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Horsham
District
Council

Horsham District's Climate Action Strategy

Towards Carbon Neutrality and Climate Resilience

February 2023



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Executive Summary

The time for climate action is now

The IPCC have declared a “code red for humanity” – a stark warning that, without significant and urgent climate action, humankind are driving head-first into climate disaster. In 2019, the UK joined forces with the global community by signing up to the [Paris Agreement](#) and by committing to [net zero carbon](#) by 2050 (with a target for [78%](#) of reductions by 2035). This will require urgent and drastic emission reductions over the next 30-years from every city, region, business and community in the UK. At the same time, as climate and weather is changing, it is essential to build [resilience](#) into our buildings, infrastructure and natural ecosystems to ensure the health of all living things in a warmer world.

Horsham District is prepared to play its role in this global movement. The District has committed to achieve carbon neutrality by 2050 and to improve climate resilience and protect nature across the whole area. The District has already instigated many climate positive initiatives including Wilder Horsham District, four Repair Cafes and Connected Kerb initiative, to name only a few.

Our Climate Action Strategy

Building a cohesive Climate Action Strategy was the clear next step in driving climate action across Horsham District. The purpose of this Strategy is to bring together local businesses, communities and groups under the united goal of climate action. It provides a clear set of climate action opportunities to explore and actions to deliver. It will act as a focal point for Horsham District's climate action efforts going forwards and should be used as a resource and evidence base to instigate programmes of work.

The Strategy has been informed by stakeholder engagement, policy research and data analysis, summarised in the Baseline Report. This review process highlighted the carbon-hotspot sectors, known in this report as ‘Systems’, and provided an understanding of feasible actions to reduce these emissions across a range of timescales. The output was a set of actionable climate action opportunities, which are detailed in this Strategy.

The implementation of the opportunities outlined in this Strategy would drive Horsham District towards carbon neutrality and climate resilience. However, it is only through the collective action of Horsham District's residents, businesses, community groups, delivery partners and Council that this Strategy can be successfully implemented. This Strategy should be used as a focal point for climate action across Horsham, to ensure collective action towards our collective goal.

This Strategy is the long version, with additional detailed requirements for Council Officers to use at their discretion. An external summary version of this report will be produced for the use of the whole-area. The opportunities in this Strategy will also be uploaded onto the OnePlanet Tool, a dynamic online mapping tool for the Council and public to use to assess progress against the Strategy.

Structure of the Strategy

A framework for action has been developed, consisting of Enablers, Systems, and Delivery Routes, as illustrated below.

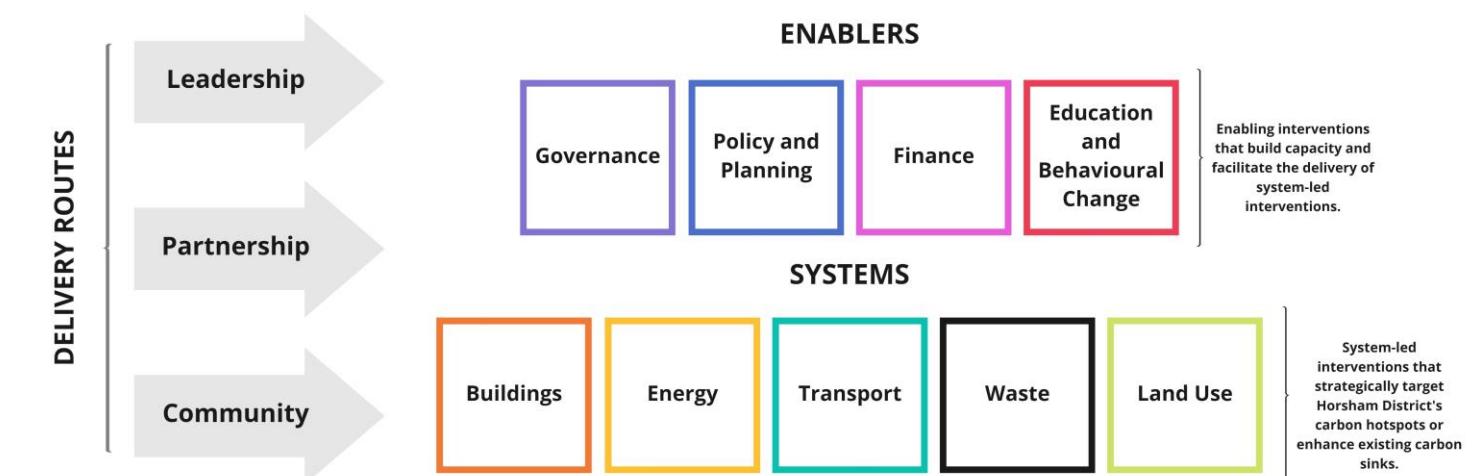


Figure: Horsham District's Climate Action Framework

The **Enablers** are a set of overarching interventions that build the capacity of the Council, strategic partners and local communities to achieve the carbon neutrality and climate resilience targets. The four enablers are: Governance, Policy and Planning, Finance, and Education and Behaviour Change.

The **Systems** are Buildings, Energy, Transport, Waste and Land Use. These are sources of high carbon emissions (carbon hotspots), or opportunities for maximising existing natural carbon sinks and supporting climate resilience. Several programmes of work have been developed to accelerate climate action across the five systems.

There are three **Delivery Routes** required to implement the enablers and systems-led interventions:

- **Leadership:** Interventions that can be delivered mainly by Horsham District Council using its levers of direct control and influence.
- **Partnership:** Interventions that require collaboration between multiple strategic partners such as West Sussex County Council or neighbouring local authorities.
- **Community:** Interventions that require engagement, participation and collaboration with local residents, businesses, schools and communities.

Glossary of Key Terms

Biodiversity net gain: Contribution of an intervention to biodiversity increase. This includes protecting existing ecosystems, animals and plants as well as investing in green and blue infrastructure.

Carbon hotspots: Sources of high levels of carbon emissions, for organisations to focus their carbon reduction efforts on.

Carbon insetting: The financing of carbon reduction or sequestration projects that reduce carbon emissions outside of an organisation's direct operations but within its own supply chain.

Carbon neutral: achieving a balance between the greenhouse gases put into the atmosphere and those taken out.

Carbon offsetting: The financing of carbon reduction or sequestration projects elsewhere, outside of an organisation's direct operations, in order to 'balance' or compensate for emissions.

Carbon sink: Anything natural that absorbs and stores carbon from the atmosphere for long periods of time – for example, forests, grasslands, soil and the ocean. A biological or 'indirect' form of sequestration.

Circular economy: An alternative to our current 'linear' materials and waste system (take-waste-dispose). In a circular economy waste is substantially reduced and materials are circulated throughout the economy at their highest value and utility.

Climate resilience: The ability to anticipate, prepare for, and respond to hazardous events or disturbances related to climate change (e.g. floods, extreme weather). Includes adaptation to climate change, resilience to adverse climate events, and community climate preparedness.

Climate resilient infrastructure: Blue and green infrastructure, flood management infrastructure, water resilience infrastructure.

Co-Benefits: The additional benefits gained by implementing an intervention. The benefits can be social, economic and/or environmental).

Economic gain: Wider economic benefits delivered by an intervention including job creation, economic resilience, future-proofing businesses, increased competitiveness, and cost savings or new revenue streams opportunities.

Embodied carbon: Carbon dioxide (CO₂) emissions associated with materials and construction processes throughout the whole lifecycle of a building or infrastructure.

Enablers and/or enabling interventions: Policies and mechanisms that will build the capacity across Horsham District Council, local communities and businesses, to accelerate the District's sustainable transition to carbon neutrality

Fuel Poverty: Contribution of an intervention to reducing a household's energy bills through improved energy efficiency, enhanced insulation, or use of renewable, low carbon energy.

