

**PLANNING
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**HORSHAM DISTRICT
LOCAL DEVELOPMENT FRAMEWORK**

**HORSHAM DISTRICT
LOCAL DEVELOPMENT FRAMEWORK
TO 2018**

**Sustainability Appraisal and
Strategic Environmental
Assessment**

Final Report

on the

**Land West of Horsham Masterplan
Supplementary Planning Document**

October 2008

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1.0 INTRODUCTION

- 1.1 The Planning and Compulsory Purchase Act 2004, requires that Local Authorities prepare Local Development Frameworks (LDFs), which are a series of documents governing land use planning within a Local Authority Area.
- 1.2 It is a legal requirement that Local Development Frameworks must contribute to sustainable development. To ensure that this is achieved, each document prepared as part of the LDF is subject to a process known as Sustainability Appraisal (SA). This process incorporates the requirements of Strategic Environmental Assessment (SEA), in accordance with European legislation. These processes test how a document contributes to sustainable development, and suggests measures as to how the document could be improved in order to become more sustainable.
- 1.3 Horsham District Council has started the process of preparing its Local Development Framework and adopted its Core Strategy in February 2007. This document sets out the key elements of the planning framework for the District. The document was subject to an SA/SEA, the results of which are published alongside the adopted Core Strategy.
- 1.4 The Horsham District Core Strategy identifies Land to the West of Horsham as a location for a strategic development of 2000 homes. To provide more detail on the requirements for the development, a Masterplan for the West of Horsham area is being prepared. The document will be in the form of a Supplementary Planning Document (SPD). To ensure that the SPD contributes to sustainable development as far as possible, it has been subject to a SA/SEA, and this report sets out the results of this process.
- 1.5 As set out in paragraph 1.2 above, the processes of Sustainability Appraisal and Strategic Environmental Assessment have been combined. There are however some differences in the requirements of the two procedures, and Appendix 1 sets out where the statutory requirements of a Strategic Environmental Assessment have been addressed in this document.

2.0 OBJECTIVES OF THE SUPPLEMENTARY PLANNING DOCUMENT

- 2.1 Before undertaking an SA/SEA of the West of Horsham SPD, it is helpful to have an understanding of the context in which the SPD is being prepared, together with the main principles for the development.
- 2.2 Policy CP7 of the Core Strategy identifies land to the West of Horsham for the development of 2000 homes and other associated uses in the period to 2018. The policy outlines the key elements that should be provided as part of the development, and also sets out the key principals by which development of the land should be guided. The key principles are summarised the box below, but further detail can be found by referring to the Core Strategy or the West of Horsham Masterplan SPD.

Principles of Development: Land West of Horsham

1. Development should integrate with Horsham and Broadbridge Heath whilst accounting for their separate identities, and should reflect the needs of the communities in terms of facilities and services;
2. The impact of new development on the existing transport network should be minimised. Development will however require changes to the A24 / A264.
3. Development should maximise opportunities for sustainable travel, including reducing the dependency on the car, providing high quality passenger transport links to the town centre and Horsham rail station, and providing safe, attractive and convenient pedestrian and cycle routes.
4. Development should not have a negative impact on existing local infrastructure, services and facilities - it should provide sufficient high quality community services and facilities to serve the development and should take full account of identified leisure requirements.
5. Opportunities provided by the comprehensive approach to the development should be maximised to enhance the environment. This includes the quality of open spaces and links to the countryside beyond (including to Denne Hill and the River Arun), and enhancements to habitats and the local landscape generally;
6. To provide a mixed-use development with appropriate employment and business uses, in order to enable the opportunity of working locally and to reflect the needs of the local economy;
7. Development should incorporate sustainable development principles and sustainable construction methods.
8. To provide improved shopping facilities to meet the additional needs of the expanded communities, subject to the nature and scale of development being justified by the need and there being no materially adverse impact on existing centres; and
9. The outer boundaries to the development formed by the railway line south-west of Horsham, the River Arun and it's floodplain south of Broadbridge Heath and the existing A281 and A264 roads should provide a long term, firm boundary which can be defended against further development.

- 2.3 Whilst the Core Strategy policy sets out the key principles for development West of Horsham, it is important to consider the type of 'place' that is to be developed. The West of Horsham Masterplan SPD has therefore been developed in order to expand on a number of issues, for example setting out more detail on the nature and location of community facilities that are to be provided, and the proposed road layout for the scheme. In order to assist with the preparation of the SPD, a number of 'Visions' for the development have been identified, in consultation with a number of local stakeholders. These visions are set out in the box below. Further detail on these together with more information on the aims and objectives of the West of Horsham Masterplan SPD are set out in the SPD.

Visions for the West of Horsham Masterplan

- Prepared in partnership with the local community, who's involvement will help to ensure the long term success of the development;
- An extension to the communities of Broadbridge Heath and Horsham that reflects their differing needs, retains their characteristics and gives the new communities a sense of identity;
- A development that provides for the needs of the local residents of Horsham and Broadbridge Heath through a good supply of affordable homes and a variety of other housing types, to meet local needs; alongside a range of business and employment opportunities;
- A new development in which leisure and recreation acts as a focal point for both the new and wider communities;
- A development with the minimum impact on the environment;
- A development that is exemplary in its use of sustainable construction techniques and renewable energy supply;
- A development in which good public transport, pedestrian and cycle facilities provide a realistic alternative to the car and where roads do not pose a barrier to the integration of communities and access to facilities and the wider countryside;
- A development which provides for the needs of the new communities without detriment to the existing through inclusion of facilities and services in locations that will provide lively focal points.

- 2.4 In addition to the West of Horsham SPD, a further Supplementary Planning document is also being prepared for the West of Horsham development area. This 'Design Principles and Character Areas' document sets out further detail as to what the development may look like in terms of building design, scale and layout. As an elaboration of CP7 and the West of Horsham Masterplan SPD, it is not considered that the document will have any additional environmental, social and economic effects over those identified as part of the Sustainability Appraisals of the Core Strategy or the West of Horsham Masterplan SPD. Indeed, the document also helps mitigate some of the environmental effects of the development, such as the impact of the development on the surrounding landscape. As a consequence, this document has not been subject to the full SA/SEA process.

3.0 METHODOLOGY FOR THE SUSTAINABILITY APPRAISAL

3.1 The Sustainability Appraisal process was started concurrently with the preparation of the West Horsham Masterplan SPD. The assessment process has been led by the Senior Environmental Officer based in the Strategic and Community Planning team, but has drawn on technical information and expertise from a number of officers within the Council. It has also drawn on advice and expertise from external organisations where necessary. The methodology for each element of the Sustainability Appraisal process is set out in more detail in the following paragraphs.

Plans and Programmes influencing the LDF

3.2 As part of the SA/SEA of the Horsham District Council Core Strategy, Planning Policy Officers were interviewed and asked to identify which plans and policies they had referred to when developing the policies to be included in the document. This list was reviewed to identify the documents most relevant to the preparation of the West of Horsham, and other new documents were added to the list as appropriate.

Baseline Data

3.3 Baseline data (information about the current status of an area) was collected for the area West of Horsham by reviewing a range of documents and data (including web sites) available to the Council. Further information was collected through the commissioning of studies relating to the proposed development area, for example a Transport Assessment. External organisations, including prospective developers were also asked to provide data where relevant. Data was collected for three main topic areas – the environment, the economy, and social issues.

Sustainability Issues and Framework

3.4 By examining the requirements of the plans and policies influencing the West and Horsham area, together with the findings of the baseline data, the different sustainability issues affecting the West of Horsham were identified. From these issues it was possible to develop a number of sustainability objectives against which the effects of development to the West of Horsham could be tested, in order examine the SPD's contribution to sustainable development. Indicators to measure the contribution the development makes towards each objective were then devised in consultation with the District Council's officer with responsibility for LDF monitoring.

Identification and Assessment of Options

3.5 There are several different ways in which the Council could meet the visions and objectives of the West of Horsham Masterplan, which lead to a range of options being developed. The options were then assessed against a range of sustainability objectives using the assessment matrix and scoring system set out below. The assessment was carried out by the Senior Environmental Officer in the Strategic and Community Planning department, but drew upon technical expertise from other officers in the Team.

Sustainability Objective	Summary of Effects	Option	
		a	b
1			
2			

Key

Strong positive effect:	😊😊
Positive effect:	😊
No Effect / Not applicable:	😐
Negative effect:	😞
Strong negative effect :	😞😞

- 3.6 The results of the assessment helped inform the preferred approaches selected for inclusion in the draft West of Horsham Masterplan. The selected approaches were then assessed to identify any cumulative and synergistic effects. This enabled the most significant effects of the development to be identified and mitigation measures were then incorporated into the Masterplan contributes fully to sustainable development.

Consultation

- 3.7 The Sustainability Appraisal of the West of Horsham SPD has been an iterative process, and has been continually updated. The first stage of the process was to prepare a Scoping Report which set out the baseline data, plans and programmes and sustainability issues for the West of Horsham area. This was sent to the statutory consultees (English Heritage, The Environment Agency and Natural England) for consultation. Comments received were incorporated into the draft SA/SEA which was published alongside the draft SPD for consultation. Comments made in response to the consultation on these documents were reviewed and any relevant changes and improvements were made to the SA/SEA prior to the publication of this final document.

4.0 OTHER PLANS AND PROGRAMMES

4.1 The West of Horsham SPD is influenced by a wide range of other plans and strategies. Many of these have already been identified as part of Horsham District Council's Sustainability Appraisal and Strategic Environmental Assessment of the Core Strategy (2007). The full list of these plans and strategies can be viewed by referring to this document.

4.2 The documents which are of the most relevance to the West of Horsham Masterplan SPD are summarised in the tables below. The plans and programmes have been continually reviewed and updated where necessary, incorporating relevant documents identified in representations made on the Scoping Report and draft SPD.

Table 1: International

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
EC Directive 2001/42/EC (SEA Directive)	Requires that environmental effects of certain plans and programmes are assessed, documented and mitigated against where necessary.	An SEA must be carried out for the West of Horsham Strategic Location SPD.

Table 2: National

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
Planning and Compulsory Purchase Act 2004	Requires local authorities to prepare LDFs with a view to achieving sustainable development.	Section 39 places a duty on Local Authorities to prepare LDF documents with the objective of contributing to the achievement of sustainable development. Associated regulations require a Sustainability Appraisal of all Local Development Framework Documents.
Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents	Sets out guidance on how to undertake a SA/SEA of an LDF document incorporating the requirements of the SEA directive.	The SA must be undertaken from the start of SPD preparation and any improvements made to the SPD must be documented.
Planning Policy Statement (PPS) 1- Delivering Sustainable development	Sets out the Government's vision for planning and the key policies which underpin the planning system.	The SPD should seek to reduce social inequality, ensure provision of homes, jobs, services and facilities, deliver safe, healthy and attractive places to live and support promotion of health & well-being.
Planning Policy Statement: Planning and Climate Change. Supplement to Planning Policy Statement 1(2007)	Sets out the Government's approach to tackling climate change through the planning process.	The SPD should ensure that development minimises emissions of greenhouse gases and is also built to cope with the predicted change to the climate.
Planning Policy Statement (PPS)3 – Housing (2006)	Sets out the Government's approach relating to the provision of housing, including the location of housing development and its density.	Requires that housing development should be at a minimum of 30 dwellings per hectare, with higher densities in more urban areas.

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
PPS 9 - Biodiversity and Geological Conservation (2005)	Sets out the Government's approach to biodiversity and geology in the planning system.	The SPD will need to consider any protected sites or species, as well as identifying areas for creation or restoration of biodiversity.
PPS 12 - Local Development Frameworks (2008)	Sets out guidance on how to prepare development plan documents.	Contains guidance and advice on preparing SPDs, undertaking consultation with stakeholders and Sustainability Appraisal.
PPG 13 – Transport (2001)	Sets out the Government's approach to the provision of transport in relation to development.	Urban growth should be managed to maximise use of public transport, and ensure facilities are accessible by walking and cycling, and reduce the reliance on the car, as well as considering disabled users.
PPG 17 -Planning for Open Space, Sport and Recreation (2002)	Sets out the need for Local Authorities to ensure that open space, sport and recreation facilities are provided.	Open space, sport and recreation facilities should be provided according to an assessment of local needs.
PPS25 - Development and Flood Risk (2006) and A Practice Guide Companion to PPS25 'Living Draft' (2006)	Sets out the Government's approach relating to the consideration of flooding in relation to planning. The Practice guide provides more detail on the implementation of the policy set out in PPS25	Strategic Flood Risk Assessments should be undertaken at regional and local level. Increased emphasis to be put on the impact of climate change on flooding. Development should incorporate measures to reduce the likelihood of flooding on or off site.
Planning advice for development near Hazardous installations: (PADHI) HSE's	Guidance from the HSE on planning near a range of hazardous installations.	Sets out safe distances for development close to high pressure gas mains and other hazardous installations.
Code for Sustainable Homes(2006)	Provides guidance on the design and construction of sustainable homes	The SPD will aim to deliver different homes with a Code for Sustainable Homes standard of between 3 and 6, with standards increasing as technology advances.
Building a Greener Future: Towards Carbon Zero Development	Provides an introduction to measures aiming to provide zero carbon homes within a decade.	The SPD should follow these principles in the aim of reducing the carbon footprint of the new development.

Table 3: Regional

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
"A Clear Vision for the South East" The South \East Plan Core Document, March 2006.	Document setting out the framework for development in the South East up to 2026.	Sets out potential growth areas and total housing numbers for south east, including the provision for the Gatwick sub-area in which the West of Horsham strategic location falls.

Table 4: County

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
The Adopted West Sussex Structure Plan 2001-2016	Sets out the vision for West Sussex to 2016 in terms of land-use policy.	Contains a range of policies relating to land use planning, including LOC1, which identifies land to the West of Horsham as an area for development.

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
Sussex Biodiversity Action Plan	Identifies key habitats and species in Sussex, and sets out actions to enhance the biodiversity of these areas.	Contains actions for hedgerows, woodland, riverine and grassland habitats, which occur in the West of Horsham area
The Local Transport Plan for West Sussex 2001-2006	Has the following objectives: 1) Delivering better accessibility to services and improving public transport; 2) Achieving safer roads and 3) reducing pollution and congestion.	The Masterplan should take these issues into account.

Table 5: District / Local

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
Horsham District Council Community Strategy	Sets out the shared vision for the future of the District.	Visions need to be incorporated into to SPD.
Horsham District Council Local Development Framework Core Strategy (2007)	Sets out the spatial vision for the District with particular reference to land-use planning.	CP1, 2 and 3 set out the principles for sustainable development in the District. CP7 Allocates Land West of Horsham for Development with policy CP12 setting out the need for affordable housing provision.
SA/SEA of the Core Strategy (2007)	An assessment of the effects of the Core Strategy and Site Specific Allocations of Land documents on Sustainability.	Assesses broad options for development around Horsham, and identifies mitigation measures to help improve the scheme's sustainability. Some need to be incorporated into the Masterplan.
Horsham District Council General Development Control Policies (2007)	Sets out the Council's policies to be used to help guide planning applications	The development will need to take the requirements of these policies into account.
Horsham District Landscape Character Assessment (2003)	Sets out the different areas of landscape character across the District, together with their condition and sensitivity.	Development areas mainly fall in K2 "Warnham and Faygate Vale" and P1 "Upper Arun Valley". Features of these areas need to be conserved and enhanced.
Horsham District Council Housing Needs Survey (2003)	Survey seeks to identify the number of people in need of an affordable home in Horsham District.	937 new affordable homes are required each year.
Horsham District Council Retail Health Check 2003 and update 2005	Study examining the viability & vitality of 7 different towns in the District, including Horsham. It looks at future retail demand, market pressures and potential to accommodate further retail development to 2016.	Results of study need to be taken into account when considering retail provision as part of the SPD.
Crawley Horsham and Mid Sussex Employment Land Review (2005)	Examines land supply and demand for employment across the 3 Districts.	Results need to be taken into account in the Masterplan to ensure employment needs are met.

