Monday – Saturday. The presence of a village green with recreation ground and a village hall gives a clear sense of place and indicates an established community.
Recommendation	Secondary Settlement

<b>Dragons Green</b>	
Summary	Dragons Green is primarily a residential settlement. With the exception of one public house and football field there are no other services and facilities making residents fully reliant on larger settlements such as Southwater and Horsham. 63% of the population commute outside of the settlement for employment; with no bus service this indicates a dependence on private vehicles (1.6 cars per household, above national average). Dragons Green lies within the designation area of Shipley Parish Neighbourhood Plan which was formally 'Made' on 23 June 2021.
Key Sustainability Issues	Dragons Green is a small linear settlement consisting of scattered and relatively isolated dwellings, therefore resulting in the hamlet lacking a sense of place. There is no sustainable transport.
Recommendation	Unclassified

<b>Faygate</b>	
Summary	Faygate is located on the A264, between Horsham and Crawley. It is within the Ward of Colgate and Rusper with 16% of households being with residents aged 65+ and 30% of households having dependent

	children. There is both a railway station (1/2 hourly at peak times) and an hourly bus service. Sports facilities, and a convenience store connected to Durrants Retirement Home are present, but residents are reliant on larger settlements for retail, health and education. The High Weald AONB is located to the south of the A264. Faygate has not been designated as a Neighbourhood Plan area.
Key Sustainability Issues	The settlement has a good level of sustainable transport and there is some local employment within the village at Faygate Business Centre and the public house. The village hall, public house and sports pitches indicates the presence of a community. Faygate has a clear sense of place with both the older and newer development located along road frontages.
Recommendation	Secondary Settlement

<b>Five Oaks</b>	
Summary	Five Oaks is located on the junction of the A29 and A264 and lies within the Ward of Billingshurst and Shipley. There are limited services and facilities in the form of a convenience store and petrol station. There is some limited local employment from existing businesses located within the settlement itself and a good level of local employment provision located in nearby Billingshurst, which also has as a number of services and facilities including education through from pre-school to secondary, as well as medical facilities and a train station. The settlement lies within the designation area of Billingshurst Parish Neighbourhood Plan which was formally 'Made' on 23 June 2021.
Key Sustainability Issues	Five Oaks has a reasonable bus service Monday to Saturday with good sustainable transport available in the nearby settlement of Billingshurst. Although there is a dominant appearance of the car dealership and garage on the A24 / A264 junction, there are a number of dwellings fronting the road giving a clear sense of place on arrival and leaving the settlement.
Recommendation	Secondary Settlement

<b>Henfield</b>	
Summary	Henfield Neighbourhood Plan was formally 'Made' on 23 June 2021. The settlement has a good range of services and facilities including a GP surgery, a number of pre-schools / nurseries and a primary school. There is a good level of local employment provision, with 28% of the working population commuting less than 10km. There is a regular bus service, including weekends. It also provides as a hub for smaller settlements and villages. There are a large range of clubs and societies for all age ranges and interests, supported by an active community partnership. Henfield also has a library, variety of shops and a range of sports facilities, including a leisure centre with multi-purpose sports courts. For this Ward around 34% of households are with residents aged 65+ and 26% of households are with dependent children.
Key Sustainability Issues	Henfield has many aspects which contribute to the overall sustainability of the community. The Neighbourhood Plan allocates four sites for

	development (270 homes) which also indicates that this settlement is considered to have a good level of sustainability. Although limited in choice, the sustainable public transport is good with an hourly bus service Monday – Saturday (Sunday service is reduced). There continues to be a need to retain and enhance local employment sites. Any additional housing would require the provision of current services and facilities, and infrastructure to be enhanced.
Recommendation	Small Town / Large Village

<b>Horsham</b>	
Summary	Horsham continues to be the largest and most sustainable settlement in the District. It has a hospital, multiple doctor surgeries and other health facilities. There is a good education provision, with multiple pre-schools / nurseries, primary schools and secondary schools, as well as Collyers college. As well as the main town centre there are also other smaller centres providing multiple functions (retail, medical, commercial) located throughout. There is a range of employment sites, with 39-42% of the population commuting less than 10km. It has a large range of clubs and societies for all ages and interests as well as a wide range of sporting facilities, including a swimming pool. The town centre has a wide range of shops (clothing, main high street retailers, books and white goods), as well as several supermarkets. There are a number of banks located within town centre which are also used by residents who live outside of the town. It is recognised as having a high quality environment with two Conservation Areas, riverside walk, woodlands and sites of nature conservation, as well as the adjoining High Weald AONB. The Horsham Blueprint (un-parished area) Business Neighbourhood Plan was formally 'Made' on 14 December 2022.
Key Sustainability Issues	As the most sustainable settlement in the District, Horsham acts as the main hub for many other settlements, particularly those located in the north. There is a high level and multiple choice of sustainable transport with two railway stations (providing links to Crawley, London and the south coast), number of bus services, and cycle routes. The town also serves the area beyond the District as a destination of shopping choice and an attractive place to visit and undertake business. As with the other larger settlements, any additional development would require the provision of current services and facilities, and infrastructure to be enhanced.
Recommendation	Main Town

