



Background Document – Settlement Sustainability Hierarchy

Background Information

PPG3 (Housing) states that the Government places particular emphasis on the importance of integrating decisions on planning and transport in order to reduce the need to travel by car. Local Planning Authorities should therefore seek to exploit opportunities to locate larger housing developments around major nodes along good quality public transport corridors (both existing and those with firm proposals for improvements in local transport plans) and seek to ensure that all housing developments are accessible by a range of non-car modes. (Para 47)

Local planning authorities should make sufficient land available either within or adjoining existing villages to meet the needs of local people but villages will "only be suitable locations for accommodating significant additional housing" where it can be demonstrated that additional housing will support local services, such as schools or shops, which could become unviable without some modest growth (this may particularly be the case where the village has been identified as a local service centre in the development plan), additional housing is needed to meet local needs, and the development can be designed sympathetically and laid out in keeping with the character of the village (Para 70)

PPG13 (Transport) sets out the following objectives with regard to integrating planning and transport:

1. promote more sustainable transport choices for both people and for moving freight;
2. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
3. reduce the need to travel, especially by car.

In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should:

1. actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;
2. locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling;
3. accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at

- locations which are highly accessible by public transport, walking and cycling;
4. ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas;
 5. in rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside.

The West Sussex Structure Plan 2001 – 2016 sets out a strategy for the location of new housing in the county. It states that the priority in West Sussex is to locate new development within towns and villages particularly through the reuse of previously developed land (including the reuse or conversion of existing buildings) – Policy LOC1. Development requirements which cannot be met within towns and villages in this District should be provided for mainly in strategic locations, including in this District on the western edge of Crawley and to the west and south-west of Horsham. In addition to these locations limited provision should be made for small-scale growth of villages which will assist the evolution of rural communities by meeting needs for housing and economic activity and supporting local facilities and services. This may include the redevelopment of sites within settlements as well as the limited allocation of greenfield sites where necessary for residential development.

Horsham is a District with many small settlements with limited access to facilities and services. Few have much in the way of public transport provision except for limited bus services and although there are also a number of railway stations the use of the private car will remain essential in many locations. However, in line with guidance and the need to be more sustainable in the approach to development, a settlement sustainability hierarchy has been created to assist in locating development in the most appropriate locations.

Much of the work is based upon that undertaken in June 2000 in the production of the 'Housing Development Preliminary Evaluation Background Document 1 – Settlement Sustainability Analysis' and the majority of the information contained within this document remains correct. However, in order to refine the conclusions and update the work in accordance with Government and Structure Plan guidance it is considered that a new settlement hierarchy should be established.

Settlement Hierarchy Justification

The term 'sustainability' encompasses many different issues, it does not relate solely to the use of the private car. Consideration must also be given to the social and economic sustainability of an area, if development is prevented in all but the most sustainable locations it does not allow others to grow and evolve. Therefore whilst undertaking this study consideration has been given

to whether development can help to enhance facilities and services in an area.

The elements assessed are those which are considered to be the key basic services and facilities required by a person living in a town or village, e.g. food, access to education, recreation, employment and transport. Most of these are not available in many areas, hence the need to travel by car; however, a number do contain a good level of provisions and as a result have been considered more sustainable.

As discussed the Government considers that access to public transport is a key factor of sustainability. Horsham District is a fairly rural District with limited access to public transport; however, it does have a number of train stations and access to these has been considered as part of this appraisal.

Settlement Hierarchy

Category 1 - Towns and villages with a good range of services and facilities and some access to public transport

These settlements generally have at least a primary school, a Post Office, 2 or more general stores / food store (excluding specialist stores), a doctors surgery / branch surgery, a community centre / village hall and some outdoor formal leisure / recreation facilities. These areas are service centres for the local population and provide facilities for those living in more rural areas of the District. They also provide employment sources and have access to some public transport.

- Billingshurst
- Henfield
- Horsham
- Pulborough
- Southwater
- Steyning, Bramber & Upper Beeding
- Storrington / Sullington

These settlements are capable of sustaining some expansion, infill and re-development.
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Category 2 - Settlements with a more limited level of services

The following villages have one or more of the following: a primary school, post office, general / food store, doctors / branch surgery, community centre / village hall. They also have an easily definable built form giving the impression of being within a 'built-up' area / village.

- Amberley
- Ashington
- Barns Green

- Broadbridge Heath
- Christs Hospital
- Codmore Hill
- Coldwaltham
- Cowfold
- Faygate
- Lower Beeding
- Mannings Heath
- Partridge Green
- Rudgwick & Bucks Green
- Rusper
- Slinfold
- Small Dole
- Thakeham & Abingworth
- Warnham
- Washington
- West Chiltington Common
- West Chiltington Village

Nb:

1) Ashington, Cowfold, Partridge Green & Rudgwick –although it may be considered that these settlements just fall within category 1; due to their more isolated locations, very limited public transport and in some cases lack of access to employment opportunities they have been given a category 2 status.

2) Christs Hospital – it may be considered that this settlement falls outside category 2 due to its lack of services, however there is a station and excellent sports and leisure facilities therefore it remains in this category.

Within these villages development should be primarily in the form of small-scale infill developments or minor extensions that address specific local economic, social or community objectives.

For example this could include the provision of social housing or the improvement of community facilities in conjunction with small-scale market housing developments.

Settlements with very limited levels of facilities

The following settlements have very few facilities and services and are therefore felt to be unsustainable locations for growth. There is also very limited potential for any small-scale growth in these settlements to improve existing or provide further facilities for the villages. As a result the built-up area boundaries as defined in the 1997 Horsham District Local Plan have been removed from the settlements which, will then be covered by countryside policies.

- Coolham (Although it has a primary school, the village is heavily dependent on access to the private car for most facilities and services)
- Colgate (Although it has a primary school, Colgate is within the ANOB and as a result development is highly constrained, it is also highly dependent on the car for access to most facilities and services)
- Crabtree
- Dial Post
- Five Oaks
- Kingsfold
- Marehill
- Nutbourne
- Watersfield

In addition to those villages with built-up areas the following settlements were assessed as part of the hierarchy study but were considered to have very limited / no services or facilities and as a result they will continue to remain part of the 'countryside'.

- Adversane
- Ashurst
- Blackstone
- Broadford Bridge
- Brooks Green
- Copsale
- Edburton
- Gay Street
- Greatham
- Itchingfield
- Littleworth
- Maplehurst
- Monks Gate
- North Heath
- Nuthurst
- Parham
- Rackham
- Rowhook
- Sullington Village
- Shipley
- West Grinstead
- Wineham
- Wiston
- Woodmancote

Although some of these villages have limited services, e.g. Ashurst, Itchingfield and Shipley they were, as above, felt to be too small and rural in nature to be able to sustain the level of development that would be required to significantly improve the levels of services and as a result will not be given built-up area boundaries.

Where there are no built-up areas defined no new residential development will normally be permitted; however, there are circumstances where limited development may be possible through the conversion or subdivision of appropriate buildings. In addition there may be occasions where minor infill that accords with the structure and nature of the existing settlement or an exceptions housing scheme may be permitted.