Name of Policy / Programme	Broad Aims of Policy / Programme	Requirements in relation to SPD
Horsham Town Neighbourhood Appraisal	Sets out a character assessment of the Wards in Horsham town.	Sets out the important character features in Denne ward which should be considered in the Masterplanning process.
Parish Plans for surrounding parishes	A range of documents setting out the requirements and needs of surrounding parishes.	Some issues may need to be addressed in the SPD.
Horsham Town Park and Ride Study 2005	Examines the future parking needs of the town.	Some requirements will be examined through the Masterplan.
Horsham District Council Strategic Flood Risk Assessment	Identifies all potential sources of flooding within the District and defines flood risk zones.	Results of study will feed into West of Horsham Masterplan.
Developers Flood Risk Zones Map	Identifies flood risk zones on Land to the West of Horsham identified for development.	Results of study will feed into West of Horsham Options.
Appropriate Assessment of Horsham District Councils Core Strategy	Looks at the implications of land use plans for European Sites. Assesses the impacts of the plan against the conservation objectives of the European Site to determine if the plan will have an adverse affect on the site.	The results of the appropriate assessment will need to be fed into West of Horsham options.

5.0 BASELINE DATA

- 5.1 Before any appraisal of how the West of Horsham Masterplan SPD will contribute to sustainable development can be undertaken, it is important to have an understanding of the current characteristics of the area allocated for development. This information or 'baseline data' helps to provide a basis for identifying the key sustainability issues for the land West of Horsham, as well as providing a measure against which the predicted effects of the SPD will be tested.
- 5.2 The Sustainability Appraisal and Strategic Environmental Assessment of the Core Strategy sets out baseline data at a District wide level. Whilst some of this data is relevant to the West of Horsham allocation in terms of setting the overall context for the area, more detailed local information is necessary to help identify the specific sustainability issues for the West of Horsham development.
- 5.3 The key elements of the baseline data for the West of Horsham area are outlined in the following paragraphs. The information has been collected for three main subject areas: Economic, Social and Environmental. Where appropriate these headings have been subdivided into different topics including those specifically identified in the SEA regulations. The data has been updated throughout the preparation of the SPD as more information has become available. Where known any trends and targets are set out together with any problems with the data.

General Characteristics for the West of Horsham Development Area

- 5.4 The land allocated for the strategic development to the West of Horsham is situated in the north of Horsham District, on the south-western edge of Horsham, (the largest urban area in the District) adjoining Denne administrative ward, and to the south of Broadbridge Heath. The area is a total of 99 hectares (ha) of which 50ha is to the east of the A24, and 49 to the south of Broadbridge Heath.

Population

- 5.5 The population of Denne Ward is 4,831 (10% of the total population of Horsham urban area) and Broadbridge Heath has a population of 3,021. Over 60% of these populations are of working age, although it is predicted that this will decrease in the future as the population ages. (2001 Census)

Housing

- 5.6 Within Denne Ward there are 2,305 households, and 1,247 in Broadbridge Heath. Most of these are owner occupied; 70% in Denne and 81% in Broadbridge Heath. It is however worth noting that the level of owner occupation in Denne is 9% lower than the District average of 79 %. (2001 Census)
- 5.7 The average house price in the area is considerably higher than the national average of £215,000 in mid 2008. In Broadbridge Heath prices were £325,000 and in Denne ward £285,000. Although house prices have been falling recently, house prices are still considerably higher than they were in 2006; (£357,823 in Broadbridge Heath, and £246,663 in Denne). There is however considerable uncertainty as to how house prices will perform in the near future. (Land Registry / upmystreet.com).

- 5.8 Although levels of owner occupation are high, not everyone is able to afford a home, even though prices are currently falling. A District wide survey undertaken in 2003 revealed that 937 new affordable homes are needed in the District each year, and recent surveys indicate that the highest level of need for social housing is in the Horsham area.

Social Inclusiveness and Deprivation

- 5.9 Across the District as a whole, there are very low levels of deprivation; nationwide only 12 authorities are less deprived. Despite this, pockets of deprivation do exist in the District. Although it is often difficult to identify where these areas are, more detailed information from the Indices of Multiple Deprivation show that other parts of the District are more deprived than Denne or Broadbridge Heath.
- 5.10 One issue that can contribute to social exclusion and deprivation is access to local facilities. Although it is primarily rural parts of the District where access to essential services can be difficult it is still worth noting that residents of Broadbridge Heath have to travel over 3km to visit a GP practice, and residents of Denne must travel more than 1km to reach a convenience store.

Community Safety

- 5.11 Overall, levels of crime within Horsham District are low - between January and March 2006 there were just 13.1 recorded offences per 1000 people, which compares with 24.9 recorded offences per 1000 people at a national level (www.crimestatistics.org.uk). On a more local level however, data shows that in 2005, incidences of crime were higher in Broadbridge Heath and Denne than in other parts of the District. Denne ward has a particularly high number of reported crime incidents in comparison to elsewhere in the District. The data shows that most crime incidents are in the town centre rather than residential areas. It should however be noted that overall levels of crime are still lower than other parts of the county. (www.caddie.gov.uk)

Health

- 5.12 In general terms, the health of residents in Horsham and Broadbridge Heath is good, with just 6.8% of the population in Denne and 4.7% in Broadbridge Heath recording their health as 'not good' in the 2001 census. However, access to health care is more of an issue. At the current time there is no GP surgery in Broadbridge Heath, and the nearest main hospitals are at Redhill, Hayward's Heath and Worthing, all of which can be difficult to access by either public transport, or car at certain times of the day. Surrey and Sussex Strategic Health Authority published the consultation document 'Creating an NHS Fit for the Future' in June 2007. The 'Fit for the Future' programme put forward some ideas for discussion on future provision of health and social care services, this includes the possibility of having one major general hospital in the county at either Chichester or Worthing and downgrading hospitals at Southlands and Haywards Heath.

Education

- 5.13 The general level of education amongst the residents of Denne and Broadbridge Heath is good, and qualification levels are similar to that of the District average. There is however a slightly lower percentage of people with the highest level of qualifications, and slightly higher percentage of people with poor numeracy skills in both areas. (Horsham District Community Profile 2002)

Leisure and Recreation

- 5.14 In 2003, Horsham District Council commissioned a study to assess the level of provision, quality and accessibility of open space, sport and recreation in the District (Horsham District Council PPG17 Open Space and Sport Assessment). Whilst access to, and the quality of, facilities is generally good, some shortcomings have been identified. In Broadbridge Heath this includes a shortfall in allotments, grass pitches and natural greenspace. Ward level information is not available, but Horsham town as a whole has been assessed as being deficient in all terrain pitches, play areas, grass pitches and natural greenspace.
- 5.15 The open space, sport, leisure and recreation requirements of the West of Horsham Development has been assessed by Horsham District Council. The study has identified the facilities that will need to be provided to meet the needs of the new development. Allotments, amenity green space, equipped childrens' play spaces and natural green space will need to be provided. Also identified is the amount of grass sports pitches, youth activity areas, community centres and other outdoor sports provision e.g. bowls greens which will be required for the new development but will also serve the wider neighbourhood.

Transport

- 5.16 Car ownership in the settlements of Broadbridge Heath and Horsham is high. Nearly 93% of households in Horsham and 89% of Households in Broadbridge Heath have at least 1 car. Figures for 2 car ownership for both settlements are around 40%, which is high when compared at a national level. (2001 Census)
- 5.17 Given the high levels of car ownership it is perhaps unsurprising that 65% of people in Denne and 73% in Broadbridge Heath travel to work by car. Walking is the next most popular mode of transport, with low percentages of the population travelling to work by train, bus or bicycle. The distance travelled to work is however shorter than the average distance travelled to work by District residents as a whole. Many of the residents of Horsham and Broadbridge Heath work in Horsham, although 21% of people living in Broadbridge Heath also work there. There are also significant levels of commuting to Crawley or London from both settlements.

Employment

- 5.18 As with the District as a whole, unemployment levels in Broadbridge Heath and Denne are low, although levels are slightly higher in Denne than the District average (Nomisweb). The populations of the two areas are employed in a wide range of occupations, but there are lower percentages of people employed in managerial and professional occupations than the District average, and more people employed in administration, sales and elementary occupations.

Retail

- 5.19 The retail sector forms an important part of the District's economy. It employs around 15% of the workforce and helps meet residents' everyday needs. Horsham town was assessed as part of the District Retail Health Check and was considered to be a vital and viable town centre with a good range and choice of facilities. There are however fewer more local stores in the Denne and Broadbridge Heath area, possibly as a result of the proximity of Horsham town centre and Tesco's supermarket in Broadbridge Heath.

Cultural Heritage

- 5.20 Current data shows that the proposed development area to the west of Horsham is not covered by any historical designation. There are however a small number of areas within the development area that are of archaeological importance, a large number of which are related to World War II. The areas that are related to World War II are an important feature as they form part of a larger system of defensive sites known as the Arun Stop Line. This is part of a series of defensive lines designated to oppose a German armoured thrust on London.
- 5.21 Land to the east of the A24 has three identified areas of archaeological importance. In the centre of the development area, to the north of the river there is a WWII pill box with remains of camouflage paint. North of this is an area of earthworks relating to Fulling Mill. This may represent an important part of the industrial and social history of the Horsham area. Both of these are post-medieval artefacts. Towards the southern central part of this side of the development there is evidence of the former site of Parthings Cottage.
- 5.22 On the Broadbridge Heath side of the development area there is possible evidence of a former deer park to the south of the site. This is however in an area where a high pressure gas pipeline exists, and the installation of this piece of infrastructure is likely to have affected the integrity of any archaeology that may have been present in the area.

Biodiversity, Flora and Fauna

- 5.23 Most of the land within or close to the proposed development area is currently in arable use. A Phase 1 Habitat survey has been carried out for the development area. Areas of greater ecological importance include High Wood Hill, which is designated as an Ancient Woodland and a Site of Nature Conservation Importance. Other areas of ecological importance are the two hedgerows running along Mill Lane and Old Wickhurst Lane. The condition of the woodland and hedgerows is thought to be declining, mainly as a result of recent land management. Other areas of ecological interest include some areas of grassland near Heath Barn Farm and Broadbridge Farm and the Arun river valley. The River Arun and Boldings Brook are wildlife corridors and have the potential to support a number of protected species. The survey also recorded several protected species being present on the site.

Landscape

- 5.24 Situated in the Low Weald, the land to the west of Horsham falls within the Horsham District Landscape Character Area Assessment areas K1 "Warnham and Faygate Vale", and P1 "Upper Arun Valley". The Warnham and Faygate Vale is characterised by mainly arable land with some pasture and woodland. Hedgerows are an important feature of the area, but are becoming increasingly fragmented or lost. Development at Broadbridge Heath and the road network has eroded the character of this area. The condition of the landscape is declining, and it has a moderate sensitivity to change.
- 5.25 The Upper Arun Valley is characterised by a narrow valley with small irregularly shaped pastures and some small patches of woodland. The river is steeply banked and tightly meandering. There is some visual and noise intrusion to the character area around Horsham. Although the overall condition of this landscape area is good there is some local decline close to Horsham, and the character area has a high sensitivity to change.

- 5.26 The land south of Broadbridge Heath is predominantly flat or gently undulating, with the notable exception of High Wood Hill. This Horsham stone outcrop rises 25m above the surrounding land, and is an important local landscape feature. The remainder of the land south of Broadbridge Heath comprises arable or pasture land and is divided by mature hedgerows and trees. Close to the south of the development area is Broadbridge Farm, a rural and tranquil area which includes a small number of residential properties, some of which are listed.
- 5.27 East of the A24, the most dominant landscape feature is the river Arun, Boldings Brook and their associated floodplains. North of the river, the landscape is characterised by large fields with few hedgerows. To the south of the river, the fields are smaller and divided by a network of mature hedgerows.

Soil

- 5.28 The proposed development area has predominantly clay soils. Contaminated land data for the area shows that there is an area of former landfilling and possible land raising at Baystone Farm to the west of the development area. This is a distance away from the development area and is separated from the development area by the River Arun. This distance coupled by the low permeability of clay soils means that it is highly unlikely that the site is affected by leachate from the former landfill.

Water

Flooding

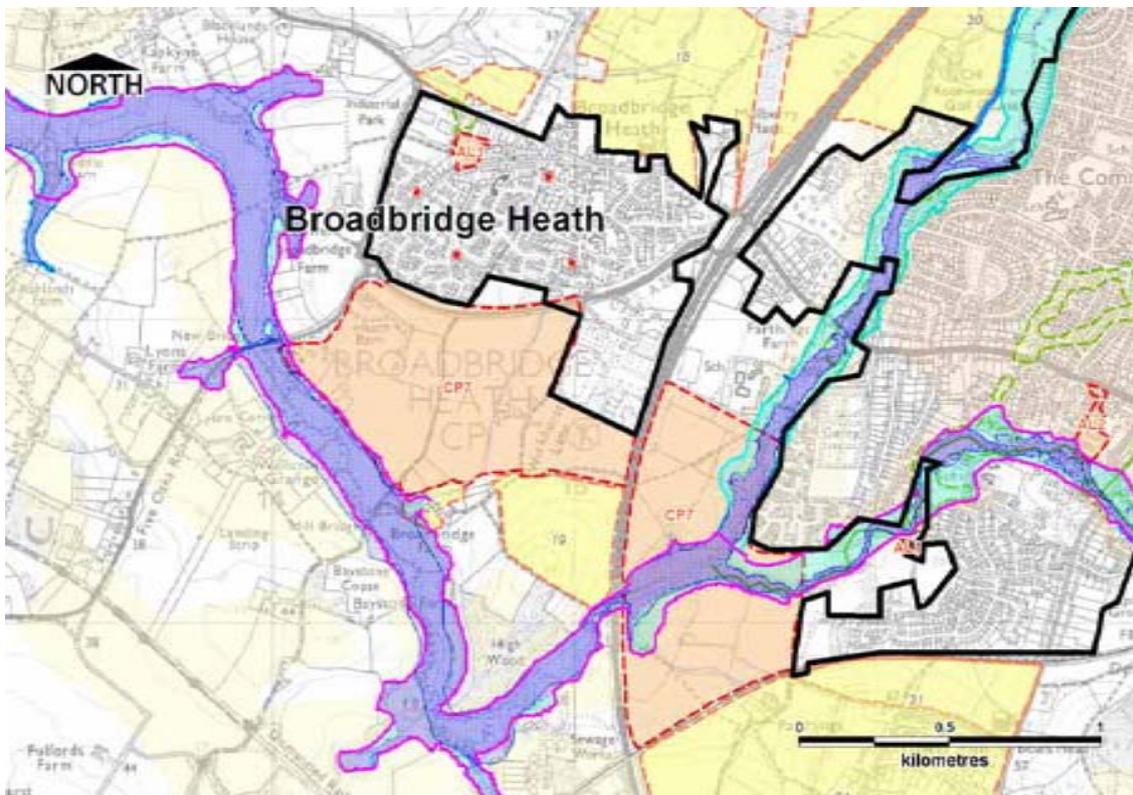
- 5.30 The River Arun and its tributary, Boldings Brook, run along the eastern and southern edge of the proposed development area. There are two buildings which occur within the floodplain of these rivers, but neither is occupied for residential or business uses. It is predicted that climate change will increase the area of the floodplain, but the predicted increased extent of the floodplain does not place any additional existing buildings at risk.
- 5.31 PPS25 puts a responsibility on planning authorities to ensure flood risk is considered by undertaking a Strategic Flood Risk Assessment (SFRA). A Strategic Flood Risk Assessment has been carried out for Horsham District, the result of which shows the West of Horsham development area to be predominantly within Flood Zone 1 (low probability of flooding). However, some of the area has been found to be within Flood Zones 2 (medium probability of flooding), Flood Zone 3a (high probability of flooding) and Flood Zone 3b (functional floodplain). The extent of the floodplain can be viewed on Map One. It has been proposed to developed land outside flood zones 2 and 3, with land in the floodplain to be used for informal open space.

Water Quality

- 5.32 In January 2005, the sewage treatment works west of the A24 had the capacity for an additional 3,800 houses. This limit has been set as the sewage treatment works is upstream of the Upper Arun Valley Site of Special Scientific Interest, and high levels of housing would increase effluent discharge harming the quality of the river Arun. Discharge from the sewage works already affects the water quality of the Arun in summer, and in recent years, river quality levels downstream from the sewage works have been recorded as "marginal". This situation could worsen in the future if drier summers resulting from climate change reduce river flows, and discharges from the sewage treatment works become less diluted by water already present in the river. This had resulted in a stretch of the River Arun has been recorded as being at risk of not being able to meet the requirements of the EC Water Quality Framework

Directive (www.environment-agency.gov.uk). The situation is being monitored by the Environment Agency.