<b>Ifield</b>	
Summary	The area of Ifield located within the administrative boundary of Horsham District Council is predominantly residential. However, this settlement directly adjoins Crawley and for the purpose of this study has been assessed with this in mind. The settlement has access to a good range of sustainable transport with a railway station and regular bus service. Ifield lies within the designation area of Rusper Neighbourhood Plan which was formally 'Made' on 23 June 21.

Key Sustainability Issues	Although outside the administrative area of Horsham District, Crawley is a key centre of employment locally, as well as in the wider sub-region. The town, of which this settlement adjoins, has a wide range of services and facilities both within the main town centre and local neighbourhoods. Land to the north of Rusper Road, Ifield has planning permission for 95 homes (DC/14/2132), including the provision of a playground; development has commenced. Given the relationship of this settlement with Crawley, and the wider sustainability of this location, it is appropriate to recognise this.
Recommendation	Secondary Settlement

<b>Itchingfield</b>	
Summary	Itchingfield lies within the Ward of Itchingfield, Slinfold and Warnham. For this Ward 30% of households are with dependent children and 16% of households are with residents aged 65+ (one of the lowest in the District). There are no services or facilities within the settlement itself (sporting facilities are located in Barns Green) and there is no bus service indicating a reliance on private vehicles to gain access to larger settlements. A small area of the village, surrounding the local church, is designated as a Conservation Area. There is a Regulation 17 Barns Green & Itchingfield Neighbourhood Plan.
Key Sustainability Issues	Itchingfield primarily comprises of a number of low-density dwellings, which are mainly set within wooded properties and set back from the road. It is difficult to ascertain a clear 'beginning or end' to the settlement which limits the identity of a clear sense of place.
Recommendation	Unclassified

<b>Kilnwood Vale</b>	
Summary	Kilnwood Vale is located to the west of the A264. It is within the administrative boundary of Horsham District Council, however, the settlement directly adjoins Crawley Borough. The settlement was allocated as a mixed-use strategic development through the West of Bewbush Joint Area Action Plan (2009). Permission has been granted for 2,500 dwellings (DC/10/1612) and constructions has commenced. Kilnwood Vale lies within two Parish boundaries (Colgate and Rusper). Colgate has not been designated as a Neighbourhood Plan area. Rusper Neighbourhood Plan was formally 'Made' on the 23 June 2021.
Key Sustainability Issues	At present the settlement includes a pre-school and primary school. Further services and facilities are proposed as part of DC/15/2813, including retail space, primary care facility, sports pavilion and leisure park, public house and library. Sustainable transport is reasonable with a regular bus service Monday to Saturday currently in place. A new railway station is proposed as part of DC/15/2813.
Recommendation	Small Town / Large Village



<b>Kingsfold</b>	
Summary	Kingsfold lies within the designation area of Warnham Neighbourhood Development Plan which was formally 'Made' on 26 June 2019. This settlement is a small hamlet located on the A24 / Marches Road junction. There is a reasonable bus service Monday to Friday. Services and facilities are limited, leading residents to be reliant on larger settlements and the need for a private vehicle to access these, as indicated by population characteristic of 1.8 cars per household (above national average).
Key Sustainability Issues	Kingsfold is of compact form with a number of properties directly fronting the road which contributes to a clear sense of place when arriving and leaving the settlement. The buildings vary in age and scale which also assists in creating a sense of place.
Recommendation	Secondary Settlement

<b>Lambs Green</b>	
Summary	Lambs Green is a very small hamlet located within the Ward of Colgate and Rusper. For this Ward 16% of households are with residents aged 65+ and 30%. The settlement lies within the designation area of the Rusper Neighbourhood Plan which was formally 'Made' on 23 June 2021. With the exception of a public house there are no services or facilities present. The only sustainable transport is by bus which is limited to two services on school days only.
Key Sustainability Issues	This settlement consists of less than 20 dwellings, some of which are not visible from the road which passes through the settlement, limiting any clear sense of place. Lack of services and facilities does not provide any indication of an established community. Partnered with poor sustainable transport, there is likely to be a reliance on private vehicles for residents to access (population characteristic 2 cars per household) all of their needs.
Recommendation	Unclassified