Health and Well-being: Contribution of an intervention to increase an individual and/or a population's mental and/or physical health and wellbeing.

Micromobility: A range of small, lightweight vehicles operating at speeds typically below 25km/h and driven by users personally including bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets, and electric pedal assisted bicycles.

Mobility hub: A new location where shared transport, public transport and active travel provisions are provided, designed to improve the public realm for all.

Net zero carbon: Reducing greenhouse gas emissions and then ensuring that any ongoing emissions are balanced by removals.

Passive design: Design that uses layout, fabric and form to reduce or remove mechanical cooling, heating, ventilation and lighting demand.

Post occupancy evaluation: The process of obtaining feedback on a building's performance in use after it has been built and occupied.

Sequestration: The capturing, removal and storage of carbon dioxide from the atmosphere. It can be 'indirect' (e.g. natural sequestration through carbon sinks) or 'direct/artificial' whereby carbon is purposefully captured and stored, often technologically or geologically.

Sharing economy: A concept that highlights the ability of individuals to rent or borrow goods rather than buy and own them.

Soft landings: A process for a gradual handover of a building, where a period of professional aftercare by the project team is a client requirement, planned for and carried out.

Systems: Horsham District's five carbon-hotspot scopes of emissions that provide opportunities for decarbonisation.

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| Version | Date | Produced By | Reviewed By |
|---------|----------|--|----------------------------|
| 01 | 09/12/22 | Anna Biggs, Kate Boylan, Laetitia Pancrazi | Laetitia Pancrazi |
| 02 | 13/12/22 | Anna Biggs, Kate Boylan, Laetitia Pancrazi | Jo Dobson |
| 03 | 16/12/22 | Anna Biggs, Kate Boylan, Laetitia Pancrazi | Jo Dobson Lottie McNair |
| 04 | 22/02/22 | Anna Biggs | Jo Dobson |

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1/ Introduction

Introduction

Climate change is one of the biggest challenges and risks facing society. The Intergovernmental Panel on Climate Change ([IPCC](#)) has announced a “code red for humanity”, with irrefutable evidence that fossil fuel burning and deforestation is causing unprecedented, unnatural levels of global heating. The impacts of climate change are already being felt on a global scale with extreme weather events – flooding, droughts, hurricanes, heatwaves, and snowstorms – devastating cities, regions, and countries. In the Horsham District, local water stress, flooding events, and extreme heatwaves have hindered business as usual, and forced local communities and businesses to consider how climate change will impact their lives and livelihoods in the coming decades.

In response to the climate crisis, the [UK Government](#) has committed to achieving net zero carbon by 2050. The Government is pledging to end its contribution to climate change whilst looking to lead the world to a cleaner, greener form of growth.

Aligning with national ambitions, Horsham District Council (HDC) has [committed to carbon neutrality](#) of its direct emissions by 2030, and carbon neutrality of its indirect emissions (including from leased buildings and supply chain) by 2050. HDC has produced a Council Carbon Reduction Action Plan (April 2022 to March 2025) to address its own emissions. In implementing the Action Plan, HDC is leading the District’s decarbonisation efforts and hoping to inspire others to reduce their own carbon emissions.

However, the Council’s emissions only represent a small fraction of the District’s carbon footprint. As such, HDC has commissioned a Climate Action Strategy for the entire Horsham District in order to inform the District’s transition to a low carbon and climate resilient future.

The focus of Horsham District’s Climate Action Strategy is to map an ambitious pathway for HDC, its key strategic partners, local communities, residents and businesses to achieve carbon neutrality by 2050 and start to adapt to climate change. This Strategy provides an overarching 10-year plan (with annual review periods) for the area to decarbonise, whilst delivering multiple co-benefits to local businesses and communities. It builds on existing work, lessons learnt and successes in the District to address the climate crisis, reduce carbon emissions and improve climate resilience.

The Strategy cannot be delivered by the Council alone. This document is therefore not only a resource for HDC but one for residents, community groups, businesses, neighbouring local authorities, West Sussex County Council (WSCC), schools, and those interested in driving a process of change. It is only through collaborative work and communal efforts that Horsham District will achieve its ambitious target.

This document is the ‘full’ Climate Action Strategy for internal use by HDC. It will be supplemented by:

- **Summary Strategy** – A more succinct, external facing, graphic-designed Strategy for publication online and circulation to stakeholders.
- **The One Planet Tool** – The Strategy will be uploaded to the One Planet tool, enabling HDC to show integration with other strategies, and manage, track and report progress.

Context

Horsham District is a local government District located in West Sussex County in the South East of England (Fig 1). It is made up from a collection of market towns and villages in a rural setting. Horsham Town is the largest urban area in the District, but the District has close links with Crawley to the north-east and the coastal strip to the south, including Worthing. It is also located between two large metropolitan cities – London and Brighton – and close to Gatwick Airport, which influences local employment and provides environmental challenges related to the aviation industry.

Horsham District has an estimated [population](#) of 142,217. It is an entrepreneurial District ranked with the [second highest](#) business start-up rate in the UK, accumulating £2.6 billion Gross Value Added (GVA) in 2014, and is home to 7,160 businesses, of which 72% are rural-based and a significant proportion are home-based or micro businesses. In the context of climate action, the high rate of small businesses provides some challenges in generating large-scale impact; it will be through collaboration that a collective response will have significant impact.

The largely rural nature of the District has been a significant contributor to its high proportion of carbon emissions associated with transport, with the vast majority of transport-based emissions coming from road transport. Underutilised public transport networks and low demand has caused a decline in provision of public transport and an over-reliance on private transport.

Additionally, the building stock in Horsham District is dominated by buildings built before 1980. These fall far behind current best practice energy efficiency standards and require significant interventions to reduce energy demand.

As a District with a rural-urban split, strong local businesses, and a high level of older building stock, there are a lot of opportunities to reduce carbon emissions in Horsham District. These will be explored in more detail in this Strategy.

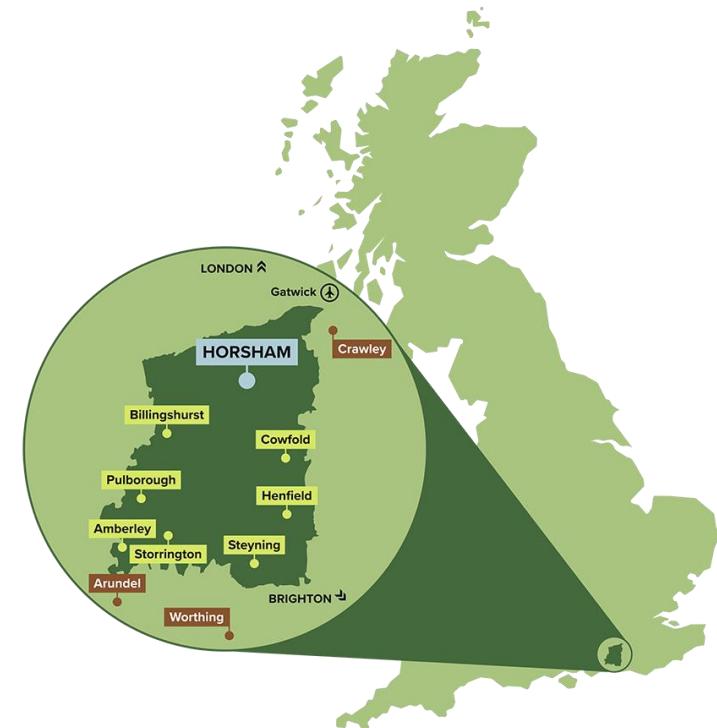


Fig. 1: Map of the UK with Horsham District map pulled out.