Map One: Land at Risk of Flooding in the West of Horsham Area



Key:

Source: Horsham District Council Strategic Flood Risk Assessment

	Development Area
	Flood Zones 2
	Flood Zones 3

Water Resources

- 5.33 Although data showing water consumption is not available at a local level, regional data from Southern Water shows that domestic water usage is 151 litres a day, an increase of 50% from 25 years ago. In prolonged dry periods, the demand for water can exceed the available supply, and result in restrictions on water use. This may become more common as dry summers become more frequent as a result of climate change.
- 5.34 Water supply in the district is abstracted from the River Rother which feeds into the River Arun and from boreholes at Hardham. The Appropriate Assessment of Horsham District Council’s Core Strategy found that additional water supply for new development could affect the river levels in the River Arun and could affect groundwater levels within the Arun Valley SPA. The Environment Agency has concluded that ground water abstraction at Hardham cannot be concluded to have no adverse effect on the SPA. One method proposed to alleviate this is to demand water efficiency measures in new and existing homes or water neutrality of new developments to minimise the effect of water abstraction on the Arun Valley SPA.

Air

- 5.35 To date, the air quality in Horsham District has met government standards. There are however no monitoring sites close to the proposed development area, and it is not therefore possible to set out the actual air quality for the area at this stage. Similarly although the area is likely to be affected by noise from the A24 and the A264, the actual levels have not been measured. Further measurement of air quality and noise will therefore need to be carried out.
- 5.36 In addition there is the issue of odour from the sewage treatment works in the West of Horsham Area. There is currently an odour zone of 600m surrounding the site, and local residents have raised their concerns about the smell emanating from the site to both Horsham District Council and Southern Water in recent years. A detailed feasibility study has been undertaken to establish a set of improvements to the sewage treatment works which will resolve the odour issue. More details on this matter are set out in Section 3 of the SPD.

Waste

- 5.37 The recycling rate for household waste in Horsham District was 37.95% in 2006/07. The amount of Household waste collected per head in 2006/07 was 425.5 kilos. This is below the national level of 511 kilos (DEFRA).
- 5.38 There are currently two landfill sites within Horsham District; Brockhurst Wood which has a permitted capacity of 750,000 tonnes between 2007 and 2009; and Horton, near Small Dole in the south of the District, which has a permitted capacity of 360,000 tonnes for 2007 and 90,000 tonnes for 2008.

Climatic Factors

- 5.39 At the current time, there is limited information on climate change at a local level, but data available at a District and higher level shows that average temperatures in the UK are rising. It is predicted that overall, winters are likely to become warmer and wetter, and summers hotter and drier. Emissions of gases which contribute to climate change have increased since 2002. There have been particularly high increases in emissions from transport since 1990.
- 5.40 Information from DEFRA shows the contribution of each Local Authority towards carbon dioxide emissions. It shows that in 2004 Horsham District contributed 2.8 tonnes per capita, this figure is relatively high as Authorities in the Country mainly contributed between 2.5 and 2.9 tonnes per capita. Within Horsham the contribution per year is 349 tonnes per year from industrial and commercial, 347 tonnes from domestic and 373 tonnes from road transport.
- 5.41 To help reduce reliance on fossil fuels, renewable sources of energy can be used. To date however just 0.65% of energy is produced from renewable sources in the south east, the target is 10% by 2010.

6.0 SUSTAINABILITY ISSUES AND FRAMEWORK

Sustainability Issues

- 6.1 From the analysis of the plans and programmes and the baseline data for the West of Horsham Strategic Location, it is possible to identify a range of sustainability issues facing the area. In addition to this, further sustainability issues have been identified following stakeholders meetings with Council officers and external organisations such as Broadbridge Heath Parish Council, Denne Neighbourhood Council and the Environment Agency.
- 6.2 The key issues identified are summarised in the box below, and are discussed in more detail in the following paragraphs. The issues have been grouped under three main headings; Social, Economic and Environmental. It should however be noted that some of the issues are cross cutting in nature and could be placed under more than one category.

KEY SUSTAINABILITY ISSUES - WEST OF HORSHAM STRATEGIC DEVELOPMENT

- The new development needs to be integrated into the existing communities in Broadbridge Heath and Horsham, whilst retaining the separate identities of the two settlements.
- Compared with average incomes, house prices in the area remain high with a low level of affordable housing. There is to provide housing to address this situation.
- Development has the potential to impact on crime rates; fear of crime is also an issue.
- Development will place pressure on existing services and generate a need for new facilities. New services and facilities therefore need to be provided to meet the needs of the new and where appropriate existing residents;
- Car ownership and use is high, creating pressure on the road network, and development has the potential to increase the level of traffic. At the same time, the use of public transport is low.
- There is a need to maintain the economy of the area, and provide employment opportunities to meet the needs of the new residents
- There is a need to provide retail facilities to meet the needs of new residents
- Development pressure has the potential to adversely affect biodiversity, in particular High Wood Hill, and the Arun River Valley.
- Development has the potential to harm the landscape character, particularly around High Wood Hill and the Arun river valley.
- Development has the potential to be affected by or increase the risk of flooding. Flood risk may also increase as a result of climate change.
- Whilst the environmental quality in the area is currently generally good, there is potential for development to adversely affect water and air quality.
- Development will increase pressure on resources, including water and energy resources.
- Development can impact on and be affected by climate change.

Social

- 6.3 A development of 2,000 houses in the West of Horsham Strategic Location will increase the population of the area by approximately 4,800 people. It is important that the new community is integrated with existing communities in Horsham and Broadbridge Heath in order to prevent social and physical isolation that could otherwise occur. This could have a wide range of negative effects from an increased need to travel by car, to the potential for antisocial behaviour.
- 6.4 Any development that takes place will need to meet the needs of the new community by providing a range of housing types and sizes, as well as services and facilities such as education and greenspace provision. In addition, the development also provides an opportunity to help meet the needs of the existing residents of the District. For example, the development could help to meet some of the affordable housing requirement that was identified in the District wide housing needs survey. The development could also help to provide a doctors surgery for Broadbridge Heath, and a new ground for Broadbridge Heath Football Club.
- 6.5 Although crime levels in the area are generally low, levels in Horsham and Broadbridge Heath are higher than other parts of the District. It will therefore be important to ensure that the development is designed to minimise opportunities for crime and to prevent antisocial behaviour.
- 6.6 Another key issue that is affecting the development is that of transport. The new development will result in changes being made to the existing road network, and it will be important to ensure that the road network is designed to minimise severance with the countryside beyond, and to link to the existing settlements in Horsham and Broadbridge Heath.
- 6.7 Data shows that the existing community has very high levels of car ownership and most use their cars to reach their work destination, which is often relatively local. It is essential to the success of the development that this pattern is changed to ensure that undue pressure is not placed upon the existing or new road networks that arise as part of the development. As part of this it will be important to provide good pedestrian, cycle and public transport links, within and beyond the new development areas.

Economic

- 6.8 Existing baseline data reveals that most residents of Horsham and Broadbridge Heath work locally. This is a sustainable pattern, and it will be important to ensure that new employment facilities are provided that enable new residents to live and work locally, rather than creating a commuter settlement where people travel long distances to reach their place of employment. It will also be important to ensure that a range of employment opportunities are provided, to meet the variety of skills of those living in the area, and those who wish to do so to advance in their careers.
- 6.9 Retail is an important sector of the economy, but the presence of Tesco's close to the area of new development could mean that the provision of a local store would not be viable, particularly at Broadbridge Heath. There may however be some opportunities to provide a new neighbourhood centre, but the role of retail will need to be considered carefully. In the Denne area of Horsham, there is more limited provision of local stores, and there may be some opportunity for retail provision in that area.

Environmental

- 6.10 Development of the land to the west of Horsham will inevitably result in the loss of greenfield land. It is however important to protect and enhance existing biodiversity as far as possible. Sensitive habitats that have already been identified include woodlands and hedgerows and the Arun Valley (both close to the site, and further downstream at the Arun Valley SPA). Development will also bring about a change to the landscape, and it will also be important to protect key features that exist and also design development to provide enhancements and links to the countryside.
- 6.11 The Land to the West of Horsham contains existing infrastructure that will need to be contained as a Development will need to accommodate existing infrastructure in the area, such as the high pressure gas main. Use of resources is also a key issue, with the potential for development to increase the pressure on water resources. This could be a problem given that dry weather conditions in 2005/2006 led to water restrictions amongst the existing community.
- 6.12 Development will also need to take into account the potential for the area to flood in both the current and any future floodplains that may arise as result of climate change. Climate change may also have other effects and it will be necessary to design developments so that the buildings are able to cope with these changes – e.g. coping with warmer conditions in the summer. It will also be important to ensure that the development incorporates measures to minimise the emission of greenhouse gases.
- 6.13 The development will also need to consider the impact on air quality, both from traffic and the proximity of development to the sewage works, which already generates odour complaints from those living further away than the proposed development site.

Sustainability Framework

- 6.14 In order to assess the contribution that the West of Horsham Strategic Location Masterplan makes in achieving sustainable development, it is necessary to compare it against a range of sustainability objectives and indicators. As part of the SA/SEA of the Core Strategy a range of sustainability objectives and indicators were developed. Many of these are applicable to the West of Horsham Masterplan SPD, but others are either too broad to apply to the West of Horsham location, or are not relevant. As a result of this the objectives and indicators for the West of Horsham proposal have been reviewed. Indicators have been selected so that as far as possible they are directly attributable to the development which takes place to the West of Horsham. The objectives and indicators can be seen in the table below.

Table 6: Sustainability Objectives and Indicators

Sustainability Objective	Sustainability Indicator
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	<ul style="list-style-type: none">• Number of affordable housing completions• Affordable housing as a percentage of total completions
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	<ul style="list-style-type: none">• Number and type of different facilities provided as part of the development
3. To ensure that there is integration of new and existing communities;	<ul style="list-style-type: none">• Post completion residents survey devised to measure this issue• Provision of bus, foot and cycle links between the areas and across the A24

Sustainability Objective	Sustainability Indicator
4. To reduce actual, or fear of, crime and antisocial behaviour;	<ul style="list-style-type: none"> • Post completion residents survey devised to measure this issue • Number of crime incidents reported in the new development in comparison with other parts of Horsham
5. To integrate development within the existing landscape, conserving and enhancing its character;	<ul style="list-style-type: none"> • Condition of landscape character areas K2 and P1
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	<ul style="list-style-type: none"> • Number of features incorporated into the development (e.g. bat boxes), to enhance biodiversity. • Changes in the areas and populations of key species and key habitats including i) change in habitats and species ii) change in areas designated for their intrinsic environmental value
7. To maintain a high quality environment in terms of air quality;	<ul style="list-style-type: none"> • Number / Extent of Air Quality Management Zones • Complaints regarding odours from sewage treatment works
8. To maintain a high quality environment in terms of water quality;	<ul style="list-style-type: none"> • Water quality in river Adur at measuring points at, and downstream from, the development site • Pollution releases from the sewage treatment works reported to the Environment Agency
9. To reduce car journeys and promote alternative methods of transport;	<ul style="list-style-type: none"> • % of travelling to work by car, cycle, foot (post completion residents survey). • Provision of pedestrian and cycle routes between the new development and the town centre and stations, including % of population within ½ hourly or better bus service
10. To minimise the use of resources, particularly water, energy and materials;	<ul style="list-style-type: none"> • Number of homes built to higher than required Code for Sustainable Homes standards • Number of non-residential developments built to each level of BREEAM • Incorporation of Sustainable urban drainage systems into the development.
11. To reduce the risk of flooding;	<ul style="list-style-type: none"> • Changes in the flood risk area downstream from the development • Incorporation of sustainable urban drainage into the development • Number of properties/other uses developed against the advice of the Environment Agency
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	<ul style="list-style-type: none"> • Mega Watts of electricity capacity generated by renewable sources installed by type (domestic and non-domestic) • Percentage of homes with an energy efficiency rating of greater than 10% above the minimum established in Part L of the Building Regulations.
13. To provide employment opportunities which meet the needs of the new and existing community;	<ul style="list-style-type: none"> • Amount of floorspace developed by type • Total Housing provision to employment provision ratio
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	<ul style="list-style-type: none"> • Amount and type of retail floorspace created.

7.0 IDENTIFICATION AND ASSESSMENT OF PLAN OPTIONS FOR WEST OF HORSHAM

7.1 As part of the production of the West of Horsham Masterplan SPD, a number of options have been considered for inclusion in the document. The options are set out in more detail on the following pages, but it is helpful to have some understanding of how they have been developed.

- **Higher Level Plans and Programmes** – Some of the possible options for the West of Horsham SPD are limited by higher level plans and programmes. For example, the adopted Core Strategy has allocated land to the West of Horsham for development. The consideration of alternative locations for the strategic development was considered as part of the SA/SEA of the Core Strategy, and now that the location of the development has been agreed, it is not the place of this SPD and accompanying SA/SEA to consider them again.
- **Information arising from background studies** – Background information arising from baseline data from the site has also helped to formulate options. For example, information relating to traffic flows and transport resulted in the selection of options for the road layout that is technically feasible.
- **Consultation with Planning Policy Officers** - Officers have a good technical understanding of the different issues facing specific policy areas, as well as what is and is not likely to be achievable in planning terms.
- **Responses to Consultation with the Community and Stakeholders** – Consultation has taken place with the community, stakeholders and technical officers from Horsham District Council and West Sussex County Council. Responses from these consultation events have given an idea of the type of community that the community want and also outlined the constraints and opportunities to providing the community.
- **Findings from the SA/SEA of policy CP7 of the Core Strategy**- Findings from the SA/SEA of the allocation of land to the West of Horsham has also helped to shape the options for the SPD. For example, an understanding of the possible negative effects arising from the development has helped to shape options concerning the nature of the development, in order to ensure that these effects are mitigated. For information, a brief summary of the findings of the SA/SEA of CP7 – Strategic Location Land to the West of Horsham is set out below.

7.2 The options have been reviewed in the light of the findings from the consultation on the draft SPD, and have where appropriate been updated taking into account new data that has become available. The options and the reasons for their selection are set out in the following paragraphs.

Procedural Options

7.3 As part of the Strategic Environmental Assessment regulations, it is necessary to consider the 'do nothing' option. As the land West of Horsham has already been allocated in the Core Strategy, the do nothing option of not bringing forward the development cannot be considered in this instance. It is however appropriate to consider the impact of bringing forward the development using just policy CP7; or to produce an SPD setting out more detail on the way the Council wishes to see the development brought forward. The options are therefore:

- a) Rely on policy CP7, and do not produce an SPD (the “do nothing” option)
- b) In addition to policy CP7, produce a Masterplan SPD, setting out more detail on the requirements for the development

Masterplan Options

Integration and sense of community

- 7.4 It is a requirement of CP7 that development to the West of Horsham is integrated with Horsham and Broadbridge Heath whilst taking account of the two settlements separate identities, and reflecting the needs of the two communities in terms of the services and facilities that are provided. The Council seeks to maximise the efficiency of shared use of facilities and puts a considerable focus on the provision of linkages between the existing communities and new development. These linkages include the provision of good quality, attractive and appropriate physical linkages but it also seeks to provide appropriately located facilities that help to foster the social links that are essential in facilitating community cohesion.