<b>Littleworth &amp; Jolesfield</b>	
Summary	Littleworth and Jolesfield are small hamlets, connected by a recreation ground and allotments. Both settlements lie within the designation area of West Grinstead Parish Neighbourhood Plan which was formally 'Made' on 23 June 2021. There are a number of services and facilities in the form of two public houses, a recreation ground and allotment. Both settlements are a short distance north of Partridge Green, which contains a good level of services and facilities including retail, education and medical. There is a reasonable bus service, which also runs at the weekend with a reduced Sunday service.
Key Sustainability Issues	The dwellings are a mix of sizes and ages and are clearly visible from the highway as you pass through each settlement, which helps contribute to a sense of place. The mix of services and facilities present within Jolesfield, Littleworth and Partridge Green are shared by each of the settlements providing evidence of an established community in this area.
Recommendation	Secondary Settlement

<b>Lower Beeding</b>	
Summary	Lower Beeding is primarily a residential settlement with a primary school and some limited local employment. The main work destination outside of the settlement is Horsham, with 30% of the working population commuting less than 10km. There is a good range of clubs and societies for all interests and ages. Although limited in choice, sustainable transport is reasonable with an hourly bus service Monday – Saturday and a reduced service on Sundays. There is a Regulation 17 Lower Beeding Neighbourhood Plan.
Key Sustainability Issues	The lack of services and facilities creates the need to travel to larger settlements, leading to a reliance on private vehicles. An improved bus service would be beneficial. Development would help sustain the limited services and facilities but may perpetuate these unsustainable travel patterns. The High Weald AONB adjoins the village boundary to the south and east meaning landscape in these areas may be sensitive to change.
Recommendation	Small Village

<b>Mannings Heath</b>	
Summary	The settlement lies within the designation area of Nuthurst Parish Neighbourhood Plan which was formally 'Made' on 21 October 2015. Mannings Heath has a good community network with a number of clubs and societies. It is set in a high-quality environment with the High Weald AONB adjoining the northern village boundary. Services and facilities are limited giving a reliance on larger settlements, especially for education and health. 26% of households are with residents aged 65+ and 25% households have dependent children.
Key Sustainability Issues	There is a need to travel outside of the settlement to gain access to services and facilities. There is a reasonable bus service but given the requirement to travel frequently there may be a reliance on private vehicles as indicated by the population characteristic of 2 cars per household (above national average). Development would increase this unsustainable travel pattern. The Nuthurst Neighbourhood Plan has allocated Mannings Heath a number of sites for development indicating that this is a small sustainable settlement.
Recommendation	Small Village

<b>Maplehurst</b>	
Summary	Maplehurst is located on a rural crossroad to the south of the village of Nuthurst. For this Ward (Nuthurst) 25% of households are with dependent children and 26% are with residents aged 65+. This settlement is primarily residential with limited employment at the public house. 22% of those in employment work from home and Horsham is the main work destination outside of the settlement (31% commute less than 10km). It is reliant of larger settlements for services and facilities. Maplehurst lies within the designation area of Nuthurst Parish Neighbourhood Plan which was formally 'Made' on 21 October 2015.

Key Sustainability Issues	This settlement is characterised by a number of dwellings which vary in age from older properties, some of which are listed, to those which are more modern in character. Maplehurst has been identified for a small amount of development within two allocations of the Nuthurst Neighbourhood Plan, providing evidence of support for some small-scale growth and the presence of a community.
Recommendation	Secondary Settlement

<b>Marehill</b>	
Summary	Marehill is primarily a residential settlement, located on the A283, to the east of Pulborough. The settlement lies within the designation area of the Regulation 17 Pulborough Parish Neighbourhood Plan. 17% of those in employment work from home and the main work destinations outside of this settlement are Crawley, Horsham and London. There are a number of environmental constraints including a SSSI adjoining the northern boundary of the village.
Key Sustainability Issues	This settlement has a reasonable bus service Monday – Saturday. With the exception of one public house there are no other services or facilities, leading to residents being reliant on larger settlements. Marehill comprises of low-density housing; although a number of properties are directly accessed from the A283, they are set back from the road limiting a sense of place.
Recommendation	Unclassified

<b>Monks Gate</b>	
Summary	Monks Gate is primarily a residential settlement located on the A281, comprising of properties within two separate parishes (Nuthurst and Lower Beeding). Nuthurst Parish Neighbourhood Plan was formally 'Made' on 21 October 2015, the Lower Beeding Neighbourhood Plan is at stage Regulation 17. There is a reasonable bus service Monday – Saturday, with a limited Sunday service. The main work destinations are Horsham and Crawley with 30-31% of working population commuting less than 10km, and 25% commuting 10km to 30km.
Key Sustainability Issues	The lack of services and facilities makes Monks Gate reliant on larger settlements, indicating a reliance on private vehicles (population characteristic 2 cars per household). It is characterised by dwellings which vary in age, contributing to a sense of place. The settlement has been identified for a small amount of development in the Nuthurst Neighbourhood Plan providing evidence of the presence of a community.
Recommendation	Secondary Settlement