Fig. 2: Horsham Town Centre.



Fig. 3: Rural countryside in Horsham District.

Horsham District's Decarbonisation Projections

Horsham District has pledged to be carbon neutral by 2050, in-line with the UK's commitment. In order to achieve this commitment, there is no question that the District will have to take a significant juncture from business as usual in terms of carbon emissions, taking action across all economies urgently.

The graph adjacent presents three projections for Horsham District's total emissions. The yellow line presents a business as usual approach, with no active decarbonisation efforts, taking into account the projected decarbonisation of the national grid and population growth. Whereas, the blue line presents a linear decarbonisation trajectory and the green line presents the decarbonisation trajectory recommended to stay in-line with Paris Agreement targets (and Tyndall Centre recommendations) to achieve carbon neutrality by 2050. The graph clearly shows that significant decarbonisation is required to be within a chance of meeting carbon neutrality targets by 2050.

The Tyndall Centre, aligning with the Paris Agreement, recommends front-loading decarbonisation efforts; the reasons for this are twofold. Firstly, carbon reduction will only become more difficult in the future as the easy-actions are completed and more complex issues remain. Secondly, the longer it takes to start reducing carbon emissions, the more impacts will be experienced from a changing climate. Therefore, urgent action is required to address the high emitting sectors now, give time for more complex decarbonisation issues to be implemented and prevent the worst impacts of climate change.

This Strategy prioritises its interventions; to ensure that opportunities to make large carbon saving are made early, to ensure long-term programmes of work are set in motion and to follow a trajectory similar to Tyndall Centre's recommendations for carbon neutrality by 2050.

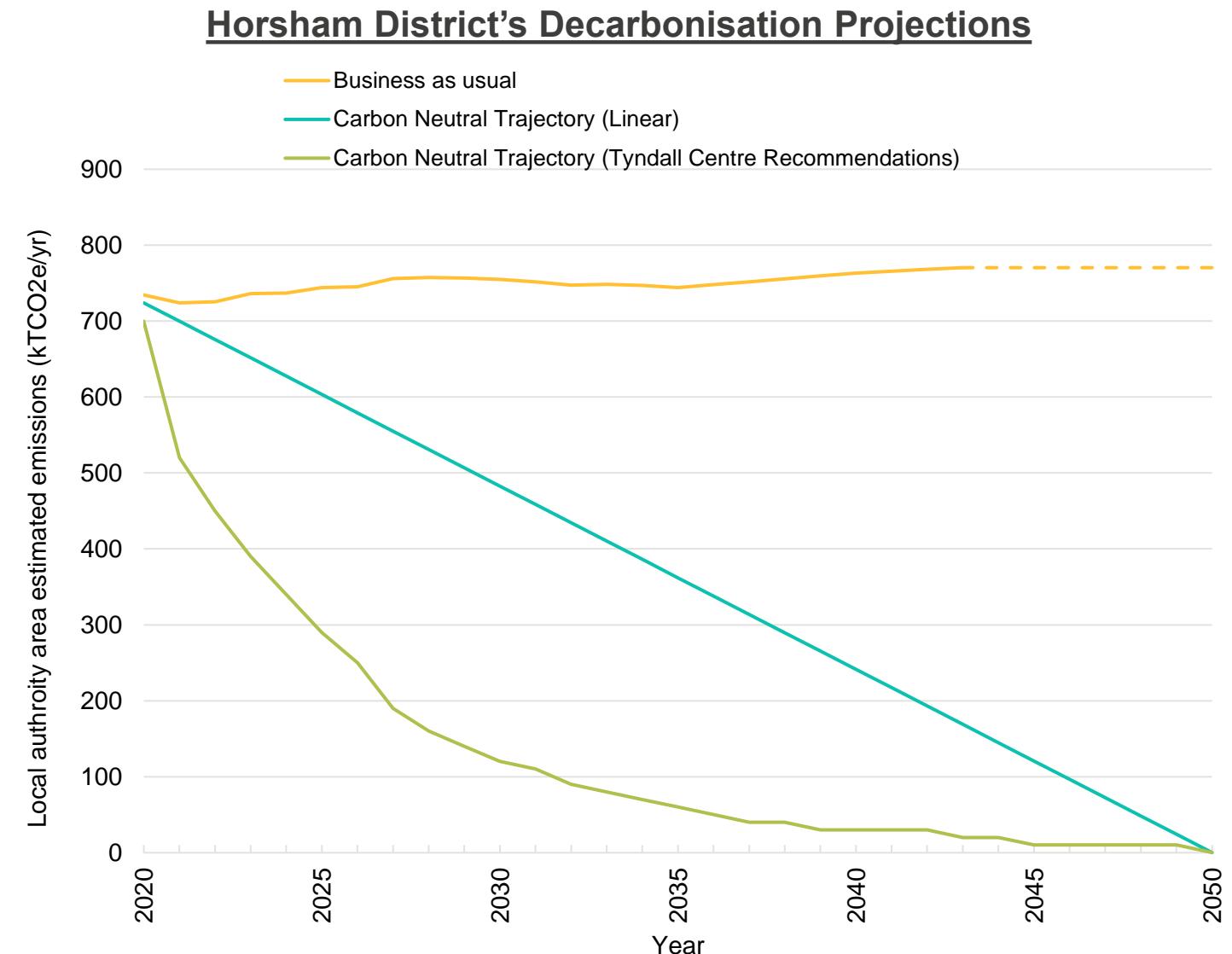


Fig. 4: Horsham District's carbon profile projections based on three datasets.

1. Business as usual – Population dependant carbon emissions projections, including grid decarbonisation, assuming per capita consumption is unchanged. Dotted line used where population data is not available, but provides an indicative projection of emissions by 2050. (source: [Net Zero Navigator Tool](#)).
2. Carbon Neutral Trajectory (Linear) – The linear carbon reduction rate required to achieve carbon neutrality by 2050.
3. Carbon Neutral Trajectory (Tyndall Centre Recommendations) - Horsham with budgets for carbon dioxide (CO₂) emissions and from the energy system for 2020 to 2050, based on Paris Agreement. (source: [University of Manchester](#)).

Horsham District's Carbon Footprint

This Strategy was informed by a full investigation into Horsham District's current carbon emissions, findings were summarised in the Baseline Report. The Study found that Horsham District's emissions are distributed across different 'Systems'. Each System was analysed to understand the potential opportunities to make significant and rapid carbon reductions. This analysis has informed the key strategies and targeted approaches in this Climate Action Strategy.

A summary of key findings include:

- Buildings and Transport account for the vast majority of emissions in the District (Fig 4).
- Industrial processes and Waste are responsible for relatively less carbon emissions in the District. However, they did feature large emitters in the sub-systems of solid waste disposal and industrial processes.
- Land use acts as a net-sink in the District. This is calculated from [ONS](#)'s territorial carbon emissions data, which indicate forest land and grassland acting as positive actor in carbon sequestration. However, it is important to note that Livestock is a carbon emitter and reduces the net positive impact of land-use in Horsham District.
- Horsham District's per capita emissions are 4.5 tCO₂e/yr in 2020, around the same as the national average ([source](#)).
- HDC's emissions account for approximately 1% of Horsham District's total emissions.

HDC can lead the way through implementing its own action plan and by investing in interventions and supporting initiatives that build the capacity of local communities and encourage sustainable place-shaping. However, HDC has a limited scope of control and responsibilities, for example, it is not the Highway Authority and is only responsible for the collection and not the disposal of waste. Therefore, strategic partnerships and community-led initiatives will be absolutely essential to delivering programmes of work that will tackle all sources of carbon emissions in the District.