Given that Horsham and Broadbridge Heath are separate in character and nature, and have differing levels of service provision, it was not considered that appropriate to consider the option of building a single community, as it would not integrate or meet the needs of either settlement. There is however the option of building out the development as two communities (south of Broadbridge Heath and East of the A24) or as three communities, south of Broadbridge Heath, and two communities east of the A24, separated by the river Arun. The options are therefore expressed as:

As part of a development that provides good quality, attractive and appropriate physical and social linkages between the new and existing areas of development:

- a) Develop two communities, once on each side of the A24
- b) Develop three communities, one to the south of Broadbridge Heath and one to the South of Tanbridge School and one south of the river Arun

Transport / Highway Network

Road Layout

- 7.5 It is a requirement of Policy CP7 that the impact of the development on the existing road network is minimised, but nevertheless changes to the road network in the vicinity of the development will be necessary. Feasibility studies have revealed that there are two technically feasible ways that the development area could be accessed. The options cover the type of junction on the A24 that is needed to access the new development, and the nature of the road layout to serve the new development south of Broadbridge Heath. In the assessment of options for the Draft Supplementary Planning document, the junction and road layout options were assessed separately, but they have now been merged, as in feasibility terms the different junction and road layouts cannot be ‘mixed and matched’. The options are set out as follows:
- a) Provide a new (standard) junction on the A24, with a new dual carriageway south of Broadbridge Heath, with closure of the existing A264 Broadbridge Heath bypass to through traffic.
 - b) Provide a new compact junction on the A24, with a new single carriageway to the south Broadbridge Heath, and a downgrading of the A264 bypass

Provision of a bus service

- 7.6 In addition the changes to the road network that will be required to serve the new development, it is necessary to ensure that the development maximises opportunities for sustainable travel, catering for and encouraging other modes of transport such as walking and cycling. It is an inherent part of policy CP7 to provide this, and options considering whether or not these types of transport are needed are not required. It is however helpful to consider the nature of any bus service that should be provided. It is helpful to consider whether it is possible to provide a new bus service to the new community, or whether an existing bus service can be extended to serve the new development. The bus service options are as follows:
- a) Provide a comprehensive bus strategy linking in to existing services
 - b) Provide a bus service that serves only the new development
 - c) Provide a bus service that service the new development and surrounding communities

Community Services and Facilities

- 7.7 Development to the West of Horsham will need to provide a range of services and facilities in order to meet the needs of the new residents, and to ensure that there is no adverse impact on the existing infrastructure, services and facilities. There are a number of different services and facilities that need to be incorporated into the new development, ranging from new parish offices to upgraded sports facilities. This resulted in the development of a number of possible options for inclusion in the SPD, further details of which are set out in more detail in the following paragraphs.

Nature of the new village centre for Broadbridge heath

- 7.8 As part of the new development it will be necessary to provide community services within the land south of Broadbridge Heath and west of Denne neighbourhood in Horsham. Given the form of the existing settlement at Broadbridge Heath there is the potential for a new village centre to be created that links the old and new areas of the development. There are a number of options as to how this new village centre could be operated, which are set out below. Within the Denne area, a community facility will be provided, but there are fewer options as to how it could operate (e.g. less potential for retail / office use). As a result, options for the nature of a community facility in the Denne area have not been considered within this document.
- a) Provide a new neighbourhood centre containing a mix of retail uses
 - b) Provide a centre containing flexible units for use as retail / offices
 - c) Provide a centre to contain a mix of buildings to provide for community uses (e.g. parish office) and some flexible retail / office units.

Provision of Youth and Children's facilities

- 7.9 In addition to community facilities such as parish offices and meeting halls which cater for a wide cross section of the community, it is necessary to make specific provision for children and youth activities. There is the potential for these activities to be incorporated with wider community facilities, or to be provided separately.
- a) Do not provide additional youth and children's facilities
 - b) Have new youth and children's facilities
 - c) Provide separate facilities for youth and children

Broadbridge Heath Leisure Centre

- 7.10 Broadbridge Heath Leisure Centre is situated close to the proposed development area south of Broadbridge Heath. The facility will be placed under additional pressure as a result of the new development, and it will need to ensure that it can meet these existing demands. These needs could be met by an extension of the existing facility or by relocating and building an expanded facility elsewhere within the development area. The options are set out as follows:
- a) Expand the Existing Leisure Centre at Broadbridge Heath
 - b) Relocate the Leisure centre to the south of Tanbridge School
 - c) Relocate the Leisure centre South of the river Arun, East of the A24
 - d) Relocate Broadbridge Heath Leisure Centre southwards from its existing location.

Sports Pitch Provision (BBH Football Club)

- 7.11 As part of the development, it will be necessary to provide a number of formal sports pitches. In response to the consultations on the proposed development to the West of Horsham, Broadbridge Heath football club expressed a need for a permanent home for their club. There is potential for such a venue to be provided as part of the provision of sports pitches within the new development.
- a) Provide formal pitches for Broadbridge Heath football club
 - b) Provide formal pitches for Broadbridge Heath Football club outside the development area
 - c) Do not provide pitches for Broadbridge Heath Football club, as facilities at the Leisure Centre are adequate

Allotment Provision

- 7.12 At the current time, there are no allotments in Broadbridge Heath, and within Horsham, there is the potential for some allotments to the east of the A24 to be lost as a result of the extension to Hills Farm Cemetery. There is therefore the potential to provide allotments within the new development, in order to meet this need.
- a) Do not provide any allotments within the development layout
 - b) Provide allotments to meet the needs of the new development
 - c) Provide allotments (with additional Council funding) to meet the needs of the new and wider community

Wildlife, Habitat and Landscape

- 7.13 As set out in policy CP7, there is a need to ensure that the development maximises enhancements to the environment, including high quality open spaces and links to the countryside. The draft masterplan covered these requirements, and the accompanying SA/SEA assessed the sustainability of this option. It is however considered that as there is a requirement in CP7 and the Council's General Development Control Policy document to protect and enhance biodiversity and landscape, both of which have been subject to the SA/SEA process, there is no further need to assess the option to protect the environment within the context of the SPD. The need for measures to protect the environment is however set out in paragraph 7.24 which covers mitigation measures.

Employment

- 7.14 There is a need for the development to the West of Horsham to provide sufficient employment opportunities to prevent the development becoming a 'dormitory town' where the residents commute elsewhere for work. There are a number of ways that this employment provision could be made:
- a) Provide a business park / science park within the development area
 - b) Provide an industrial estate in the development area
 - c) Have mixed used units "pepper potted" throughout the development site
 - d) Provide an employment hub / flexible units in one or two locations within the development area

Sustainable Construction

- 7.15 It is important that development is constructed to the highest possible standards in order to ensure that the development minimises its impact on the environment. This includes minimising the use of resources including water and materials, and reducing carbon consumption. The Government have recognised this as an increasingly important issue, and since the publication of the draft Masterplan, the Code for Sustainable Homes has become mandatory. This has had the effect of altering the options that could be considered for inclusion in the SPD compared with those that were assessed as part of the SA/SEA that accompanied the draft masterplan. The options have therefore been reviewed in the light of these changes, and the new options are as follows:
- a) Build development according to the required sustainability standards set out in government documents (e.g. the code for sustainable homes)
 - b) Build the development at a level above the required sustainability standards set out in government standards such as the code for sustainable homes.

Affordable Housing

- 7.16 One important element of the West of Horsham development is the need for it to provide affordable housing (e.g. social rented or shared ownership) to meet the high demand for this type of housing in the Horsham area. There are a number of ways that this type of housing can be provided within the development:
- a) Developers to provide funds for affordable housing to be provided off site from the West of Horsham development.
 - b) Provide 40% affordable housing in one / two areas within the west of Horsham development area
 - c) Provide 40% affordable housing in groups of 10 / 12 properties ¹ throughout the development area.

Assessment of Impacts

- 7.17 Once the options had been selected, they were assessed against the sustainability objectives in a series of matrices. This helped identify the most sustainable options and to highlight any negative impacts which need to be mitigated. The full results of the assessment can be found in Appendix Two, but a summary of the results is set out in table 7. This table also sets out which option was selected for inclusion in the SPD, together with any suggested mitigation measures.

¹ Smaller groupings of properties are difficult to manage

- 7.18 Whilst some of the options may individually have a relatively small impact on the sustainability objectives, they may collectively have a much larger effect. Additionally the 'response' to the collective impacts of a number of options may be delayed until a certain threshold is crossed, or when the impact comes to light in sudden or dramatic form such as flooding.
- 7.19 In order to assess the cumulative impacts that may arise from the options selected for inclusion in the SPD, the outcomes from the sustainability appraisal for each of the selected options were collated. (See Tables 8 and 9). By summarising the results of the options in this manner it was possible to determine where the positive impacts from several preferred approaches would work together, or conversely where the negative effects of several preferred approaches would combine to collectively have a greater impact than one option in isolation. This assessment helped to ensure that sufficient mitigation measures were incorporated into the SPD.

Table 7: Assessment of Options

Options	Results of Assessment	Option selected	Suggested mitigation
<p><u>Procedural Options</u></p> <p>a) Rely on policy CP7, and do not produce an SPD</p> <p>b) In addition to CP7, produce a Masterplan SPD, setting out more detail on the requirements for the development.</p>	<p>The assessment found that whilst policy CP7 will enable the development to go ahead, and will result in the provision of services, facilities, affordable housing, there is the potential that the nature of this provision may not meet the exact needs and requirements of the local population. Option b was therefore found to be the most sustainable</p>	<p>b</p>	<p>There is potential for the SPD (or the supporting Design and Character principles SPD) to include greater detail concerning the need to design out crime, and minimise the impact of development on the landscape, air quality and flooding. There may be potential for the SPD to cover renewable energy in more detail.</p>
<p><u>Integration and sense of community</u></p> <p>As part of a development that provides good quality, attractive and appropriate physical and social linkages between the new and existing areas of development:</p> <p>a) Develop two communities, one on each side of the A24</p> <p>b) Develop three communities, one to the South of Broadbridge Heath, one to the South of Tanbridge School and one South of the river Arun</p>	<p>It was found that 3 communities would have insufficient “economies of scale” to bring about many of the positive features of the new development such as high quality services and facilities, or the potential for community heating. On this basis option a) was found to be more sustainable.</p>	<p>a</p>	<p>No specific mitigation measures were identified for this option.</p>
<p><u>Transport and Highway Network Options</u></p> <p><u>Road Layout</u></p> <p>a) Provide a new (standard) junction on the A24, with a new dual carriageway south of Broadbridge Heath, with closure of the A264 Broadbridge Heath bypass to through traffic.</p> <p>b) Provide a new compact junction on the A24, with a new single carriageway to the of south Broadbridge Heath, and a downgrading of the A264 bypass</p>	<p>Option a was found to have greater potential for integrating the old and new communities at Broadbridge Heath, as the road closure would facilitate movement between the two areas. Both options were found to have significant negative effects on the environment, but these were slightly greater for option a, as a larger road and junction would have a greater impact on landscape and biodiversity. The amount of resources needed to bring about this scale of development would also be greater. On balance b) was found to be the marginally more sustainable option as there will be fewer environmental impacts, although community integration will be more difficult to achieve.</p>	<p>Following technical background work shaped by the involvement & views of key interested parties and the public, Option b was selected for inclusion in the masterplan. Strong community support was expressed for the need to maximise community integration.</p>	<p>The road layout will need to be designed very carefully to minimise the impact of the road and new junction on the surrounding landscape. This should include consideration of the impacts of lighting. Consideration should also be given to the design of the road and junction to minimise the use of resources during construction. (NB: These considerations would also be relevant to option a)</p>

Options	Results of Assessment	Option selected	Suggested mitigation
<p><u>Provision of a bus service</u></p> <ul style="list-style-type: none"> a) Provide a comprehensive bus service that links to existing services b) Provide a bus service that serves only the new development c) Provide a bus service that serves the new development and nearby communities 	<p>The assessment found that all options would have a positive impact in encouraging the uptake of public transport. All services would link to a central destination such as Horsham town centre, but option a with links to other services and facilities may help encourage higher levels of bus use. Option c may help to achieve better integration of services and facilities. Therefore whilst all options have positive impacts a and c were found to be the most sustainable.</p>	<p>Various operational issues mean that options a and c were not possible, and b was therefore selected.</p>	<p>Although options a and c have the most positive effects, option b is still beneficial. Consequently, there are not considered to be any impacts that require mitigation in this instance.</p>
<p><u>Community Services and Facilities</u></p> <p><u>Nature of the new village centre for Broadbridge Heath</u></p> <ul style="list-style-type: none"> a) Provide a new neighbourhood centre containing a mix of retail uses b) Provide a new neighbourhood centre containing flexible units for use a retail / offices c) Provide a new neighbourhood centre to contain a mix of buildings to contain a mix of buildings to provide for community uses (e.g. parish office) and some flexible retail / office units. 	<p>All options would have some positive impacts in meeting the needs of the community. Option c would provide the widest range of community facilities and could aid integration of new and existing communities by sharing a new village centre with a wide range of community facilities. Providing a full community centre could potentially cut down on crime and antisocial behaviour due to natural surveillance. It could also reduce the need for car journeys, having a positive impact on air quality. The other options would also be more limited in their positive impacts. Option c was therefore found to be the most sustainable option.</p>	<p>c</p>	<p>Negative impacts that could arise are mainly those that occur as a result of increased resource consumption. It should therefore be ensured that the development is built to the most sustainable standards possible.</p>
<p><u>Provision of youth and children's facilities</u></p> <ul style="list-style-type: none"> a) Provide youth and childrens' facilities in conjunction with other community facilities b) Provide youth and childrens' facilities separate from other community facilities 	<p>Whilst the assessment of this option found that there were positive effects for both options (as either will provide for young people), option a was found to be the most sustainable. It was found that facilities located close together would enable different family members to reach different facilities without the need for separate trips which could help community cohesion. Separate facilities are also likely to need more resources to build and run. Combined facilities may however be less specialised to meet exact needs and increase fear of antisocial behaviour.</p>	<p>a (with some provision of separate facilities where a specific need is identified that cannot be met through combined facilities).</p>	<p>No specific mitigation measures were identified for this option as any negative impacts are addressed through wider mitigation to be applied across the whole development.</p>

Options	Results of Assessment	Option selected	Suggested mitigation
<p><u>Broadbridge Heath Leisure Centre</u></p> <p>a) Expand existing Broadbridge Heath Leisure Centre</p> <p>b) Relocate South of Tanbridge House School</p> <p>c) Relocate South of the River Arun and East of A24</p> <p>d) Relocate Broadbridge Heath Leisure Centre South of existing location</p>	<p>Option a will require a smaller land take and its construction is also likely to require fewer resources particularly during the construction phase. This will help to maintain air quality and minimise the emission of pollutants. Whilst all options will meet the needs of the expanded community in the local area, there is the possibility that a new site would be able to provide a wider range of more up-to date facilities, thus meeting the communities needs into the longer term. Option a was assessed as being the most sustainable.</p>	<p>The leisure centre is determining whether to progress option a or d. Should d be required as a means to meet wider community needs, land has been allocated in the masterplan for this purpose.</p>	<p>Any extension or new site will need to be constructed as efficiently as possible and to the highest possible environmental standards in order to minimise resource use during construction and operation.</p>
<p><u>Broadbridge Heath Football Club</u></p> <p>a) Provide formal pitches for Broadbridge Football club within the development area (in addition to formal pitch provision for the new development)</p> <p>b) Provide formal pitches for Broadbridge Heath Football Club outside of the development area (in addition to formal pitch provision for the new development)</p> <p>c) Do not provide pitches for Broadbridge Heath Football club, as facilities at the Leisure Centre are adequate.</p>	<p>Options a and b were both found to have positive effects on the provision of community services and facilities, as new club pitches will help provide for new club members that are likely to arise as a result of the development. Option c would not meet this need. Option a was found to be the most sustainable as it would involve relatively low amounts of energy and resources. Off site provision would be more likely to increase car journeys to the new site, although this would depend upon its precise location.</p>	<p>a (other local sporting groups will also have some access to this site)</p>	<p>Potential for management of the boundaries of the site for biodiversity. Any club buildings should be built to high environmental standards to minimise their environmental impact.</p>
<p><u>Provision of allotments</u></p> <p>a) Do not provide any allotments within the development area</p> <p>b) Provide allotments to meet the needs of the new development</p> <p>c) Provide allotments (with additional Council funding) to meet the needs of the new and wider community</p>	<p>Providing allotments will help provide a much requested community facility. It will also have a positive impact on a number of the environmental objectives including a boost to biodiversity and air quality and may also help to reduce the impact of flooding by slowing the rate of run-off. Option c would be more sustainable as it would be of benefit to a wider number of individuals.</p>	<p>b (insufficient funds and land is available to progress option c)</p>	<p>The possibility of contaminated run-off from allotments affecting water quality could be mitigated by locating allotments away from water courses and encouraging allotment holders to manage their plot organically.</p>