<b>North Heath</b>	
Summary	North Heath is formed by a small collection of dwellings, located along a rural road to the east of the A29. The settlement lies within the ward of Pulborough & Codmore Hill. There is a reasonable bus service, but with no services and facilities North Heath is reliant on larger settlements

	indicating a need for private vehicle. The settlement lies within the designation area of the Regulation 17 Pulborough Parish Neighbourhood Plan.
Key Sustainability Issues	In addition to the small collection of dwelling, North Heath also comprises of some other residential dwellings along and adjoining the A29. There is no connectivity or clear relationship between these homes indicating a lack of a distinct community.
Recommendation	Unclassified

<b>Nutbourne</b>	
Summary	Nutbourne is a small hamlet located on The Street via Nutbourne Road. It is primarily a residential settlement with some limited local employment. The settlement lies within the designation area of the Regulation 17 Pulborough Parish Neighbourhood Plan. Outside of this settlement the main work destinations are Chichester, Horsham and London. The majority of this settlement is within a designated Conservation Area.
Key Sustainability Issues	Nutbourne has limited services and facilities and is therefore reliant on larger settlements such as Pulborough. There has been a settlement in this location for several hundred years, with most of the buildings being historic in nature and many of which are listed. The historic character, coupled with the presence of some local businesses contributes to a clear sense of place.
Recommendation	Secondary Settlement

<b>Nutbourne Common</b>	
Summary	Nutbourne Common is located on Nutbourne Road and is within the ward of Pulborough & Codmore Hill. It lies to the south of Nutbourne and is primarily a residential settlement. The settlement lies within the designation area of the Regulation 17 Pulborough Parish Neighbourhood Plan. There are no services or facilities present making residents reliant on larger settlements such as nearby West Chiltington and Pulborough. For this ward 17% of population work from home and 56% commute less than 30km for employment.
Key Sustainability Issues	The settlement has a reasonable bus service. However, the lack of services and facilities indicates a reliance on private vehicles (1.6 cars per household). Nutbourne Common is characterised by a small collection of dwellings, many of which are low density. Overall, there is a feeling of isolated rural dwellings rather than that of being in a specific settlement.
Recommendation	Unclassified

<b>Nuthurst</b>	
Summary	Nuthurst is a relatively small settlement but has a number of community facilities including a public house, church and primary school. The settlement is located on Nuthurst Street, connecting to A281 to the north and A272 to the south. The bus service is poor, with only two

	services one day a week. The majority of the settlement is located within a designated Conservation Area and is also subject to flooding. The settlement lies within the designation area of Nuthurst Parish Neighbourhood Plan which was formally 'Made' on 21 October 2015.
Key Sustainability Issues	The lack of sustainable transport makes residents reliant on private vehicles, as indicated by the population characteristic of 2 cars per household. However, the community facilities located within this settlement helps to act as a focus for the wider parish community, which is clear evidence of a small community in this location. The historic character of Nuthurst's buildings help to contribute to a sense of place. The settlement has been identified for a small amount of development in the Nuthurst Neighbourhood Plan indicating a level of sustainability.
Recommendation	Secondary Settlement

<b>Partridge Green</b>	
Summary	Partridge Green lies within the designation area of West Grinstead Parish Neighbourhood Plan which was formally 'Made' on 23 June 2021. It has a good range of services and facilities including a GP surgery, primary school and places of worship. There is a good level of local employment provision and retail / commercial services. The village acts as a hub for smaller settlements and villages including Littleworth, Jolesfield and West Grinstead. There is a good range of clubs and societies for all ages and interests and a number of sports facilities present. For this ward 31% of households are with dependent children.
Key Sustainability Issues	The settlement has a number of sustainability features and a reasonable bus service Monday – Saturday, although this is limited on Sundays. There is a need to retain local employment. Development would help to ensure that local services and facilities remain viable. An improved bus service would be beneficial to help reduce unsustainable travel patterns (population characteristic 1.9 cars per household).
Recommendation	Medium Village

<b>Pulborough</b>	
Summary	The settlement of Pulborough lies within the ward of Pulborough & Codmore Hill. For this ward 26% of households are with residents aged 65+ and 24.5% are with dependent children. There is a Regulation 17 Pulborough Parish Neighbourhood Plan. The settlement has some local employment provision with 27% of the population commuting less than 10km. Outside of the settlement the main work destinations are Chichester, Horsham and London. There is a good range of services and facilities including a library, primary school and doctor surgery. There is also a large range of clubs and societies for all ages and interests.
Key Sustainability Issues	Pulborough has a good level of sustainable transport including a railway station and regular bus service. The settlement is well served by supermarkets although other retail / commercial services are more limited than those in other similar sized settlements. The South Downs National Park adjoins the southern boundary meaning landscape in this area may be sensitive to change. Any development would help retain

	local services and facilities but will need to consider the impact on the SDNP and nearby SPA bat foraging areas.
Recommendation	Small Town / Large Village