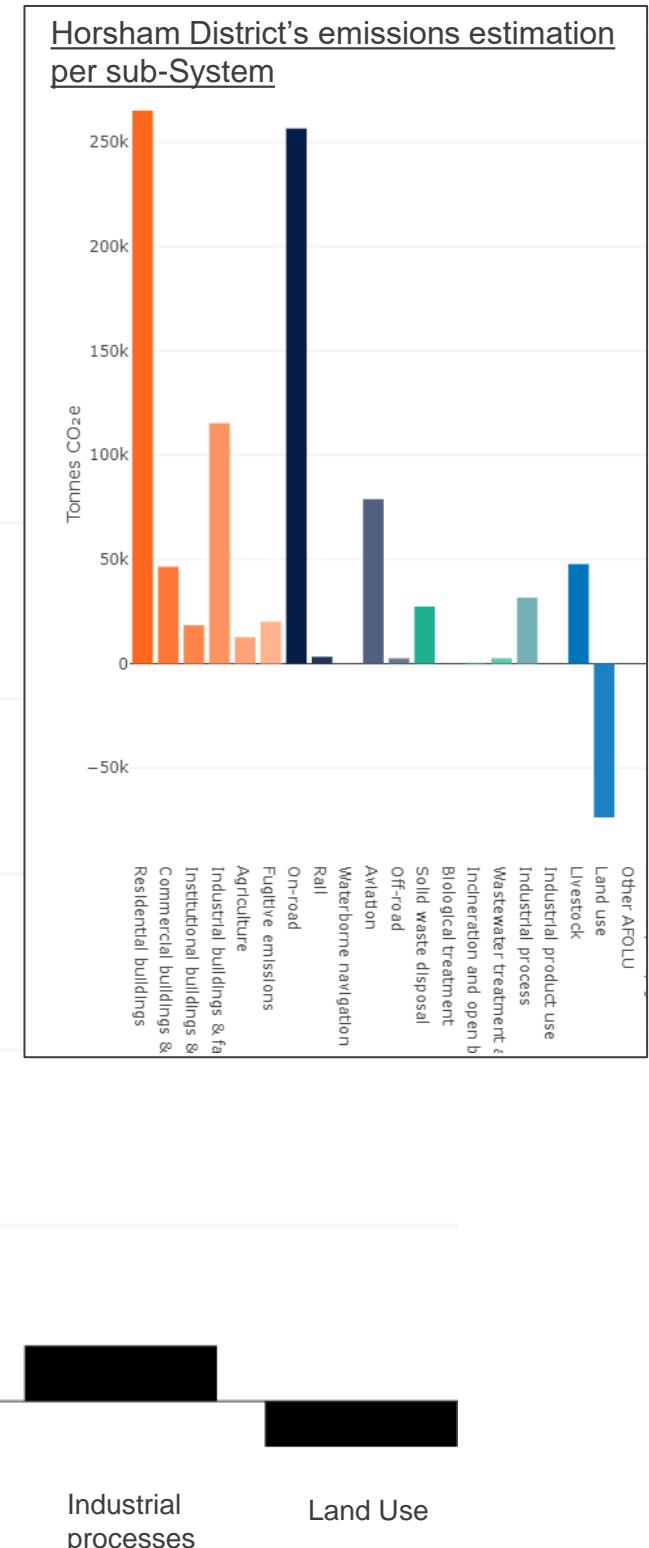
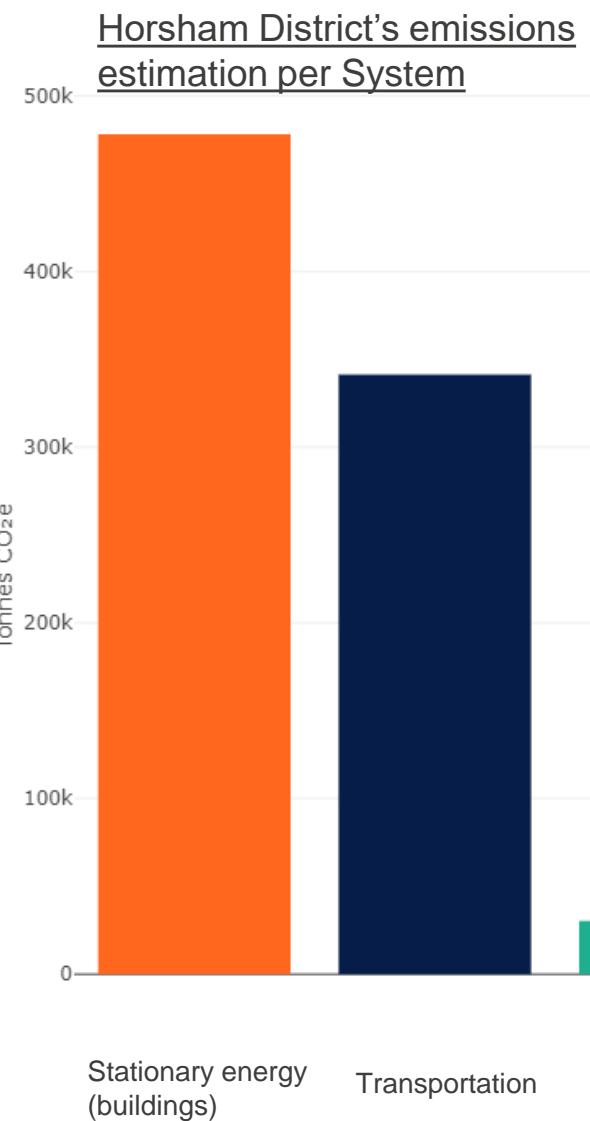


Fig. 5: Horsham District's Carbon Emissions (kTCO₂e per year) based on data assessment from SCATTER CITIES - a local authority focussed emissions tool, built to help create low-carbon local authorities ([link](#)).

Policy Landscape

In the development of this Strategy, a detailed analysis of the local policy landscape has been carried out to: assess the existing relevant policies and strategies; start to understand if/how they need to be pushed further; and highlight any gaps where additional policies, partnerships and/or community-led interventions would make a significant impact.

Some key policies or actions to note are:

- HDC has set two carbon neutrality targets in response to the climate crisis; 2030 for direct Council emissions and 2050 for area-wide emissions.
- HDC has produced a Carbon Reduction Action Plan to deliver carbon neutrality for its own emissions.
- West Sussex County Council and other key local stakeholders such as Southern Water and South Downs National Park are aiming to achieve net zero carbon emissions by 2030.
- Numerous local Councils, such as Adur and Worthing, are also aiming to achieve carbon neutrality ahead of the UK National Government's target of 2050.
- West Sussex County Council's Transport Plan will largely shape the approach to transport in the District.
- Horsham District's Planning Framework sets the strategic and detailed policies for land use planning. Work has taken place on the Local Plan review which will contribute to reducing carbon emissions from new development and adapting these to a changing climate.
- HDC's Sustainable Procurement Charter aims to ensure that organisations working with the Council minimise their environmental impacts.
- Economic Strategy and Visitor Economy Strategy will be important documents to align with and contribute to in terms of encouraging carbon savings.

The full assessment of existing local policies and their relevance to this Strategy is provided in Appendix A.