Options	Results of Assessment	Option selected	Suggested mitigation
<p>Employment</p> <ul style="list-style-type: none"> a) Provide a business park/ science park in the development area b) Provide an industrial estate in the development area c) Have mixed use units pepper potted around the development site d) Provide an employment hub/ hive/ flexible units in one or two locations 	<p>Options a and b would result in larger scale developments that would not meet the needs of the new residents, and would be surplus to the District's overall requirements for floor space. Options c and d would help to meet the requirements of new residents, but it considered that business needs would be better served by one or two employment hubs. Option d was therefore considered to be the most sustainable.</p>	<p>d</p>	<p>No specific mitigation measures were identified for this option as any negative impacts are addressed through wider mitigation to be applied across the whole development.</p>
<p>Sustainable Development</p> <ul style="list-style-type: none"> a) Build the development according to the required sustainability standards set out in relevant government documents (e.g. the code for sustainable homes / BREAM standards). b) Build the development above the required sustainability standards set out in relevant government documents (e.g. the code for sustainable homes / BREAM standards). 	<p>Both options were found to have positive impacts on many of the environmental objectives. This includes reducing resource and energy consumption, and the incorporation of environmental features into the development. Option b is considered to be more sustainable as higher sustainability standards will reduce the environmental impacts of the development more significantly.</p>	<p>a) was selected as there are technological and financial limitations to bringing forward option b at this stage.</p>	<p>As one of the biggest environmental effects of the west of Horsham development is the impact on the resources and the environment, the development should be designed to as high as possible standard as possible, and where there are areas where standards can be exceeded over that stated, these should be incorporated into the development</p>
<p>Affordable Housing</p> <ul style="list-style-type: none"> a) Developers to provide funds for social housing to be provided of site from the West of Horsham development b) Provide 40% affordable housing in one or two areas within the development area c) Provide 40% affordable housing in groups of 10/12 properties within the development area 	<p>Option a would have the most negative consequences as locations for affordable housing may not come forward, despite funds being provided. Options b and c would enable the delivery of the housing. There may be more social problems arising from option b if these areas of housing are perceived as 'being different' and encourage antisocial behaviour. This housing may also be located further from services and facilities. Environmentally, option a is likely to have the most negative effects as it would result in more development, and may be in a more isolated location resulting in a higher number of (polluting) vehicle journeys. Option c was assessed as the most sustainable.</p>	<p>c</p>	<p>No specific mitigation measures were identified for this option as any negative impacts are addressed through wider mitigation to be applied across the whole development.</p>

Table 8: Assessment of cumulative effects

		Sustainability Objectives													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPD Options	1	😊😊	😊😊	😊😊	😊	😊	😊	😊	😊	😊😊	😊😊	😊	😊😊	😊😊	😊😊
	2	😊	😊😊	😊😊	😊	😊	😊	😊	😊	😞	😊	😊	😊	😊😊	😊
	3	😊	😊	😊	😊?	😞😞	😞😞	😊	😞	😊	😞😞	😞😞	😞	😊	😊
	4	😊	😊	😞	😊	😊	😊	😊	😊	😊	😊	😊	😊	😞	😞
	5	😊	😊😊	😊😊	😊😊	😊	😊	😊😊	😊	😊😊	😊?	😊	😊?	😊	😊
	6	😊	😊?	😊	😊	😊	😊	😊	😊	😊	😞	😊	😞	😊	😊
	7	😊	😊	😊	😊	😊	😊	😞	😊	😊	😞	😊	😞	😊	😊
	8	😊	😊	😊	😊	😞	😞	😊	😊	😞?	😞	😊	😞	😊	😊
	9	😊	😊	😊	😞?	😞?	😊	😊	😞?	😊	😊	😊	😞	😊	😊
	10	😊	😊	😊	?	😊	😊	😊	?	😊	😞	😞	😊	😊😊	😊
	11	😊	😊	😊	😊	😊	😊	😊	😊	😊	😊	😊	😊?	😊	😊
	12	😊	😊	😊	😊?	😞	😞	😊	?	😊	😊	😊	😊	😊	😊
Options selected for incorporation into the SPD															
<ol style="list-style-type: none"> 1 Produce a Masterplan SPD, setting out more detail on the requirements for the development 2 Develop two communities, one each side of the A24 3 Provide a new (standard) junction on the A24, with a new dual carriageway south of the development at Broadbridge Heath, with the closure of the existing A264 bypass. 4 Provide a bus service that serves only the new development 5 Provide a new neighbourhood centre to contain a mix of buildings to provide for community uses (e.g. parish office) and some flexible retail / office units. 6 Provide youth and childrens' facilities in conjunction with other community facilities 7 Relocate an expanded Leisure centre south of the existing location 8 Provide formal pitches for Broadbridge Heath football club 9 Provide Allotments to meet the needs of the new development 10 Provide an employment hub/flexible units in 1 or 2 locations in the development area 11 Build the development according to the required sustainability standards set out in relevant government documents 12 Provide 40% affordable housing in groups of 10/12 properties throughout the development area. 															

Table 9: Summary of cumulative effects

Sustainability objective	Summary of cumulative/synergistic effects
1. To ensure that everyone has access to a good quality affordable home that meets their needs	Item 12, table 8 has the most positive impacts on this objective. Other options were mainly neutral thus limiting any combination of effects to have a greater positive or negative impact on this objective.
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require	Many of the options considered for inclusion in the SPD related to the nature of service provision within the new development. Most of these options had positive impacts on this objective, and these options will therefore combine to provide a development that meets the needs of the new community.
3. To ensure that there is integration of new and existing communities	The options cumulatively have a positive effect on integration of new and existing communities.
4. To reduce actual, or fear of, crime and antisocial behaviour	The selected options will generally combine to have a greater positive impact on this objective than would be the case individually. For example the number of community facilities provided will all help to ensure that boredom that may otherwise be associated with antisocial behaviour is minimised.
5. To integrate development within the existing landscape, conserving and enhancing its character	All aspects of the development will have an adverse impact on the landscape surrounding the proposed development area. It was difficult to ascertain the precise impacts of each option on the landscape as each would contribute to the overall change in the current landscape. The A24 junction arrangements and new road layout were identified as having a specific negative effect.
6. To integrate development in a manner that conserves and enhances the biodiversity in the area	All aspects of development will have an adverse impact on the biodiversity on/surrounding the proposed development area. It was difficult to ascertain the precise impacts of each option on biodiversity as each would contribute to the overall change to biodiversity. The A24 junction arrangements and new road layout were identified as having a specific negative effect.
7. To maintain a high quality environment in terms of air quality	The selected options will generally help contribute to an overall positive impact on air quality. Although the new development may increase trips, the options help minimise their numbers by providing a number of services and facilities locally, and also by providing means of travel other than the car.
8. To maintain a high quality environment in terms of water quality	Most of these options were found to have a neutral impact on this objective, although there is some potential for some of the options – e.g. the new road and certain facilities such as allotments to generate run-off that could all contribute to worsening water quality in the area.
9. To reduce car journeys and promote alternative methods of transport	Most of the options selected for inclusion in the SPD combine to have a positive impact on this objective. By providing facilities within the development area, there is a reduced need for new residents to travel out of the area by car. In addition the provision of bus, cycle and pedestrian routes will mean that these facilities can be reached by means other than the private car.
10. To minimise the use of resources, particularly water, energy and materials	The options were found to have a mixed impact on this objective. A number of options will result in built development and infrastructure, all of which will combine to increase the amount of resources that are needed to construct and operate the development. Some options, most notably the provision of a bus service and sustainable construction standards will help ameliorate some of these effects.

Sustainability objective	Summary of cumulative/synergistic effects
11. To reduce the risk of flooding	Most of the options selected for inclusion in the SPD were found to have no direct impact on this objective over and above any increased risk to flooding that would arise from the development as a whole. However, options leading to the provision of greenspace (e.g. allotments) and sustainable construction may both help to reduce the risk of flooding
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy	Most of the options in the SPD have energy requirements (resulting in the release of fossil fuels), during both the construction and operational phases. The options are therefore likely to combine to have a greater negative effect on this objective than would be the case individually.
13. To provide employment opportunities which meet the needs of the new and existing community	Most options were found to have little impact on this objective, and there is relatively limited scope for impacts to combine for a positive or negative effect.
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	Most options were found to have little impact on this objective, and there is relatively limited scope for impacts to combine for a positive or negative effect.

Significant Effects

7.20 Previous assessment of the proposed development to the West of Horsham has already found that the development is likely to have significant effects on a number of sustainability issues. These are summarised in the bullet points below:

Positive Impacts

- There will be positive impacts on the provision of affordable housing
- The local and sub-regional economy is likely to benefit from an increased number of residents in the area.

Negative Impacts

- The development could have an adverse impact on biodiversity (including the Arun valley SPA), the landscape and the historic /cultural environment.
- There is some potential for the new development to place pressure on existing services and facilities.
- Construction and operational stages of the development will require raw materials and energy. This is likely to result in increased emissions of carbon dioxide and have a negative impact on climate change.
- Construction and operation of the new development is likely to increase the number of vehicle journeys. This has the potential to cause congestion and also adversely impact the air quality of the area.
- Increased hardstanding associated with the new development could increase the risk of flooding.

7.21 The production of an SPD masterplan is, in itself a useful tool in helping to mitigate some of the negative impacts that were identified in the preliminary assessment of the West of Horsham development. For example, the document includes requirements to protect specific areas within the development area for their biodiversity, and contains details as to how the development should be designed to minimise the need to travel by car, and the impact on the current road network. The document also sets out the need for the development to incorporate Sustainable drainage systems.

7.22 In addition to the wider positive impacts of the SPD set out in the paragraph 7.21, there are a number of more direct impacts arising from the options selected for inclusion in the document. These are as follows:

- A major positive outcome of the SPD will be the provision of a wide range of services and facilities. This will help to meet the needs of the new residents, and to some extent existing communities, thus helping with their integration.
- The good provision of services and facilities is also likely to assist in fostering a community spirit, helping to reduce the risk of antisocial behaviour, and minimising the likelihood of crime.
- The options included in the SPD ensure that the range of local facilities provided will be accessible by means other than the car. This will help reduce vehicle journeys and is also likely to help minimise any adverse impacts on local air quality.
- Although it has already been highlighted that adverse landscape and biodiversity impacts are likely to arise as a result of development to the West of Horsham, the new road layout and junction may have a specific negative impact on these objectives due to the scale and appearance of the development.
- A number of the options will involve an element of built development, which will require raw materials and energy during both the construction and operational phases of the development. Although the development will need to accord with BREAAAM or the Code for Sustainable Homes standards, the current standards do not have as high a requirement for renewable sources of energy that would be most beneficial to reduce the impact upon climate change.

Mitigation Measures

7.23 In order to prevent or minimise the negative impacts identified as part of the West of Horsham development, a number of mitigation measures have been identified. Some of these have already been enacted, for example through measures that have been incorporated into policy CP7 or through the SPD itself. Other issues will need to be addressed through the Environmental Impact Assessment that will accompany any planning application.

7.24 In terms of the negative impacts that have arisen from the options assessed in this document and included in the SPD, the following mitigation measures have been suggested.

- The new road layout will need to be carefully designed to minimise its impact on the landscape. The SPD states that the new road to the south of Broadbridge Heath should be set in a small cutting as far as is possible in order to minimise its visual and environmental impact, including noise reduction.
- It will be more difficult to mitigate the impacts of some of the options on climate change. Building the development to BREAAAM or Code for Sustainable Home Standards will help mitigate this, but where there is potential for good and cost effective measures that exceed the current standards to be implemented, this opportunity should be taken rather than sticking solely to the criteria set out in the relevant standards. It will therefore be important for a pro-active approach to be taken, and where clear and attainable opportunities to increase the sustainability of the development are identified these should be encouraged and implemented as far as possible. This is reflected in the SPD, which for example discusses the potential for combined heat and power district heating systems.

8.0 IMPLEMENTATION AND MONITORING

- 8.1 This document sets out the results of the Sustainability Appraisal of the different options for inclusion in the West of Horsham Masterplan SPD. The results of this appraisal were taken into account of the Final SPD, and the SA/SEA has been updated taking into account comments made in response to the draft SPD, along with any changes that have been needed taking into account the outcome of studies carried out on the development area.
- 8.2 This document is published alongside the adopted West of Horsham Masterplan SPD. The Appraisal has played an important part in ensuring that the development contributes to sustainable development as far as is possible.
- 8.3 It is a requirement that the effects of the West of Horsham Masterplan SPD are monitored. This will be achieved by monitoring the indicators that are set out in Table 6 (Chapter 6). The monitoring will be undertaken on an annual basis and will be incorporated into the wider annual monitoring which is required for the Local Development Framework. In accordance with the regulations regarding monitoring the report will be prepared prior to the end of December each year. It should be noted that there may be some indicators which cannot be measured annually, depending on the type and nature of the indicator, and these will be monitored according to the timescales which are possible. The findings of these indicators will help measure how well the SPD contributes to sustainable development, and how the development is functioning in sustainability terms and whether any further measures need to be incorporated into the development to ensure that it remains as sustainable as possible in the future

APPENDICES

Appendix One: Coverage of the SEA requirements within the Sustainability Appraisal of the West of Horsham Masterplan SPD

Table 1: REQUIREMENTS OF THE DIRECTIVE	WHERE / HOW COVERED
Preparation of an environmental report: <i>taking into account current knowledge and methods of assessment, the content and level of detail of the plan, its stage in the decision making process, and the extent to which certain matters are more appropriately assessed at different levels the information to be given in the report is:</i>	
An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Chapter Two
The relevant aspects of the current state of the environment and the likely evolution without implementation of the plan or programme	Chapter Five
The environmental characteristics of areas likely to be significantly affected	Chapter Five
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directive 79/409/EEC and 92/43/EEC	Chapter Four
Any existing environmental protection objectives established at international, community or national level which are relevant to the programme and the way those objectives and any environmental considerations have been taken into account during its preparation	Chapter Two
The likely significant effects on the environment, including: short, medium and long term; permanent and temporary; positive and negative; secondary, cumulative and synergistic effects on issues such as: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and their interrelationships between the above factors.	Chapters Six and Seven and Appendix Two
The measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse effects on the environment of implementing the plan or programme.	Chapter Seven
An outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Chapter Seven
A description of measures envisaged concerning monitoring (in accordance with regulation 17)	Chapter Eight
A non-technical summary of this information	Separate Non Technical Summary
Consultation with:	
Authorities with environmental responsibility when deciding on the scope and level of detail of the information to be included in the environment report	Scoping Report published in May 2006
Authorities with environmental responsibility and the public to be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and accompanying environmental report before its adoption	Consultation on Draft SPD and accompanying SPD in September 2007
Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country	Not Applicable

Table 1: REQUIREMENTS OF THE DIRECTIVE	WHERE / HOW COVERED
Taking the environmental report and the results of the consultations into account in decision making	
<p>Provision of information on the decision: When the plan or programme is adopted the public and any countries consulted must be informed and the following made available:</p> <ul style="list-style-type: none"> • The plan or programme as adopted • A statement summarising how environmental considerations have been integrated into the plan or programme in accordance with the requirements of the legislation • The measures decided concerning monitoring 	<p>Information on the decision is set out in the Adoption Statement accompanying the SPD. The document is published on the Internet, in the press and by contacting stakeholders who commented during the process of SPD preparation</p>

Appendix Two: Assessment of Masterplan Options

The following tables set out the results of the full assessment of the potential options for inclusion in the West of Horsham Masterplan SPD. The effect of each option has been considered for each of the 14 sustainability objectives in both the shorter and longer term. The following key was used to assign results:

KEY

☺☺	Strong positive effect on the SA/SEA Objective
☺	Positive effect on the SA/SEA Objective
☹	No effect of the SA/SEA Objective
☹☹	Negative effect on the SA/SEA objective
☹☹☹	Strong negative on the SA/SEA objective
?	The effect on the SA/SEA objective is unknown/uncertain

A summary of the findings of each option are set out under each table.