<b>Rowhook</b>	
Summary	Rookwood is a small hamlet of less than 20 dwellings, located to the east of the A29. It is divided by two wards which both have very similar population characteristics. With the exception of one public house there are no other services and facilities leading to a reliance on larger settlements, mainly through the use of private vehicles as indicated by the population characteristic of 1.8-1.9 cars per household. The settlement lies within three separate designation areas of individual Neighbourhood Development Plans (NDP), all of which have been formally 'Made' (Slinfold NDP, 5 September 2018 / Warnham NDP, 26 June 2019 / Rudgwick NDP, 23 June 2021).
Key Sustainability Issues	This settlement has very limited sustainable transport options, with only 2 services provided once a week. It is primarily a residential settlement with limited employment at the public house. The limited facilities provide little indication of an established community. The small number of dwellings, some of which are not visible from the road which passes through the settlement, limits any clear sense of place.
Recommendation	Unclassified

<b>Rudgwick, Cox Green &amp; Bucks Green</b>	
Summary	There is a good range of services and facilities, including a doctor's surgery, pre-school, primary school, sports facilities and a convenience store. There is also a reasonable bus service Monday - Saturday. There is some provision of local employment, however, the main work destinations outside of these settlements are Waverly, London and Horsham. 24% households are with residents aged 65+ and 27% of households have dependent children. Rudgwick, Cox Green and Bucks Green have a good range of clubs and societies for all interests and ages. Each settlement lies within the designation area of Rudgwick Neighbourhood Development Plan which was formally 'Made' on 23 June 2021.
Key Sustainability Issues	Although there are a number of services and facilities present, there is a reliance on private vehicles to gain access to employment and facilities such as a supermarket, with 1.9 cars per household (above national average). Development would help retain existing local services and facilities but may result in an increase in unsustainable travel patterns.
Recommendation	Medium Village

<b>Rusper</b>	
Summary	Rusper is a small settlement with 30% of households being with dependent children and 16% of households are with residents aged 65+. There is some limited local employment with 37% residents commuting

	less than 10km. Outside of the settlement the main work destination is Crawley. There is a good level of services and facilities including pre-school, primary school, sports facilities and a church. The range of clubs and societies is also fair. Rusper has a Neighbourhood Plan which was formally 'Made' on 23 June 2021.
Key Sustainability Issues	The village has limited sustainable transport and is reliant on larger settlements for medical facilities and secondary education leading to a reliance on private vehicles. Development would ensure the viability of existing services and facilities and an improved bus service would be beneficial.
Recommendation	Small Village

<b>Shermanbury</b>	
Summary	Shermanbury is a linear settlement located on the A281. The settlement lies within the designation area of the Wineham & Shermanbury Neighbourhood Plan which was formally 'Made' on 21 June 2017. There are no services and facilities within the main settlement itself, although a church and public house are located nearby. Residents are reliant on larger settlements for most services and facilities. There is a reasonable bus service available Monday – Saturday, with a reduced Sunday service. There is limited local employment, although 30% residents work from home.
Key Sustainability Issues	Although limited in choice the sustainable transport available for this settlement is reasonable with a regular bus service. Land has been identified as suitable for a small amount of development within the Neighbourhood Plan, providing evidence of a small sustainable community.
Recommendation	Secondary Settlement

<b>Shipley</b>	
Summary	Shipley is a small hamlet and is primarily a residential settlement. Although there are some services and facilities present including a primary school, public house, church and village hall, residents will remain reliant on larger nearby settlements. Employment is limited, with 63% of the population having to commute. The bus service is also limited, with only two services provided once a week. The Shipley Parish Neighbourhood Plan was formally 'Made' on 23 June 2021.
Key Sustainability Issues	Shipley has a clear sense of place, focussed around the historic core of the church and windmill, which is considered to be a local landmark. The primary school, although not within the hamlet centre itself, provides evidence of an established local community.
Recommendation	Secondary Settlement

<b>Slinfold</b>	
Summary	This settlement has a good level of local employment with two business parks, public house and car dealership. 26% of the population work from

	home and 27% commute less than 10km. There is a reasonable bus service Monday to Saturday but no Sunday service. There is also a good level of services and facilities with a primary school, village hall, local shop and sports facilities. There is a good range of clubs and societies for all interests and ages. The northern section of the village is designated as a Conservation Area. Slinfold Neighbourhood Plan was formally 'Made' on 5 September 2018.
Key Sustainability Issues	Although limited in choice the sustainable transport is reasonable with an hourly bus service. There is a good level of services and facilities present but Slinfold remains reliant on larger settlements for some needs such as medical facilities. The Neighbourhood Plan has allocated four sites for housing development (77 homes) indicating that this settlement is considered to have a good level of sustainability.
Recommendation	Medium Village