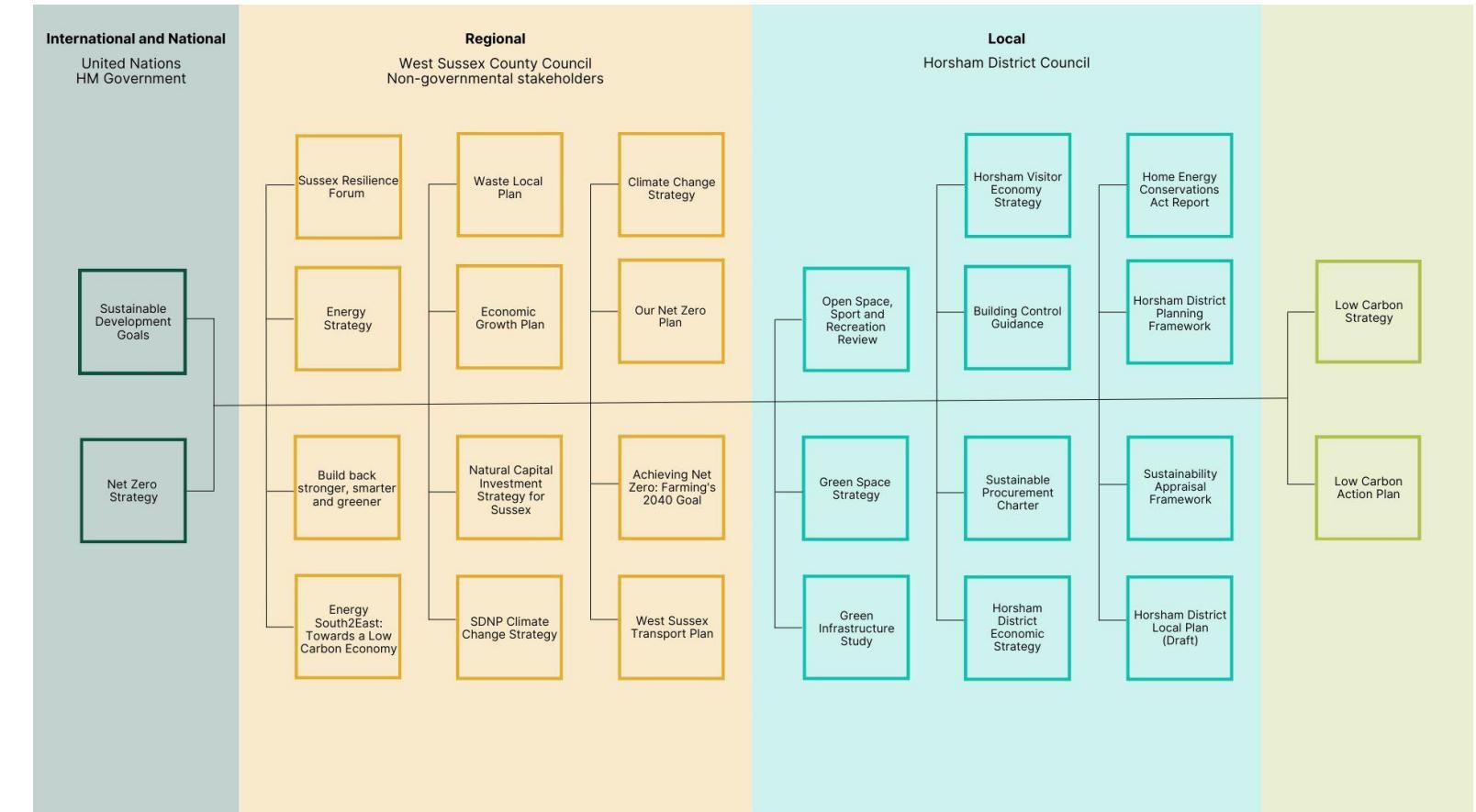


Fig. 6: Summary map of policies analysed in the Baseline Report and fed into this Strategy.

Policy Landscape: Local Plan

The current Local Plan for Horsham District is the Horsham District Planning Framework (HDPF). This is the main planning document for Horsham District. The aim of the plan is to help bring forward the social, economic and environmental needs for the land in Horsham District outside of the South Downs National Park.

The document sets out the spatial vision, objectives and Strategy for the District over the coming years. The overarching vision for Horsham District is:

"A dynamic district where people care and where individuals from all backgrounds can get involved in their communities and share the benefits of a district that enjoys a high quality of life."

The Local Plan contains a number of Strategic Policies and General Planning Policies. Any Neighbourhood Plan is expected to be in general conformity with these Strategic Policies. Therefore, Horsham District's Climate Action Strategy has been informed by the Local Plan to ensure alignment by building upon the policies and encouraging sustainable place-making and sustainable neighbourhood creation.

The HDPF is currently being reviewed. In early 2020, the Council consulted on a draft new Local Plan (the 'Regulation 18' stage of plan-making). Following this, a revised draft Local Plan was prepared. This was presented to the Council's Cabinet on 15 July 2021. This has not however been taken forward, due to changes national planning policy, and due also to the new requirement for water neutrality in the District. Nevertheless, the emerging draft Local Plan provides a direction of travel with respect to low carbon policies.



Fig. 7: Local Plan Map.

Fig. 8 illustrates how the Climate Action Strategy links to the relevant Spatial Objectives of the Local Plan. It also demonstrates how the Policies of the Local Plan link to the Climate Action Strategy, including:

- Policy 31: Green Infrastructure and Biodiversity
- Policy 35: Climate Change
- Policy 36: Appropriate Energy Use
- Policy 40: Sustainable Transport

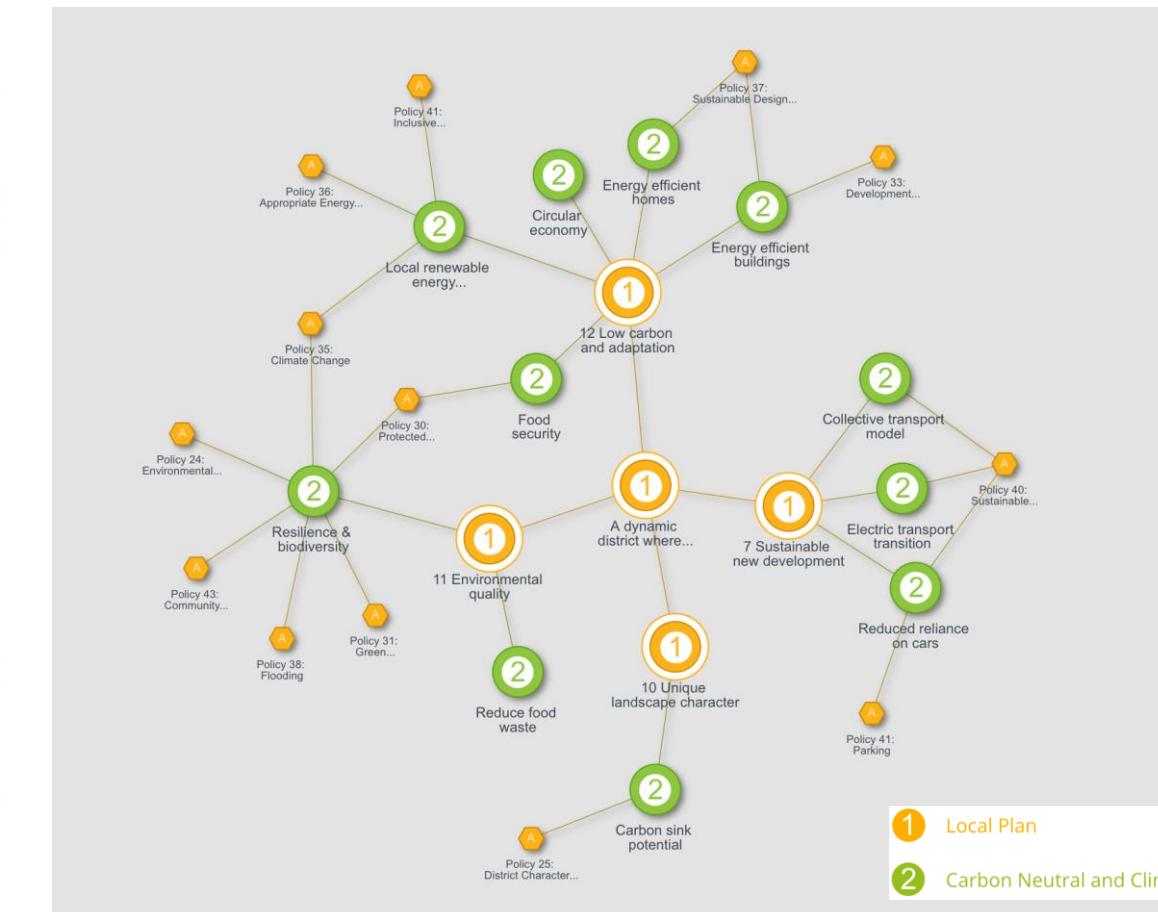


Fig .8: Linking the Climate Action Strategy with the Local Plan.