Procedural Options

- a) Rely on policy CP7 and do not produce an SPD (the “do nothing” option)
- b) In addition to policy CP7, produce a Masterplan SPD, setting out more detail on the requirements for the development

	Sustainability Objective	Summary of Effects	Procedural Options	
			a	b
1.	To ensure that everyone has access to a good quality affordable home that meets their needs;	Although Policy CP7 requires that the development contains 40% affordable housing, an SPD can help specify in greater detail the nature, type and location of this housing. There is a risk that without the SPD, the affordable housing that is provided will not be built to the meet the exact needs for those in the Horsham area who require affordable housing.	☺	☺☺
2.	To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	It is a requirement of CP7 that existing services and facilities are not compromised by the development, and that sufficient new ones are provided. An SPD will give the opportunity for the nature and type of the services and facilities that are needed to be set out in a greater level of detail, and so ensure that the precise facilities that are needed by the community are provided.	☺	☺☺
3.	To ensure that there is integration of new and existing communities;	Again, it is a requirement of CP7 that the development is integrated with Horsham and Broadbridge Heath, and that the two communities retain their separate identities. A Masterplan will provide an opportunity for the manner in which the identity of the two settlements can be maintained, whilst allowing for the integration of the new development in more detail.	☺	☺☺
4.	To reduce actual, or fear of, crime and antisocial behaviour;	CP7 does not have any specific requirement to ensure that development is designed to minimise any actual or perceived opportunities for crime. Development would however need to conform to DC9 (i) which addresses this issue. There is however an opportunity for the Masterplan and associated Design Principles and Character Area SPD to address this matter in more detail to ensure that opportunities for actual / potential crime are minimised.	☺	☺
5.	To integrate development within the existing landscape, conserving and enhancing its character;	Although the development to the West of Horsham will result in the loss of an area that is currently countryside, CP7 sets a requirement for the local landscape to be protected and enhanced as far as possible. Again, the SPD provides an opportunity for the precise manner in which it is anticipated that the landscape should be protected and enhanced will be achieved.	☺	☺
6.	To integrate development in a manner that conserves and enhances the biodiversity in the area;	Although the development to the West of Horsham will result in the loss of an area that is currently countryside, CP7 sets a requirement for habitats to be protected and enhanced as far as possible. The SPD provides an opportunity for the precise manner in which it is anticipated that biodiversity should be protected and enhanced to be specified.	☺	☺

Sustainability Objective	Summary of Effects	Procedural Options	
		a	b
7. To maintain a high quality environment in terms of air quality;	CP7 does not have any specific requirement for the development to minimise its impact on air quality, but the development will need to conform to policy CP2, Environmental Quality, which sets out the need to maintain air quality in the District. The policy does however set out the need to increase sustainable transport and ensure that sustainable construction methods are utilised, both of which will help minimise any air quality impacts. Again however, there is the potential for the SPD to set out any further detail that may be necessary to ensure that adverse effects on air quality are minimised.	☹️	☺️
8. To maintain a high quality environment in terms of water quality;	CP7 does not have any specific requirement for the development to minimise its impact on water quality, but the development will need to conform to policy CP2, Environmental Quality, which sets out the need to maintain water quality in the District. The policy does however set out the need to ensure that sustainable construction methods are utilised, which will help minimise any water quality impacts. Again however, there is the potential for the SPD to set out any further detail that may be necessary to ensure that adverse effects on water quality are minimised.	☹️	☺️
9. To reduce car journeys and promote alternative methods of transport;	CP7 sets out the need to maximise opportunities for sustainable travel. Again, additional detail as to the requirements and nature of the public transport, cycle and pedestrian facilities that could be provided as part of the development can be set out in greater detail in an SPD.	☺️	☺️☺️
10. To minimise the use of resources, particularly water, energy and materials;	CP7 sets out the need for sustainable development principles and construction methods to be utilised in order to minimise resource use. Producing an SPD provides an opportunity for the sustainable construction principles to be set out in more detail.	☺️	☺️☺️
11. To reduce the risk of flooding;	CP7 does not explicitly set out the need for development to reduce the risk of flooding, but there is a requirement for this issue to be addressed as part of policy CP2 and policy DC7. Again, an SPD will provide an opportunity for the precise measures by which flood risk is expected to be addressed to be set out in more detail.	☹️	☺️
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	CP7 sets out the need for sustainable development principles and construction methods to be utilised in order to the emission of greenhouse gases. An SPD again provides an opportunity for the sustainable construction principles, including any requirements for renewable energy to be set out in more detail.	☺️	☺️☺️

Sustainability Objective	Summary of Effects	Procedural Options	
		a	b
13. To provide employment opportunities which meet the needs of the new and existing community;	CP7 states that as part of the development, appropriate employment and business uses should be provided. The SPD again provides an opportunity to provide more detail on the nature of business that should be provided within the development area.	☺	☺☺
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	CP7 states that as part of the development, appropriate retail uses should be provided. The SPD again provides an opportunity to provide more detail on the nature of business that should be provided within the development area.	☺	☺☺

The results of this assessment clearly show that option b is the more sustainable option. Option a will enable the development to take place and will result in the provision of a range of services and facilities. There is however the potential that these facilities will not be tailored to meet the precise needs of the new occupants of the development. An SPD provides an opportunity for a greater level of detail to be provided in relation to the sorts of services and facilities that should be provided, and the means by which necessary environmental protection and enhancement of the area can be achieved.

Integration and sense of Community

As part of a development that provides good quality, attractive and appropriate physical and social linkages between the new and existing areas of development:

- Option a) Develop two communities, one on each side of the A24
- Option b) Develop three communities, one to the South of Broadbridge Heath, one to the South of Tanbridge School and one South of the River Arun

Sustainability Objective	Assessment of Effects	Integration of new development	
		a	b
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	The number and type of affordable homes that are provided as part of the development is unlikely to be affected by the number of communities provided.	☺	☹

Sustainability Objective	Assessment of Effects	Integration of new development	
		a	b
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	Each of the options will need to ensure that community facilities are provided. There is however the potential for the facilities east of the A24 to be smaller scale (as they are providing for fewer people) and therefore less beneficial for each community. With option a, providing facilities for a larger community could, depending on the layout, mean facilities are less easily accessible, but they are more likely to be of a size that meets the needs of the wider community.	😊	😊
3. To ensure that there is integration of new and existing communities;	Integration of the new and existing communities is likely to be easier for two rather than three communities – the larger scale facilities are more likely to help draw the new and old communities together. Two communities east of the A24 may, being smaller, be 'overlooked' and find it more difficult to forge links with each other and the existing population.	😊	😊
4. To reduce actual, or fear of, crime and antisocial behaviour;	Crime levels and antisocial behaviour is likely to be higher if the services and facilities that are provided do not meet the needs of the community. This can result in disaffection / boredom which then has the potential to escalate into antisocial or criminal behaviour. As two communities are likely to have better provision and higher quality services, option a should help ensure that crime rates remain as low as possible.	😊	😐
5. To integrate development within the existing landscape, conserving and enhancing its character;	Both options will have the same impact on the existing landscape, as the options do not alter the overall scale of the development.	😊	😊
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	Both options will have the same impact on biodiversity as the options do not affect the overall scale of the development.	😊	😊
7. To maintain a high quality environment in terms of air quality;	Both options will have the same impact on air quality as the options do not affect the overall scale of the development.	😊	😊
8. To maintain a high quality environment in terms of water quality;	Both options will have the same impact on water quality as the options do not affect the overall scale of the development.	😊	😊
9. To reduce car journeys and promote alternative methods of transport;	Building two larger communities has the potential to increase car journeys if the services and facilities that are provided are further away from a number of the residents. However, three smaller communities is also likely to increase car trips, as the services provided are not likely to be large enough to provide all that is needed close by, necessitating journeys elsewhere.	😐	😐

Sustainability Objective	Assessment of Effects	Integration of new development	
		a	b
10. To minimise the use of resources, particularly water, energy and materials;	The number of communities will not affect the amount of resources that are needed to bring forward the development, as the developable area is the same for each scenario. There is however the potential for two larger communities to provide an economies of scale that enables provision of community heating or a similar scheme, thus reducing the reliance of resources during the operational phase.	😊	😞
11. To reduce the risk of flooding;	Both options will have the same impact on flood risk as the options do not affect the overall scale of the development.	😞	😞
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	The number of communities will not affect the amount of carbon dioxide that is produced in bringing forward the development, as the developable area is the same for each scenario. There is however the potential for larger communities to provide an economies of scale that enables provision of community heating or similar, thus reducing the reliance on fossil fuels during the operational phase.	😊	😞
13. To provide employment opportunities which meet the needs of the new and existing community;	Each of the options would need to ensure that opportunities for employment are provided. There is however the potential for any employment areas that are provided east of the A24 to be smaller and less beneficial for each community, or indeed unviable, as they would be providing for fewer people. With option a, providing facilities for a larger community is more likely to result in employment provision that meets the needs of the wider community.	😊😊	😊
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	The viability of any small shop is likely to be limited if the community that it is designed for is small. It is therefore considered that two rather than three communities is likely to have a more beneficial effect on this objective.	😊	😞

This option found that the development of three communities would be likely to result in a compromise to the quality of the services and facilities provided as they would be smaller and less likely to meet the needs of the wider community. This is likely to increase car journeys as people have to travel further to reach the facilities and employment centres that they require. Three communities may also have more negative effects on the environment, as two communities may mean that services can be provided in such a way as to be of a scale whereby the community heat and power becomes viable.

Transport and Highway Network Options

Road Layout

- a) Provide a new (standard) junction on the A24, with a new dual carriageway south of Broadbridge Heath, with closure of the A264 Broadbridge Heath bypass to through traffic.
- b) Provide a new compact junction on the A24, with a new single carriageway to the of south Broadbridge Heath, and a downgrading of the A264 bypass

	Sustainability Objective	Assessment of Options	Road Layout	
			a	B
1.	To ensure that everyone has access to a good quality affordable home that meets their needs;	Both options will enable access to the new homes that will be provided as part of the development.	☹️	☹️
2.	To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	Both options will enable access to the facilities that are provided as part of the development.	☹️	☹️
3.	To ensure that there is integration of new and existing communities;	Neither of the two options is likely to significantly influence the integration of the development east of the A24 with existing development in Horsham. The road layout does have the potential to influence how well the old and new areas of development in Broadbridge Heath are able to integrate. In option b, the existing A264 bypass will remain open, which may make it more difficult for residents of the older and new community to move between the two areas with the road acting as a barrier for movement between the two areas. By closing this road to through traffic as in option a, it will be considerably easier for the 'old' and new communities to mix and therefore integrate with each other.	☺️	☹️
4.	To reduce actual, or fear of, crime and antisocial behaviour;	Effects uncertain. There is the possibility that option a, by enabling better integration of the old and new communities will help to minimise crime and antisocial behaviour.	☺️?	☹️?
5.	To integrate development within the existing landscape, conserving and enhancing its character;	Both new road layouts are likely to have a significant negative impact on the landscape, from both the scale of the new junction /road and operational effects such as loss of tranquility and street lighting. Option a is likely to have a slightly larger negative impact as the scale of the new road junction will be larger, and the dual carriageway will result in greater land-take which may therefore increase the impacts on the landscape.	☹️☹️	☹️☹️

Sustainability Objective	Assessment of Options	Road Layout	
		a	B
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	Both new road layouts are likely to have a significant negative impact on biodiversity, from both the scale of the new junction / road and operational effects such as noise or street lighting which can disrupt wildlife. There is however the potential for option a to have a greater negative effect, as the wider dual carriage way may be more likely to result in severance of the countryside from the new development, preventing wildlife moving through the development to other habitats.	☹️☹️	☹️☹️
7. To maintain a high quality environment in terms of air quality;	Effects uncertain. It is however likely that both options will result in reduced traffic speeds, either through the downgrading of existing roads, or through careful design of new ones, and the likely impact on air quality will be similar. In either case it is likely that there will be some decrease in air quality as the new development will result in new vehicle movements within the area.	☹️	☹️
8. To maintain a high quality environment in terms of water quality;	The run off from roads and junctions have the potential to adversely affect water quality. It is however likely that any negative effects would be comparable for either option, which would in any case be mitigated by the design and construction of the road.	☹️	☹️
9. To reduce car journeys and promote alternative methods of transport;	The nature and design of any new junction and road layout is not in itself likely to reduce car journeys. This will come about through other means (e.g. bus services, traffic calming and cycle routes) that will be provided irrespective of which option is selected.	☹️	☹️
10. To minimise the use of resources, particularly water, energy and materials;	Both options will require the use of resources, but the scale of the development means that this will be greater for option a. The new junction will be larger, and the construction of a dual carriageway will require a higher level of resources during the construction phase – e.g. aggregates, energy used to build the road and junction etc.	☹️☹️	☹️
11. To reduce the risk of flooding;	There is potential for both options to result in an increased risk of flooding, brought about by the increased amount of hardstanding that will result as a result of new road construction. This risk could be greater for option a, which due to the greater scale of development will result in an increased area of hardstanding. There is however the potential for any increased risk of flooding to be minimised through careful design of the development.	☹️☹️	☹️
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	Both options will result in the consumption of energy during the construction phase, (e.g. from concrete manufacture) which will result in an increase of greenhouse gas emissions as part of this phase of the development. Street lighting once the development is completed will also require energy that is most likely to be supplied from fossil fuels. It is likely that option b will result in larger emissions of carbon dioxide as the scale of the development is greater.	☹️	☹️☹️
13. To provide employment opportunities which meet the needs of the new and existing community;	The type of junction is unlikely to have an effect on employment opportunities.	☹️	☹️

Sustainability Objective	Assessment of Options	Road Layout	
		a	B
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	The type of junction is unlikely to have an effect on retail vitality of the development.	☹️	☹️

The results of this appraisal found that both options would have a negative effect upon a number of objectives, particularly those aimed at protecting and enhancing the environment. Option a was found to have slightly more negative effects mainly as a result of the greater scale of the development, in terms of land-take, and the amount of raw resources used during the construction phase.

Provision of a bus service

- Option a) Provide a comprehensive bus strategy that links to existing services
- Option b) Provide a bus service that serves only the new development
- Option c) Provide a bus service that serves the new development and nearby communities

Sustainability Objective	Assessment of Effects	Bus service provision		
		a	b	c
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	The nature of bus service provision will not have any impact on the provision of affordable homes.	☹️	☹️	☹️
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	A bus service would allow easier access to facilities, reducing the need for car journeys. Options a and c are more beneficial than option b, which minimises the ease by which services and facilities outside the development can be reached by bus.	☺️☺️	☺️	☺️☺️
3. To ensure that there is integration of new and existing communities;	Options a and c will enable people to move easily between existing communities and the new development. Option b may isolate the new development surrounding areas.	☺️	☹️	☺️
4. To reduce actual, or fear of, crime and antisocial behaviour;	A bus service that provides access to facilities could potentially help to reduce crime and antisocial behaviour that may otherwise result from residents of the new development having little to do. The positive impact may be less pronounced for option b, as facilities outside the new development may be more difficult to reach by public transport.	☺️	☺️	☺️

Sustainability Objective	Assessment of Effects	Bus service provision		
		a	b	c
5. To integrate development within the existing landscape, conserving and enhancing its character;	The nature of bus service provision will not have any impact on landscape character in itself.	☹️	☹️	☹️
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	All options could, indirectly, have a positive impact on biodiversity. Travel by bus reduces the number of car journeys, helping to lower the emission of air pollutants and greenhouse gases both of which can harm biodiversity. Options a and c, both extend out beyond the new development, and are therefore likely to attract more users of the service, and thus have a greater positive impact.	😊😊	😊	😊😊
7. To maintain a high quality environment in terms of air quality;	Travel by bus results in fewer car journeys which minimises the emission of air pollutants and greenhouse gases both of which can harm biodiversity. Options a and c, both extend out beyond the new development, and are therefore likely to attract more users of the service, and thus have a greater positive impact.	😊😊	😊	😊😊
8. To maintain a high quality environment in terms of water quality;	The nature of the bus service provision to the new development will not impact on water quality.	😊	😊	😊
9. To reduce car journeys and promote alternative methods of transport;	The provision of any bus service will help to encourage transport other than the car. Options a and c have greater links to the wider community and may therefore attract a higher number of users. Option b would link fewer services but may have a shorter journey time.	😊😊	😊	😊😊
10. To minimise the use of resources, particularly water, energy and materials;	The provision of a bus service will help minimise resource use by lowering the number of individual car journeys. As options a and c may be more attractive to users, the positive effect may be more pronounced in these two instances.	😊😊	😊	😊😊
11. To reduce the risk of flooding;	The nature of the bus service provision to the new development will not impact on flooding.	😊	😊	😊
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	Options a, b and c would potentially reduce the number of car journeys, therefore reducing emissions of greenhouse gases. As options a and c may be more attractive to users, the positive effect may be more pronounced.	😊	😊	😊
13. To provide employment opportunities which meet the needs of the new and existing community;	Options a and c will help to provide bus links to centres of employment outside the development area, and thus help residents meet their employment needs.	😊	😊	😊

Sustainability Objective	Assessment of Effects	Bus service provision		
		a	b	c
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	A bus service to BBH and Horsham (options a and c) could enable those without other forms of transport access to Horsham town centre and the local shops, thus enhancing the retail vitality of these areas.	☺	☹	☺

The appraisal of this option shows that the provision of any bus service will have a positive impact on helping to reduce use of the private car, thus lowering emission of air pollutants and greenhouse gases. It was however found that the positive effects are likely to be more pronounced for options a and c as the services would extend to existing facilities or communities, making the service more attractive to users. A higher number of users of any bus service will have a greater positive impact on reducing air pollution and so forth.