<b>Small Dole</b>	
Summary	Small Dole lies within the ward of Bramber, Upper Beeding and Wood. 25% households are with residents aged 65+ and 28% are with dependent children. There is some local employment with an industrial estate and a number of small businesses as supported by population characteristic of 35% commuting less than 10km. Outside of Small Dole the main work destination is Brighton and Hove. There are some limited services and facilities including a recreation ground, village hall and public house but resident are mainly reliant on larger settlements. The settlement lies within two separate designation areas of individual Neighbourhood Development Plans (NDP), both of which were formally 'Made' on 23 June 2021 (Upper Beeding Parish NDP / Henfield NDP).
Key Sustainability Issues	The sustainable transport, although limited in choice, is reasonable with an hourly bus service six days a week. The lack of key services such as education and medical facilities does lead to a reliance on larger nearby settlements leading to unsustainable travel patterns with 1.8 cars per household (above national average). The Upper Beeding Parish Neighbourhood Plan has allocated one site for a small amount of development (20 homes), indicating that this is a sustainable settlement. The South Downs National Park adjoins the eastern boundary meaning landscape in this area may be sensitive to change.
Recommendation	Small Village

<b>Southwater</b>	
Summary	Southwater Neighbourhood Development Plan was formally 'Made' on 23 June 2021. The settlement has a good range of services and facilities including a GP surgery, a number of pre-schools / nurseries and a primary school. There is also a good level of local employment provision with two business parks, three public houses and a number of small businesses. Sustainable transport is also reasonable with several bus services Monday to Saturday. Southwater provides a hub for smaller settlements and villages including Shipley and Christs Hospital. There are also a large range of clubs and societies available for residents. The



	settlement also has a library and sports facilities, including a country park. For this Ward around 37.5% of households are with dependent children and 16% households are with residents aged 65+.
Key Sustainability Issues	The settlement is currently undergoing expansion as part of the phased strategic development to the West of Southwater. Land South of Southwater has also been subject to development. The Neighbourhood Plan has also allocated land to the west of Southwater for 422 – 450 homes (this is in addition to the strategic allocation of the HDPF). There continues to be a need to retain local employment sites. Southwater has a strong community network with a good range of services and facilities. Taking into account the level of expansion to date; any additional housing would require the provision of current services and facilities, and infrastructure to be enhanced.
Recommendation	Small Town / Large Village

<b>Steyning</b>	
Summary	There are a number of small businesses and local employment through retail on the main high street, however, Steyning lacks any large employment sites. 63% of the population commute less than 30km and the main work destinations outside of the settlement are Brighton and Hove and Adur and Worthing. There is a large range of clubs and societies available supported by an active community partnership. The settlement also has a library and sporting facilities, including a swimming pool. There are a number of environmental constraints with the centre of the village designated as a Conservation Area and the South Downs National Park adjoining the settlement boundary to the west and south. Steyning Neighbourhood Development Plan was formally 'Made' on 7 September 2022.
Key Sustainability Issues	Steyning continues to be one of the most sustainable settlements within the District. There is a good range of services and facilities including a doctor surgery and education through from pre-school to secondary. There is a reasonable level of sustainable transport with an hourly bus service, but residents are likely to be reliant on private vehicles to access employment destinations. The settlement acts as a hub for smaller villages and hamlets located nearby. Development would help to retain services and facilities, however, environmental constraints means landscape in this area may be sensitive to change.
Recommendation	Small Town / Large Village

<b>Storrington &amp; Sullington</b>	
Summary	Storrington and Sullington jointly form one of the larger settlements in the south of the District. For the Chantry ward 34% households are with residents aged 65+ and 23% are with dependent children. There is a good level of services and facilities including doctor surgery, library, several pre-schools / nurseries and a primary school. There is also a reasonable bus service available Monday – Saturday. Local employment provision is good with a number of business parks / industrial estate / trading estate, as well as a number of small of businesses and retail

	located in the village centre. There is a good range of clubs and societies for residents, supported by an active community partnership. Both settlements lie within the designation area of the Storrington, Sullington & Washington Neighbourhood Plan which was formally 'Made' on 4 September 2019.
Key Sustainability Issues	The settlement has a number of strong sustainability features and acts as a hub for a number of smaller settlements. The Neighbourhood Plan has allocated a number of sites for development (146 homes) indicating that this settlement is considered to have a good level of sustainability. Air pollution is a concern along High Street and West Street, with an Air Quality Management Area (AQMA) declared. The South Downs National Park also adjoins the southern boundary. Development would help support local services and facilities but the impacts on the AQMA would need to be assessed and be mitigated, and landscape in this area may be sensitive to change.
Recommendation	Small Town / Large Village