Policy Landscape: HDC's Carbon Reduction Action Plan

In October 2019, HDC commissioned the Carbon Trust to calculate the Council's baseline carbon footprint.

Using this baseline, in April 2020, HDC commissioned Anthesis to analyse different methodologies for setting a carbon neutrality target and identifying actions that could be used to reach the targets.

Based on the consultants report the Council approved two targets:

- Scope 1 and 2 (emissions under the direct control of HDC, such as the Council's vehicle emissions): to be Carbon Neutral by 2030.
- Scope 3 (emissions under the indirect control of HDC, such as those from contractors): to be Carbon Neutral by 2050.

An [action plan](#) was then produced to achieve these targets. Significant actions achieved so far have included the hiring of a new environmental officer to support the Council in decarbonising its operations, implementing a programme to electrify their fleet, replacing lighting with LED's and identifying buildings to be decarbonised.

This will be an evolving plan that will be reviewed and updated every six months, as new or more detailed projects come forward over the life of the plan. This will also allow the project team to react to any relevant opportunities, such as Government grants. Once a year the review will include an update of the changes to the Council's carbon emissions. The latest report for 2021/22 shows that the Council's direct emissions have been reduced by 47%, largely due to a change in the fuel used in its diesel vehicles.

This Climate Action Strategy aligns with the Council's Carbon Management Plan. It is centred around the same Carbon Neutrality by 2050 target but expands its scope to address the carbon emissions of the whole-area and looks to address environmental issues beyond carbon-reductions, especially opportunities to improve climate resilience.



Fig. 9: Image featured in HDC's Carbon Reduction Action Plan

Horsham District's Climate Action Framework

To achieve a carbon neutral and climate resilient Horsham District, a multi-pronged approach is necessary. Two different types of interventions are proposed to support a climate action, with opportunities to achieve co-benefits captured throughout:

- **Enablers:** These are interventions that build the capacity of the Council, strategic partners and local communities to achieve the carbon neutrality targets. The enabling interventions facilitate the delivery of system-led interventions and build a strong foundation to support decarbonisation. The four categories of enablers are Governance, Policy and Planning, Finance, and Education and Behaviour Change. These are explored in Section 2.
- **Systems:** The systems are Buildings, Energy, Transport, Waste, and Land Use. These are sources of high carbon emissions (carbon hotspots), or opportunities for maximising existing natural carbon sinks and supporting climate resilience. Several ‘system-led interventions’ have been developed to tackle these hotspot areas. Water availability and quality is an important issue for the District and actions relating to this are woven into the Strategy. Many of these interventions will require working in collaborative, multi-stakeholder partnerships to be delivered. These are explored in Section 3.

Three **delivery routes** are proposed to implement both enabling and system-led interventions:

- **Leadership:** Interventions that can be delivered mainly by HDC using its levers of direct control and influence.
- **Partnership:** Interventions that require collaboration between multiple strategic partners such as WSCC or neighbouring local authorities.
- **Community:** Interventions that require engagement, participation and collaboration with local residents, businesses, schools and communities.

These are further explored in Section 4 of this Strategy.

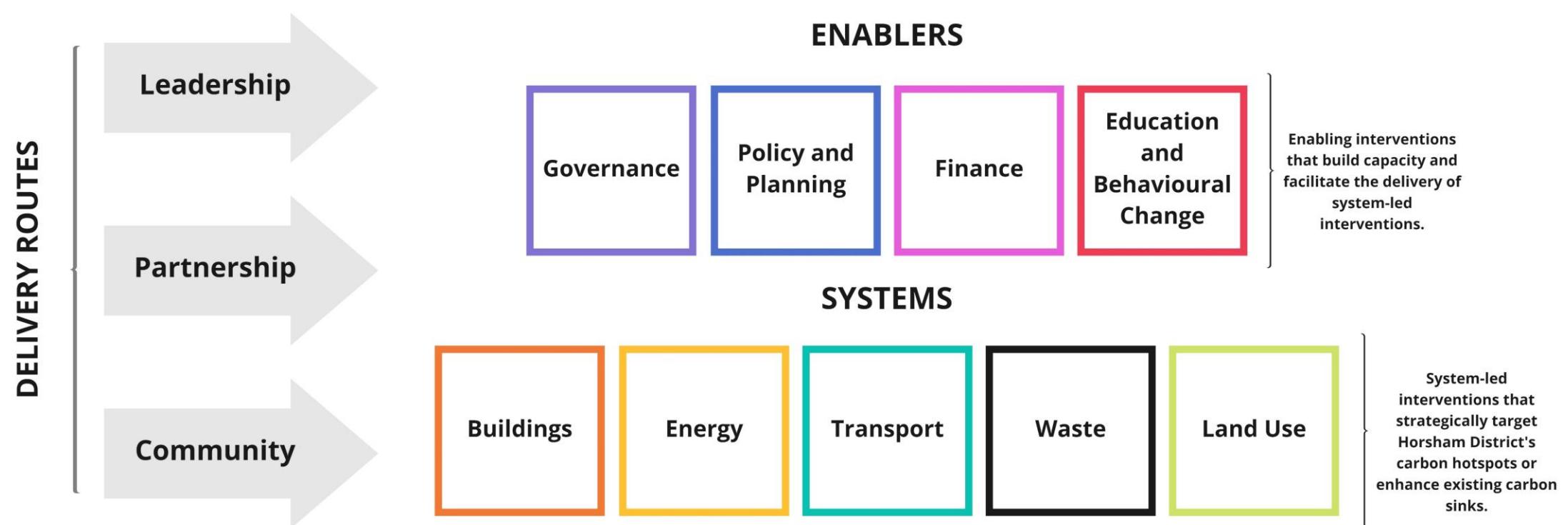


Fig. 10: Horsham District's Climate Action Framework

Navigating the Strategy

Each Enabler or System has several programmes of work associated with it.

Each programme of work has unique code (e.g G1) and an overarching goal.

Each programme of work has a number of interventions, which also have a code (e.g. G1.1).

Each intervention includes:

| | |
|--------------------------------|--|
| Delivery Route | |
| HDC Service Lead | |
| Identified Partners | |
| Delivery Considerations | |

Each programme of work includes:

- Alignment with co-benefits
- Timeline for delivery (immediate, short term, medium term, long term)
- Alignment with the United Nations Sustainable Development Goals (UNSDGs)
- Potential Impact (brief summary of the potential benefits of the programme of work if successfully implemented).

2/ Enablers

Introduction: Enablers

Achieving carbon neutrality will require investment in a series of enablers; these are enabling interventions and mechanisms that will help build the capacity of HDC, as well as that of local communities and businesses, and accelerate the District's sustainable transition to carbon neutrality and climate resilience.