Community Services and Facilities

Nature of the new village centre for Broadbridge Heath

- Option a) Provide a new neighbourhood centre containing a mix of retail uses
- Option b) Provide a new neighbourhood centre containing flexible units for use as retail / offices
- Option c) Provide a new neighbourhood centre to contain a mix of buildings to provide for community uses (e.g. parish office) and some flexible retail / office units

Sustainability Objective	Assessment of Effects	Nature of the new village centre for Broadbridge Heath		
		a	b	c
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	The provision of a village centre will not impact on the provision of affordable homes.	☺	☹	☹
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	Each option will have some positive impacts, providing at least some of the services required by the community. The range of facilities provided in option c is the most comprehensive, and would therefore have the greatest positive impact on this objective.	☺	☺	☺☺

		Nature of the new village centre for Broadbridge Heath		
		a	b	c
Sustainability Objective	Assessment of Effects			
3. To ensure that there is integration of new and existing communities;	A new village centre will help to integrate the new and existing communities at Broadbridge Heath. All options will help to achieve this to some extent, but option c is likely to be the most successful as it will provide the greatest range of facilities and therefore be most beneficial to new and existing communities.	😊	😊	😊😊
4. To reduce actual, or fear of, crime and antisocial behaviour;	There is the potential for all options to help to minimise crime and antisocial behaviour, by providing a focal point for the community. The most positive impact on this objective is likely to arise from option c, where a number of community uses will help ensure that there are a number of available activities for the population. Additionally, the nature of the centre will mean that there is likely to be natural surveillance, as there will be people present in the area for the majority of the time.	😊	😊	😊😊
5. To integrate development within the existing landscape, conserving and enhancing its character;	The impact from each option is likely to be very similar in terms of the overall scale of the development. The impact on the landscape in the area will arise from the large scale nature of the entire development.	😊	😊	😊
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	Each option is likely to have a similar effect on biodiversity – positive impacts can be ensured through careful design.	😊	😊	😊
7. To maintain a high quality environment in terms of air quality;	Options a-c will provide local facilities which will be easily accessible therefore reducing the need to make car journeys. Option c is likely to provide more facilities therefore having the greatest positive impact.	😊	😊	😊😊
8. To maintain a high quality environment in terms of water quality;	Each option is likely to have a similar effect on water quality – any possible negative impacts can be eliminated through careful design.	😊	😊	😊
9. To reduce car journeys and promote alternative methods of transport;	Options a-c will provide local facilities which will be easily accessible therefore reducing the need to make car journeys. Option c is likely to provide more facilities therefore having the greatest positive impact.	😊	😊	😊😊

Sustainability Objective	Assessment of Effects	Nature of the new village centre for Broadbridge Heath		
		a	b	c
10. To minimise the use of resources, particularly water, energy and materials;	Each option is likely to use a similar amount of resources during the construction phase, as the scale of the village centre is likely to be fairly similar in each instance. The resource use during the operational phase of the development will be more divergent, and would depend on the exact nature of the activities that take place in the centre. Option c has the most potential to minimise consumption of resources, as a community centre with a wide range of facilities would be occupied for longer periods, which makes community heating schemes more likely to be feasible.	☹️	☹️	☺️?
11. To reduce the risk of flooding;	Each option is likely to have a similar effect on flood risk – positive impacts can be ensured through careful design.	☹️	☹️	☹️
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	During the construction phase, development of the community buildings will result in the consumption of fossil fuels – e.g. use of concrete etc. The impact is likely to be similar for all options, as the scale of the development is likely to be similar in each instance. On completion, all options may help reduce the emission of greenhouse gases to some extent, by providing services close by, thus minimising car trips. This effect is likely to be most pronounced for option c, which will provide the greatest range of services and facilities. Option c may also have a further positive effect if it is possible to heat it through a community heating system.	☹️	☹️	☺️?
13. To provide employment opportunities which meet the needs of the new and existing community;	It is likely that all three options will provide some opportunities for employment, e.g. in the retail outlets, parish buildings or the offices. Option b is likely to provide the most positive benefits, as it will provide the greatest range of employment opportunities.	☺️	☺️☺️	☺️
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	Option a is likely to have the greatest positive effect upon the retail vitality of Broadbridge Heath, but all options will provide some retail.	☺️☺️	☺️	☺️

The provision of a village centre was found to have a number of positive effects, particularly on the social and economic objectives, providing facilities that will be needed by the new residents moving to the area. Option c was found to be the most sustainable as it would provide the greatest range of services and therefore meet a range of needs that have been identified as being required by those moving to the new development.

Provision of youth and children's facilities

- Option a) Provide youth and childrens' facilities in conjunction with other community facilities
 Option b) Provide youth and childrens' facilities separate from other community services.

Sustainability Objective	Assessment of Effects	Provision of youth and children's facilities	
		a	b
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	Neither option will impact on the provision of affordable housing.	☹️	☹️
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	Both options will help to ensure that the needs of different sections of the community are catered for. Separate youth and childrens' facilities may enable the nature of the activities that can be offered to be more attractive to the younger population, and therefore be used more often. The downside to separate facilities is that if they are situated away from other services, parents taking their children to activities may not be able to visit the shops / Parish offices etc whilst the activities are underway.	☺️?	☺️
3. To ensure that there is integration of new and existing communities;	Providing stand alone facilities within each community may prevent the integration of existing and new communities, as the need to travel between the old and new development will be reduced. Separate provision of community facilities may prevent understanding between different sections of the community.	☺️	☹️
4. To reduce actual, or fear of, crime and antisocial behaviour;	Crime and antisocial behaviour could potentially be minimised by providing youth facilities, and either option will therefore have some positive impact. Greater positive effects may occur for option b, as children may be more inclined to use separate facilities, and the fear of crime may be reduced if youths are not sharing facilities with other community groups.	☺️	☺️☺️
5. To integrate development within the existing landscape, conserving and enhancing its character;	Youth and childrens' facilities will contribute to the overall change to the landscape character that will occur as a result of the West of Horsham development. Neither option is likely to have a significantly different effect from the other within the context of the overall development.	☹️	☹️
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	It is likely each option will have similar impacts on biodiversity – positive impacts can be achieved through the design and layout of the facilities that are provided.	☹️	☹️
7. To maintain a high quality environment in terms of air quality;	There is the potential that separate youth and childrens' facilities will encourage additional car journeys. If they are distant from existing facilities, parents and carers may not be able to access the shops etc whilst activities are underway, and therefore use the car. This will have a net result of reducing air quality within the area.	☺️	☹️

Sustainability Objective	Assessment of Effects	Provision of youth and children's facilities	
		a	b
8. To maintain a high quality environment in terms of water quality;	It not considered that either option will have an impact upon water quality	☹️	☹️
9. To reduce car journeys and promote alternative methods of transport;	There is the potential that separate youth and children's facilities will encourage additional car journeys. If they are distant from existing facilities, parents and carers taking younger children to activities may not be able to access the shops etc whilst activities are underway, and therefore use the car.	☺️	☹️
10. To minimise the use of resources, particularly water, energy and materials;	Provision of separate child and youth facilities may mean that additional buildings are required. This will result in a greater use of resources in both the construction and operational stages of the development.	☹️	☹️☹️
11. To reduce the risk of flooding;	Provision of separate child and youth facilities may mean that additional buildings are required. This will have the net result of increasing the amount of hardstanding within the development area, which if not mitigated against can increase the risk of flooding.	☹️	☹️
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	Provision of separate child and youth facilities may mean that additional buildings are required. This will result in a greater use of resources in both the construction and operational stages of the development. This will therefore result in an increase in the use of fossil fuels, and emission of greenhouse gases. There is also the potential for shared facilities to be more suited to community heating facilities, which will help minimise the emission of CO ₂ .	☹️	☹️☹️
13. To provide employment opportunities which meet the needs of the new and existing community;	Each option is likely to have the same effect on employment opportunities.	☹️	☹️
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	Neither option is likely to have a significant impact on the retail health of Broadbridge Heath or Denne wards.	☹️	☹️

The assessment found that both options have positive effects, providing facilities for young people, option a was found to be the most sustainable. It was found that facilities located close together will enable different family members to access different services simultaneously without the need for separate journeys. Separate facilities are also likely to need more resources to build and run, but the downside is that combined facilities may be less specialised and not therefore match needs precisely. This has some potential to increase the amount of antisocial behaviour.

Broadbridge Heath Leisure Centre

- Option a) Expand existing Broadbridge Heath Leisure Centre
 Option b) Relocate an expanded leisure centre to the South of Tanbridge House School
 Option c) Relocate an expanded leisure centre to the South of the River Arun and East of A24
 Option d) Relocate an expanded Leisure Centre South of existing location

Sustainability Objective	Assessment of Effects	Broadbridge Heath Leisure Centre			
		a	b	c	d
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	Neither option is likely to impact upon affordable housing.	☹️	☹️	☹️	☹️
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	Expansion or redevelopment of the leisure centre will help to ensure that there are sufficient sports facilities to service the existing and new communities. Locating the leisure centre south of the river Arun may limit the accessibility of the centre, as it will require all residents wishing to access the site to travel through Horsham and into the new development through the Blackbridge Lane area. Option a could mean that facilities are less up to date in some areas, limiting the ability of the centre to meet needs in the longer term.	☺️	☺️	☹️	☺️
3. To ensure that there is integration of new and existing communities;	The leisure centre has a sub-district function, serving a number of communities in the local area. The site will therefore be accessed by a large proportion of the surrounding communities. If the leisure centre is relocated within the new development area this may help integrate new and existing communities.	☹️	☺️	☺️	☺️
4. To reduce actual, or fear of, crime and antisocial behaviour;	Expansion or a new leisure centre will help provide facilities for new (and existing residents) which may help to minimise crime and antisocial behaviour.	☺️	☺️	☺️	☺️
5. To integrate development within the existing landscape, conserving and enhancing its character;	An expanded or new leisure centre will contribute to the overall change to the landscape that will come about as a result of the West of Horsham development. It is not however anticipated that any one option will have a worse impact on the landscape as the completed development will be of a similar scale regardless of its location.	☹️	☹️	☹️	☹️
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	The development area is already defined, therefore each option is likely to have the same impact on biodiversity – there is potential for positive impacts to be incorporated into the design of the development.	☹️	☹️	☹️	☹️

		Broadbridge Heath Leisure Centre			
		Assessment of Effects			
Sustainability Objective		a	b	c	d
7. To maintain a high quality environment in terms of air quality;	Extension of the existing leisure centre will require fewer resources / raw materials during the construction phase. This should limit the number of vehicle journeys that are required, and thus help minimise the emission of air pollutants in this respect.	☺	☺	☺	☺
8. To maintain a high quality environment in terms of water quality;	It is unlikely that any option will have significant impacts upon water quality (providing that sufficient control measures are put in place during the construction phase). There is a small risk that locating the leisure centre close to the river Arun (option c) could adversely impact on the water quality if run off from hardstanding such as the car park enters the river.	☺	☺	☹?	☺
9. To reduce car journeys and promote alternative methods of transport;	Locating the leisure centre south of the river Arun may limit the accessibility of the centre, as it will require all residents wishing to access the site to travel through Horsham and into the new development through the Blackbridge Lane area. This may encourage additional car journeys, although it will depend on the nature of public transport provision.	☺	☺	☺	☺
10. To minimise the use of resources, particularly water, energy and materials;	It is likely that all options will require a similar amount of resources once the leisure centre becomes operational. During the construction phase however, option a will require fewer resources as it is an extension to an existing building, rather than an entirely new development.	☺	☺	☺	☺
11. To reduce the risk of flooding;	It is not anticipated that either option will have a significant impact upon flooding.	☺	☺	☺	☺
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	It is likely that all options will require a similar amount of energy, and hence CO ₂ emissions once the leisure centre becomes operational. During the construction phase however, option a will require less CO ₂ as it is an extension to an existing building, rather than an entirely new development.	☺	☺	☺	☺
13. To provide employment opportunities which meet the needs of the new and existing community;	A new or expanded leisure centre will provide a similar number of employment opportunities.	☺	☺	☺	☺
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	No option would have any direct impact on retail vitality of the two areas.	☺	☺	☺	☺

All options were found to have a positive impact in meeting the needs of the local and wider community. However option c was found to be in a relatively inaccessible location. Expanding the existing leisure centre Option a was found to be the most sustainable as it would require fewer resources to build, but there is the potential that some of the existing facilities may not be as up-to date, limiting the ability of the centre in this location to provide a high quality service into the longer term.

Broadbridge Heath Football Club

- Option a) Provide formal pitches for Broadbridge Heath Football Club
 Option b) Provide formal pitches for Broadbridge Heath Football Club outside of the development area
 Option c) Do not provide pitches for Broadbridge Heath Football Club, as facilities at the Leisure Centre are adequate

Sustainability Objective	Assessment of Effects		
	a	b	c
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	☹️	☹️	☹️
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	☺️	☺️	☹️
3. To ensure that there is integration of new and existing communities;	☺️	☹️	☺️
4. To reduce actual, or fear of, crime and antisocial behaviour;	☺️	☺️	☺️
5. To integrate development within the existing landscape, conserving and enhancing its character;	☹️	☹️☹️	☹️
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	☹️	☹️☹️	☹️

		Broadbridge Heath Football Club		
		a	b	c
	Assessment of Effects			
Sustainability Objective				
7. To maintain a high quality environment in terms of air quality;	It is likely each option will have a similar effect on air quality regardless of the location of the football pitches.	☹️	☹️	☹️
8. To maintain a high quality environment in terms of water quality;	It is likely each option will have a similar effect on water quality regardless of the location of the football pitches.	☹️	☹️	☹️
9. To reduce car journeys and promote alternative methods of transport;	The football club may gain new members as a result of the new development, which will result in some additional car journeys. It is however uncertain as to how the precise location of the club will affect the number of trips – some sites may be nearer a bus route for example.	☹️?	☹️?	☹️?
10. To minimise the use of resources, particularly water, energy and materials;	Options a and b will require some additional resources in terms of providing the new pitches, e.g. to build changing rooms and other ancillary club facilities. Option c will not require any additional resource use as there is not change of location for the site.	☹️	☹️	☹️
11. To reduce the risk of flooding;	It is likely each option will have the same effect on flooding.	☹️	☹️	☹️
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	Options a and b may produce some greenhouse gas emission during construction, although the overall levels associated with the nature of the provision is likely to be small. Option c requires no new construction and will not therefore lead to any increase in CO ₂ emissions.	☹️	☹️	☹️
13. To provide employment opportunities which meet the needs of the new and existing community;	These options will have no impact on this objective	☹️	☹️	☹️
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	These options will have no impact on this objective	☹️	☹️	☹️

Options a and b were both found to have positive effects on the provision of community services and facilities, as new club pitches will help provide for new club members that are likely to arise as a result of the development. Option c would not meet this need. Option a was found to be the most sustainable as it would involve relatively low amounts of energy and resources. Off site provision would be more likely to increase car journeys to the new site, although this would depend upon its precise location.