<b>Thakeham (The Street &amp; High Bar Lane)</b>	
Summary	Thakeham Parish Neighbourhood Plan was formally 'Made' on 26 April 2017. The settlement has some limited local employment at Thakeham Mushrooms, hotel and public house. 19% of population work from home and 57% commute less than 30km with Horsham being the main work destination outside of the settlement. Sports facilities are reasonable with a cricket pavilion, recreation ground and number of fitness groups in the village hall. The range of clubs and societies is also reasonable.
Key Sustainability Issues	The Neighbourhood Plan has allocated land at Thakeham Tiles for development (50 homes). The settlement is considered to have a good level of sustainability. The level of services and facilities has increased with the recent development of Abingworth. However, residents continue to be reliant on larger settlements for services and facilities. The sustainable transport for Thakeham is limited leading to a reliance on private vehicles with 1.9 cars per household (population characteristic). Development would make present services and facilities viable, but consideration needs to be given to the increase in unsustainable travel patterns. An improved bus service would be beneficial.
Recommendation	Medium Village

<b>The Haven</b>	
Summary	This settlement is located on Haven Road which connects to the A29 and A281. It lies within the ward of Rudgwick. With the exception of a public house there are no other services and facilities making residents reliant on larger settlements. The Haven lies within the designation area of Rudgwick Neighbourhood Development Plan which was 'Made' on 23 June 2021.
Key Sustainability Issues	The Haven is primarily a residential settlement consisting of a few dwellings located on a small rural crossroad, the public house does not adjoin these dwellings. There is no sustainable transport making

	residents reliant on private vehicles (population characteristic 1.9 cars per household). There is a lack of services and facilities which evidence an established community.
Recommendation	Unclassified

<b>Tismans Common</b>	
Summary	Tismans Common lies within the ward of Rudgwick and is located on Loxwood Road, a short distance south-west of Bucks Green. The settlement is within the designation area of Rudgwick Neighbourhood Development Plan which was formally 'Made' on 23 June 2021. It has a number of horticultural nurseries. Services and facilities are limited with one public house and a church, leading to residents being reliant on larger settlements.
Key Sustainability Issues	The settlement is primarily residential. It is disjointed in nature with three separate clusters of dwellings rather than one readily definable settlement that provides a clear sense of place. There is no sustainable transport, making residents reliant on private vehicles (population characteristic 1.9 cars per household).
Recommendation	Unclassified

<b>Tower Hill</b>	
Summary	Tower Hill is located to the west of Worthing Road, within the ward of Southwater. The settlement lies within the designation area of the Southwater Neighbourhood Development Plan which was formally 'Made' on 23 June 2021. It is to the south of Horsham Town which is designated as the main town within the settlement hierarchy. With the exception of a public house there are no other services or facilities present leading to residents being reliant on larger settlements. There is a reasonable bus service Monday to Saturday (no Sunday service) although there may be some reliance on private vehicles to access the larger settlements.
Key Sustainability Issues	This settlement is primarily residential, with 81% residents having to commute for employment, medical facilities and retail. It is a low-density settlement predominantly centralised on Salisbury Close and Tower Close, both of which are accessed via a private road (no through access and residents parking only) giving no sense of arrival or creating a sense of place.
Recommendation	Unclassified

<b>Upper Beeding &amp; Bramber</b>	
Summary	The two settlements are adjacent to one another with the River Adur forming the boundary between Upper Beeding and Bramber. Due to the close proximity; for the purpose of this review the two settlements have been assessed jointly. A number of small businesses, including a petrol station and public house provide some limited local employment. There are a number of services and facilities including a doctor surgery, several

	pre-schools / nurseries, two primary schools and a joint village hall. There is a reasonable range of clubs and societies for residents. Sports facilities are good with a sports hall, recreation ground, tennis court and various pitches. Flooding is an environmental constraint. Upper Beeding Parish Neighbourhood Plan and the Bramber Parish Neighbourhood Plan were both formally 'Made' on 23 June 2021.
Key Sustainability Issues	Upper Beeding and Bramber has a number of positive sustainability features. Although limited in choice, sustainable transport is also good with a number of hourly bus services. Both settlements have high quality environments; Bramber Castle is a Scheduled Ancient Monument and there are a number of designated Conservation Areas. The South Downs National Park adjoins the southern and eastern boundary meaning the landscape in this area may be sensitive to change. The Upper Beeding Parish Neighbourhood Plan allocates three sites for housing development (89 homes).
Recommendation	Small Town / Large Village