The four key categories of enablers that underpin this Strategy are:

- **Governance:** Collaboration, partnerships and effective organisational structures are required to deliver sustainable, low carbon projects. Data sharing and innovation-led mechanisms can strengthen collaborative governance processes between HDC and its partners, and are therefore also considered.
- **Policy and Planning:** Policies and plans help to set a shared vision and clear communal targets for HDC, its partners, local communities and businesses. They provide clear guidance and incentives to transition to low carbon processes, as well as galvanise wider support for sustainable interventions. Planning also plays a critical role in helping to create sustainable communities.
- **Finance:** New financial mechanisms can facilitate the delivery of sustainable, low carbon and climate resilience projects. This also includes new business models and encouraging businesses to transition to a green and circular economy, in which waste is substantially reduced and materials are circulated throughout the economy at their highest value and utility. In turn, this will help to increase Horsham District's local economic resilience.
- **Education and Behaviour Change:** Sustainability, carbon neutrality and climate resilience are complex topics. By investing in upskilling and knowledge-sharing, the Council, local residents and local businesses can accelerate a transition to carbon neutrality and enable the delivery of co-benefits. Education can also support behaviour change, which is required to support a District-wide sustainable shift.

This chapter summarises a set of proposed actions for each category of enablers.

HDC can take a leadership role in delivering and investing in the enabling mechanisms proposed in this Strategy. Indeed, the proposed enablers are linked to Horsham District's levers of direct control and influence, allowing the Council to take a leadership role in transitioning the District to carbon neutrality and climate resilience.

Nevertheless, successfully delivering enablers will still require engagement and partnership with institutional partners, such as West Sussex County Council, as well as with local community groups, residents and local businesses.

Moreover, since enablers contribute to building the Council's and other's capacity to deliver sustainable interventions, their delivery should be prioritised in the short-term. The enablers will also facilitate the delivery of more complex system-led interventions, and will help the Council improve its organisational maturity, as measured on the Net Zero Navigator tool (see Baseline Report).

It is worth noting that due to the nature of the enablers, carbon savings for these interventions cannot be quantified. Instead, their potential impact has been described.

Finally, specific interventions proposed for each enabling category purposefully build on existing work delivered, or planned, by the Council and its partners.

Examples of Existing Enabling Work*

*Please note this is not an exhaustive list of existing work.



Sussex Green Living

[Sussex Green Living](#) is a charity that provides a network and facilitates projects to support local communities to live more sustainably. They provide information, education, tips and advice, to encourage communities to live more environmentally-friendly lifestyles.

The charity offers environmental services like the Horsham Repair Café, a TerraCycle drop off point, a refill service, and hosts other local environmental groups like Ecochurches, Transition Horsham and a pop-up event of the Horsham Community Fridge.

This Strategy will build on these local networks and initiatives to continue to support local communities and encourage positive behaviour change.

Business West Sussex

Business West Sussex

[Business West Sussex](#) provides information, advice and tips for businesses in West Sussex. The online repository includes a variety of information for businesses, including information about low carbon and green business operations.

This specific page provides information about local support for businesses looking to reduce their carbon emissions, as well as case studies to show precedents and lessons learnt.

This Strategy will explore how HDC can continue to partner with West Sussex County Council to provide educational information for businesses to encourage them to adopt green, sustainable, low carbon processes.



The Community Climate Fund

The [Community Climate Fund](#) is a grant, provided by HDC, available to local community groups working on projects that support a transition to carbon neutrality. In doing so, the Council aims to support local groups and Parish Councils to take action in reducing carbon emissions within local communities.

The Fund has set various priorities with which projects must align, including: carbon emissions, energy, water, waste, biodiversity and transport.

This Strategy will explore how this Fund can be scaled up in order to further incentivise and empower local communities to take action.

Enablers: Summary Diagram

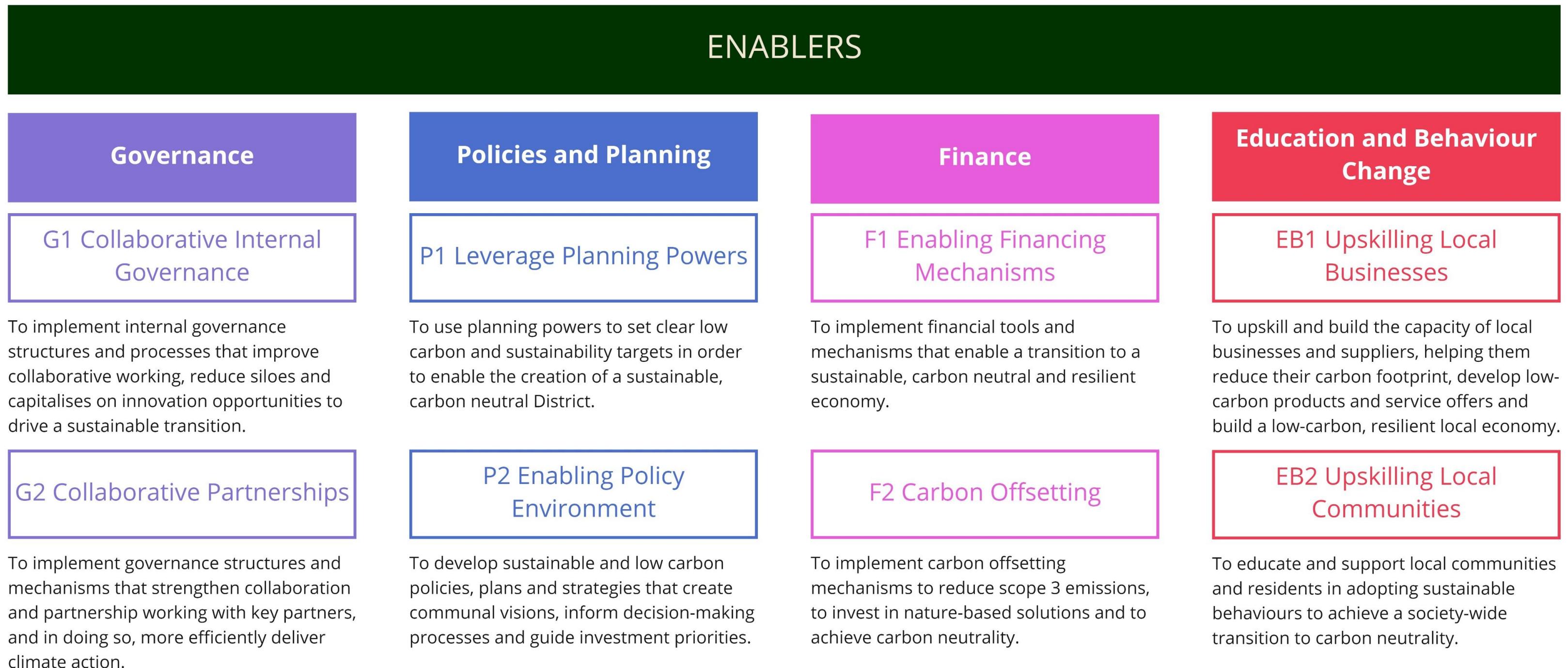


Fig. 11: Enablers' Summary Diagram

Enablers

2.1 Governance

G1 Collaborative Internal Governance

OVERARCHING GOAL

To implement internal governance structures and processes that improve collaborative working, reduce siloes and capitalises on innovation opportunities to drive a sustainable transition.