Allotment Provision

- Option a) Do not provide any allotments within the development area
 Option b) Provide allotments to meet the needs of the new development
 Option c) Provide allotments (with additional Council funding) to meet the needs of the new and wider community

Sustainability Objective	Assessment of Effects	Provision of allotments		
		a	b	c
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	Provision of allotments will have no effect on this objective.	☹️	☺️	☹️
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	Allotments are an important facility for which there is strong support and desire amongst the existing community. The most positive impact on this objective would be option c, as it will meet the needs of the new and existing community, but the feasibility of this will depend on available financial resources and the land being available.	☹️	☺️	☺️
3. To ensure that there is integration of new and existing communities;	Allotments are a community facility, with social interaction amongst different plot holders. There is potential for plot holders to come from the old and new areas of Horsham and Broadbridge Heath, particularly in the case of option c. This will help integrate both the old and new communities.	☹️	☺️	☺️
4. To reduce actual, or fear of, crime and antisocial behaviour;	Allotment sites can, depending on their location (e.g. if no natural overlooking), be a focus for antisocial behaviour / vandalism. The likelihood of this occurring on any particular allotment site within the development is difficult to predict.	☹️	☹️?	☹️?
5. To integrate development within the existing landscape, conserving and enhancing its character;	Any provision of allotment sites will form part of the changes to the landscape that arise as a result of the overall development to the West of Horsham. Individually, allotments could help to provide green open space within the development but allotments can often have a slightly "unkempt" appearance, which is not always considered visually pleasing. (This is however a subjective matter).	☹️	☹️?	☹️?
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	Allotments are known to have positive aspects for biodiversity – e.g. compost heaps attract protected species such as slow worms and grass snakes. They also provide a haven for wildlife more generally by maintaining some greenery and open space, and today are often more attractive to wildlife as they are worked organically.	☹️	☺️	☺️

Sustainability Objective	Assessment of Effects	Provision of allotments		
		a	b	c
7. To maintain a high quality environment in terms of air quality;	Allotments could have a beneficial effect on air quality by maintaining green spaces. In addition people producing food locally reduces food miles which could help towards improving air quality.	☹️	😊	😊
8. To maintain a high quality environment in terms of water quality;	If allotments were positioned near a river they could potentially have a detrimental effect on water quality through run-off of pesticides. This would however be dependent on their location. Furthermore there is a strong trend for allotments to be managed organically and the site is likely to have fewer pollutants applied to it than the land is today, given its current agricultural use.	😊	😐?	😐?
9. To reduce car journeys and promote alternative methods of transport;	Allotments could potentially help to reduce car journeys by reducing the need to go the shops. The location of the allotments could also, if sited correctly, limit the number of people who need to access the site by car (it may be difficult to access by public transport if transport of gardening tools is required).	😊	😊	😊
10. To minimise the use of resources, particularly water, energy and materials;	Allotment provision is not likely to require a large input of resources either during “construction” or operation.	😊	😊	😊
11. To reduce the risk of flooding;	Allotments provide an area of permeable undeveloped land that can help to reduce the risk of flooding by slowing rates of run-off.	😊	😊	😊
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	Gardening is a relatively low impact activity in environmental terms, although there is still some potential for indirect effects to the climate, for example if peat is used, or from the manufacture of fertilizers. (Unlike trees, edible crops do not absorb CO ₂ for a great length of time and positive effects on climate change are more limited in this regard). This impact is however likely to be lower than for food that is grown on a commercial basis, so there is some benefit in providing allotment land.	😐😐	😐	😐
13. To provide employment opportunities which meet the needs of the new and existing community;	There will be no impact of these options on this objective.	😊	😊	😊
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	The provision of allotments is unlikely to affect the retail health of the area, as allotment holders will still need to purchase food and other essential items that they cannot grow themselves.	😊	😊	😊

The assessment found that the provision of allotments to meet the needs of the new and wider community would be the most sustainable option, given the number of people that it would benefit and the positive environmental impacts that allotments have. It was however not possible to pursue this option due to a lack of funds, and as a consequence option b as the next most sustainable option was selected.

Employment

- Option a) Provide a business park/ science park in the development area
 Option b) Provide an industrial estate in the development area
 Option c) Have mixed use units “pepper potted” around the development site
 Option d) Provide an employment hub/ flexible units in one or two locations within the development area

Sustainability objectives	Assessment of effects	Employment provision			
		a	b	c	d
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	The nature of employment provision within the development will not impact on the provision of affordable homes.	☹️	☹️	☹️	☹️
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	The nature of employment provision within the development will not impact on the provision of services and facilities.	☹️	☹️	☹️	☹️
3. To ensure that there is integration of new and existing communities;	Local employment opportunities may promote community cohesion, as it is unlikely that solely the residents moving into the development would work there, particularly in the longer term.	☺️	☺️	☺️	☺️
4. To reduce actual, or fear of, crime and antisocial behaviour;	Effects uncertain.	?	?	?	?
5. To integrate development within the existing landscape, conserving and enhancing its character;	The provision of employment land will contribute to the overall impact on the landscape that the West of Horsham development will have as a whole. A business park or industrial estate, would however be larger scale than options c and d, and may contain larger buildings that are more obviously visible from the surrounding landscape.	☹️	☹️	☹️	☹️
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	Each option will contribute to the loss of biodiversity that is predicted as a result of development to the West of Horsham. Options a and b are larger scale, and may therefore individually have a greater scale impact, but this depends on the design of the development, as there may be potential for enhancements to biodiversity to be made. Options c and d may also have some potential to design in positive biodiversity features as part of their design.	☹️	☹️	☹️	☹️

Sustainability objectives	Assessment of effects	Employment provision			
		a	b	c	d
7. To maintain a high quality environment in terms of air quality;	Options a and b are larger developments and may cause people to commute in from the wider area to take advantage of the employment opportunities that are not taken up by the local community; the increased vehicle trips this would generate would have a detrimental effect on the local air quality. Option b may also support a business that has the potential to be more polluting in nature. Options c and d are likely to be more easily accessible by means other than private car and are also likely to provide a wider range of employment opportunities more suited to the new community, this will reduce car journeys and as a result have a positive effect on air quality.	☹️	☹️	😊	😊
8. To maintain a high quality environment in terms of water quality;	Effects are uncertain, but option b has the most potential to damage water quality due to the nature of potential businesses that may be attracted to an industrial estate.	?	☹️?	?	?
9. To reduce car journeys and promote alternative methods of transport;	Options a and b are larger developments and may result in people commuting from a large area to take advantage of the employment opportunities that are not taken up by the local community. This will increase the number of car journeys. Option c and to some extent d are likely to be more easily accessible by means other than private car and are also likely to provide a wider range of employment opportunities more suited to the new community, this will reduce car journeys.	☹️	☹️	😊	😊
10. To minimise the use of resources, particularly water, energy and materials;	During the construction and operational phases, options a and b are likely to have a greater impact on the use of resources as they are likely to be larger in scale, and therefore require more raw materials etc.	☹️☹️	☹️☹️	☹️	☹️
11. To reduce the risk of flooding;	All types of development have the potential to increase the risk of flooding through increased hardstanding. This is more likely to be the case for options a and b, as they are large in scale, although there is considerable scope for landscaping away this risk with option a.	☹️	☹️☹️	☹️	☹️
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	As larger developments, options a and b are likely to be more resource intensive in both the construction and operational phases. This includes a greater requirement for energy, and as such it is likely that they will increase the consumption of fossil fuels. There is however the potential for these developments to tap into community heating schemes, which may be more difficult with options c and d.	😊	😊	😊	😊
13. To provide employment opportunities which meet the needs of the new and existing community;	All options will help to provide employment opportunities, but a and b will create a larger area of employment than is required. Options c and d both help to meet the employment needs of the community, but d is likely to be of most benefit to businesses, as these hubs will be better placed to tap into the services and facilities on offer.	☹️	☹️	😊	😊😊
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	These options are not considered to have any effect on this objective.	☹️	☹️	😊	😊

Options a and b would result in larger scale developments that would not meet the needs of the new residents, and would be surplus to the District's overall requirements for floor space. Options c and d would help to meet the requirements of new residents, but it considered that business needs would be better served by one or two employment hubs. Option d was therefore considered to be the most sustainable.

Sustainable Development

Option a) Build Development according to the required sustainability standards set out in relevant government documents (e.g. the code for sustainable homes)

Option b) Build the development at a level above the required sustainability standards set out in relevant government documents (e.g. the code for sustainable homes)

	Sustainability Objective	Assessment of Effects	Sustainable Development	
			a	b
1.	To ensure that everyone has access to a good quality affordable home that meets their needs;	Building homes to a sustainable standard is likely to help ensure that the accommodation needs of the residents are met now and in the future.	☺	☺
2.	To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	The location of development in relation to services and facilities is a part of the Code for Sustainable Homes.	☺	☺
3.	To ensure that there is integration of new and existing communities;	These options will not have any effect on this objective.	☹	☹
4.	To reduce actual, or fear of, crime and antisocial behaviour;	The construction of homes to defined sustainability standards is not considered to have any impact on crime / antisocial behaviour.	☹	☹
5.	To integrate development within the existing landscape, conserving and enhancing its character;	The sustainability standard will not contribute directly to the overall impact of the West of Horsham development on the surrounding landscape, sustainable homes will help protect the wider environment by reducing pollution and damage to biodiversity thereby conserving the landscape character. The effect will be more positive for option b.	☺	☺☺
6.	To integrate development in a manner that conserves and enhances the biodiversity in the area;	Incorporating opportunities for biodiversity is one of the considerations for sustainable homes. Furthermore, by constructing properties to high environmental standards, wider biodiversity will be protected due to the lower need for resources, and the pollution that can often accompany this. The effect will be more positive for option b.	☺	☺☺

Sustainability Objective	Assessment of Effects	Sustainable Development	
		a	b
7. To maintain a high quality environment in terms of air quality;	Sustainable homes will reduce resource use and emission of pollutants; this will have a positive effect on air quality. This effect will be more pronounced for option b.	😊	😊😊
8. To maintain a high quality environment in terms of water quality;	Sustainable homes will reduce the emission of pollutants, which will minimise the potential for pollutants to enter watercourses.	😊	😊😊
9. To reduce car journeys and promote alternative methods of transport;	Sustainable homes have to be located near public transport, this should reduce car journeys as long as people use the public transport provided.	😊	😊
10. To minimise the use of resources, particularly water, energy and materials;	Building sustainable homes will make more efficient use of resources particularly energy and water. The higher the environmental standard, the more pronounced this effect will be, and option b will therefore have the greatest positive effect on this objective.	😊	😊😊
11. To reduce the risk of flooding;	When developing sustainable homes the installation of sustainable drainage systems should be considered. If incorporated this will help to reduce flooding.	😊?	😊?
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	Sustainable homes seek to minimise the consumption of resources and minimise the emission of carbon dioxide. Higher standards have tougher requirements with zero carbon emissions the target for the highest sustainable code standard. Both options will have a positive impact on this objective, but option b will have the greater positive impact.	😊	😊😊
13. To provide employment opportunities which meet the needs of the new and existing community;	Neither option is likely to effect the provision of employment opportunities.	😊	😊
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	Neither option is likely to affect the retail vitality of the area.	😊	😊

Both options were found to have positive impacts on the environment. This includes reducing water and energy consumption, and the incorporation of environmental features into the development. Option b is considered to be more sustainable as higher sustainability standards will reduce the environmental impacts of the development more significantly.

Affordable Housing

- Option a) Developers to provide funds for social housing to be provided off site from the West of Horsham Development
 Option b) Provide 40% affordable housing in one / two areas within the west of Horsham development area
 Option c) Provide 40% affordable housing in groups of 10 to 12 properties throughout the development area

Sustainability Objective	Assessment of Effects	Affordable Housing		
		a	b	c
1. To ensure that everyone has access to a good quality affordable home that meets their needs;	Option a will not assist the provision of affordable housing in an area where a need has been identified (Horsham) and there may be difficulties in finding land on which to provide the development. Options b and c are will ensure that affordable housing is provided in an area of identified need.	☹️	😊	😊
2. To ensure that everyone has access to the health, education, leisure and recreation facilities they require;	Option a may result in affordable housing, if built, being located away from the services and facilities that residents need. There is also a risk that this may occur to some extent with option b, as the affordable housing may be located further away from services that houses for the open market.	☹️	☹️	😊
3. To ensure that there is integration of new and existing communities;	The location of affordable housing could prevent the integration of new communities if there is a perception of some areas of the development being "different" as a result of their tenure. Option c is likely to help ensure the best integration of all sections of the community.	☹️	☹️	😊
4. To reduce actual, or fear of, crime and antisocial behaviour;	Options a and b are likely to result in larger "enclaves" of affordable housing either on or off site. There may be more unemployment / poverty in these areas which can be factors in increasing crime and antisocial behaviour, particularly if the residents are made to feel separate from the result of the development which can bring about social isolation. This is less likely to occur in the case of option c.	☹️?	☹️?	☹️?
5. To integrate development within the existing landscape, conserving and enhancing its character;	The provision of affordable housing within the development area will contribute to the overall impact of the development on the surrounding landscape. In the case of option a however, it may be necessary to bring about further development around the District in order to provide the necessary level of affordable housing. This will have a greater adverse effect on the landscape.	☹️	☹️	☹️
6. To integrate development in a manner that conserves and enhances the biodiversity in the area;	The provision of affordable housing within the development area will contribute to the overall impact of the development on the surrounding biodiversity. In the case of option a however, it may be necessary to bring about further development around the District in order to provide the necessary level of affordable housing. This will have a greater adverse effect on the flora and fauna of the District.	☹️	☹️	☹️

Sustainability Objective	Assessment of Effects	Affordable Housing		
		a	b	c
7. To maintain a high quality environment in terms of air quality;	It is difficult to determine how the nature of affordable housing will impact on air quality. Option a may result in housing being provided in more remote areas away from services and facilities, thus increasing car journeys / travel, which will increase the emission of air pollutants. There is also a risk of a smaller but similar effect in option b if the affordable housing is provided in one / two areas away from the main services and facilities.	☹️☹️	☹️	☹️
8. To maintain a high quality environment in terms of water quality;	Effects uncertain.	?	?	?
9. To reduce car journeys and promote alternative methods of transport;	It is likely that options a and to some extent b will result in affordable housing being located further away from services and facilities. This may therefore encourage additional car journeys. This is more likely to be the case for option a, as off site provision of housing may not necessarily be close to existing public transport services, and the funding to extend it may be limited.	☹️☹️	☹️	☹️
10. To minimise the use of resources, particularly water, energy and materials;	The resources used in the construction and operation of affordable homes are likely to be similar in both options b and c. However, option a may increase the amount of resources that are needed, as it will be additional development to that provided in the west of Horsham area, and may be more "remote", resulting in increased journeys to the site etc.	☹️☹️	☹️	☹️
11. To reduce the risk of flooding;	Effects uncertain, but are likely to be similar as development will need to be located away from flood risk areas and incorporate Sustainable drainage systems.	☹️	☹️	☹️
12. To seek to reduce the emission of greenhouse gases, in particular by encouraging provision and use of renewable energy;	Option a, being more remote is likely to have increased emissions of carbon dioxide as for example, more vehicle trips will be needed in order to bring about the development. Once operational, the development may also result in a higher number of journeys if it is more remote from services and facilities. This may be the case for option b to some extent as well.	☹️☹️	☹️	☹️
13. To provide employment opportunities which meet the needs of the new and existing community;	The nature of affordable housing provision will not have any significant effect on this objective.	☹️	☹️	☹️
14. To enhance the retail vitality of Broadbridge Heath and Denne wards	The nature of affordable housing provision will not have any significant effect on this objective.	☹️	☹️	☹️

Option c was found to be the most sustainable, as it provides homes for those in need within the wider community. This avoids the negative effects of social isolation that could otherwise occur if affordable housing is grouped together (option b). Option a was found to have very negative effects as it could mean that affordable housing is not built if no suitable land can be found.