<b>Warminghurst</b>	
Summary	Warminghurst is located to the north-west of Ashington within the ward of Chanctonbury. The settlement lies within the designation area of Thakeham Parish Neighbourhood Plan which was formally 'Made' on 26 April 2017. There are no services or facilities present making Warminghurst solely reliant on larger settlements. No bus service is available.
Key Sustainability Issues	The settlement comprises of a church as well as a few dwellings. There is no sense of place or characteristics of an established community.
Recommendation	Unclassified

<b>Warnham</b>	
Summary	Warnham has a number of services and facilities including a church, two public houses, pre-school and primary school. 24% of households are with residents aged 65+ and 29% are with dependent children. There is some limited local employment at Warnham & Wealdon Brickworks which is located east of the railway line. The main work destination outside of the settlement is Horsham. There is a reasonable bus service Monday to Saturday and a railway station located east of the A24. Warnham Neighbourhood Development Plan was formally 'Made' on 26 June 2019.
Key Sustainability Issues	The sustainable transport for this settlement is good with the option of both bus and rail. Residents will be reliant on larger settlements for services and facilities such as medical and retail. The Warnham Neighbourhood Plan has allocated a site for development indicating that this settlement is considered to have a good level of sustainability.
Recommendation	Medium Village

<b>West Chiltington &amp; West Chiltington Common</b>	
Summary	The villages of West Chiltington and West Chiltington Common are very closely linked and for the purpose of this review have been assessed jointly. 29% of households are with residents aged 65+ and 25% households are with dependent children. There is some local employment, 26% of population work from home and 48% commute less than 30km with the main work destinations outside of the settlements being London / Horsham, Crawley, Worthing and Chichester. There are a number of services and facilities including a primary school, public house, village hall and church. There is also a good range of sports facilities, including a sports pavilion, and societies and clubs for all ages and interests.
Key Sustainability Issues	Sustainable transport is limited and an improved bus service would be beneficial. Although there are several services and facilities there is a need to travel to larger settlements for those that are not present, leading to a reliance on private vehicle. Development would help to ensure existing services and facilities remain viable, but consideration needs to be given to the likelihood of an increase in unsustainable travel patterns.
Recommendation	Medium Village

<b>West Grinstead</b>	
Summary	West Grinstead is located on Wineham Lane and is within the ward of Cowfold, Shermanbury and West Grinstead. The settlement comprises of a church with some limited development nearby. There is no local employment or services and facilities. There is a reasonable bus service Monday to Saturday with no Sunday service. The West Grinstead Parish Neighbourhood Plan was formally 'Made' on 23 June 2021.
Key Sustainability Issues	The lack of services and facilities makes West Grinstead reliant of larger settlements leading to a reliance on private vehicles (population characteristic 1.9 cars per household, above national average). Much of the settlement is a designated Conservation Area but there is no clear sense of arrival in a settlement.
Recommendation	Unclassified

<b>Wineham</b>	
Summary	Wineham is located on the boundary of Horsham and Mid Sussex District. The Wineham & Shermanbury Plan was formally 'Made' on 21 June 2017. With the exception of a public house there are no other services or facilities leading to residents being reliant on larger settlements. It is primarily a residential settlement with some independent businesses located nearby. There is no bus service.
Key Sustainability Issues	Wineham is predominantly a linear settlement with a modern and relatively dispersed nature of many dwellings does not contribute to any clear sense of place.
Recommendation	Unclassified

<b>Wiston</b>	
Summary	Wiston is predominantly located on Water Lane, to the north of the A283. Services and facilities are reasonable, including a church, recreation ground and allotment. The Wiston cricket ground and village hall are sited at separate locations. There is some limited local employment at Wiston Estate, although there will be a reliance on private vehicles to access most employment. There is a reasonable bus service Monday to Saturday, no Sunday service; all bus stops are located on the A283. Wiston Parish Council have chosen not to pursue a Neighbourhood Plan.
Key Sustainability Issues	Wiston consists of three dispersed clusters of dwellings rather than being one readily definable area. The services and facilities, of those located near to the residential dwellings, are set back from the road, concealed by established hedgerows and trees. The cricket ground and the village hall are both isolated. Combined, Wiston is disjointed in nature and there is no clear sense of place.
Recommendation	Unclassified

<b>Woodmancote</b>	
Summary	Woodmancote has limited services and facilities comprising of sporting facilities and a church. For all other needs residents are reliant on larger settlements. There is a reasonable bus service Monday to Saturday with a limited service on Sundays. It is primarily a residential settlement with 25% households being with residents aged 65+ and 28% having dependent children. The Woodmancote Parish Neighbourhood Plan was formally 'Made' on 21 June 2017.
Key Sustainability Issues	Woodmancote is predominantly a linear settlement located on the A281. The development is low density and well treed in the nature of dwelling plots. This limits the visibility of homes from the road, reducing the sense of arriving or leaving a settlement.
Recommendation	Unclassified