G1.1: Create an internal governance structure to lead the delivery of low-carbon, climate resilience and sustainability work across the Council.

| | |
|--------------------------------|---|
| Delivery Route | Leadership |
| HDC Service Lead | Sustainability Team with support from Finance and Performance, Leisure and Culture (Parks and Countryside Team) and Environmental Health |
| Identified Partners | For specific innovative projects the following organisations could supply support: UKGBC, Innovate UK, UKRI or Greater South East Net Zero Hub. |
| Delivery Considerations | <ul style="list-style-type: none"> - The Council will build a Climate Action Delivery Team. This team will primarily be responsible for delivering the Council's emissions reduction in-line with Carbon Neutrality by 2030 (2050 for indirect emissions). They will also establish a communal charter for officers, with climate action as a high-priority purpose of the Council. - The Climate Action Delivery Team will also advocate for and support low-carbon, climate resilient and sustainable strategies across all workstreams, for the benefit of the whole-district's decarbonization pathway. - A major project for the Climate Action Delivery Team will be to investigate innovative solutions to the Council's and Horsham District's challenges. These untapped opportunities could support an easier transition to carbon neutrality and climate resilience. Innovative solutions include financial schemes, new digital tools and innovative processes. The Council will review suggestions and assess potential for risk. To mitigate risk factors, innovative solutions should be first put in place as pilot projects and later developed into full schemes. A helpful starting point for innovative solutions is: UKGBC's Innovative Solutions. - The Council will identify an officer to conduct research. This intervention can be done within the Council's existing budget allocation, by adding the responsibility to an officer's role description. |

G1.2: Develop and invest in new data collection and data sharing mechanisms.

| | |
|--------------------------------|--|
| Delivery Route | Leadership and Partnership |
| HDC Service Lead | Finance and Performance with support from the Sustainability Team |
| Identified Partners | Consultation with data solution providers may be beneficial to understand options available. |
| Delivery Considerations | <ul style="list-style-type: none"> - The Council will identify new mechanisms to better collect, analyse and share data within its own organisation. This will support the Council's decarbonisation efforts and can support other organisations in the local area in terms of knowledge-sharing and open disclosure of lessons learnt. - HDC will explore opportunities to collect data from across the District to create valuable evidence bases for specific purposes/projects across each System. i.e. Buildings: energy performance of residential buildings or for Waste: quantity of waste collected per sector/community area. This data could be made publicly accessible in an aggregated form, in-line with data protection standards, to inform and empower local community or organisations towards action. - The Council should be actively seeking innovative data solutions, to support positive decision making across all Systems. For example, understanding land-use i.e. NATURE Tool. - This intervention can be delivered within the Council's existing budget allocation by adding the responsibility to an officer's role description. If a new data sharing platform is procured, additional funding will need to be secured, potentially in partnership with other local authorities. - Case studies, guidance and educational workshops on open data collection in the public sector can be found on the ODI's project - Using data in the public sector. |

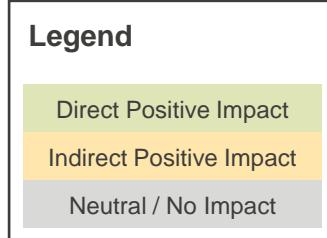
G1 Collaborative Internal Governance

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|--------------------|--------------------|-----------------------|
| G1.1: Create an internal governance structure to lead the delivery of low-carbon, climate resilience and sustainability work across the Council. | | | | Primary co-benefit | |
| G1.2: Develop and invest in new data collection and data sharing mechanisms. | | | Primary co-benefit | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|--|------------|-------------|-----------|
| G1.1 | Catalyst intervention that facilitates enabling and system-led interventions in this Strategy. | | | |
| G1.2 | Important intervention that supports partnership working and the delivery of projects. | | | |



Alignment with UNSDGs



Potential Impact

- New governance structures can help the Council increase the delivery efficiency of future projects, increase the capacity of the Council, and break existing internal siloes within the Council.
- Having access to data about the results and performance of sustainability and low carbon projects can empower other partners and local communities to act. It can also allow the Council to better evaluate past projects and inform future decision-making and investment processes.
- Adopting improved innovation processes will provide the Council with new delivery and financing mechanisms for low-carbon, sustainable projects. It will also help the Council build stronger relationships and partnerships with innovation stakeholders (i.e., UKRI).

G2 Collaborative Partnerships

G2.1: Partner with local students to conduct research on sustainability and low carbon topics.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Housing and Community Services (Community Development Team) with support from the Sustainability Team |
| Identified Partners | Local educational institutions, local businesses, Farm Clusters, Youth Forum, Eco-Youth Forum and WSCC. |
| Delivery Considerations | <ul style="list-style-type: none"> - The Council's role will be to broker relationships and match students with relevant businesses/farms. The Council will also produce and update a list of key topics students can work on. - The Council will also work closely with the Youth Forum and Eco-Youth Forum to ensure their voices are heard and to ensure proper engagement with local schools. - The Council will learn from existing projects such as the Knepp Farm carbon sequestration research. - The Council will continue to support an officer who leads on all community and engagement in relation to sustainability and decarbonisation. |

G2.2: Support Parish and Neighbourhood Councils in developing their Climate Action Plans and linking community groups with an interest in the environment.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team |
| Identified Partners | Parish Councils and the Horsham Association of Local Councils. |
| Delivery Considerations | <ul style="list-style-type: none"> - The Council will continue to engage with Parish Councils to support them in creating their own plans. - HDC will support these Councils to form partnerships with other groups in their communities, including Eco Churches. - The Council's main role will be to provide advice, tips and guidance to Parish Councils. - This will require an officer becoming responsible for engaging Parish Councils, as well as collecting and sharing advice and tips to them. This can be delivered within the Council's existing budget allocation. - Use the One Planet Tool to show stakeholders and links between groups. |

OVERARCHING GOAL

To implement governance structures and mechanisms that strengthen collaboration and partnership working with key partners, and in doing so, more efficiently deliver climate action.

G2.3: Enable and encourage the use of the West Sussex Business Hub and support the delivery of sustainable content.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Economic Development with the support of the Sustainability Team |
| Identified Partners | WSCC, Parish and Neighbourhood Councils, local businesses and local business membership organisations. |
| Delivery Considerations | <ul style="list-style-type: none"> - The network has been created with local businesses in mind by WSCC. It will bring together local businesses and support a range of needs. In particular, HDC in collaboration with WSCC should be identifying opportunities to supply sustainability content for the benefit of businesses. This could include information on energy consumption, retrofit, renewable energy options, climate resilience and biodiversity opportunities. - The Council's role will be to signpost business to the Hub and support partners in creating and driving forwards different types of content. - An officer within the Economic Development Team will engage businesses and work with partners to support this network and drive sustainability initiatives, internally. |

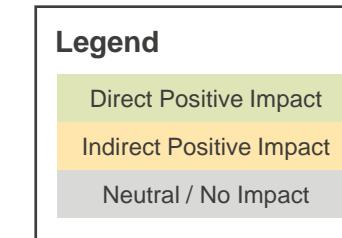
G2 Collaborative Partnerships

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|--------------------|--------------------|-----------------------|
| G2.1: Partner with local students to conduct research on sustainability and low carbon topics. | | | Primary co-benefit | | |
| G2.2: Support Parish and Neighbourhood Councils in developing their Climate Action Plans and linking community groups with an interest in the environment. | | | | Primary co-benefit | |
| G2.3: Enable and encourage the use of the West Sussex Business Hub and support the delivery of sustainable content. | | | Primary co-benefit | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|--|---|-------------|-----------|
| G2.1 | | G2.1 should be informed by G1.1, G1.2 and G1.3. Important action to strengthen partnership working and provide knowledge and insights for the implementation of system-led interventions. | | |
| G2.2 | This work is already underway and represents a quick win for HDC. G1.1 should provide clear responsibility for delivering this intervention. | | | |
| G2.3 | | G2.3 should be informed by P2.1 and initial engagement with businesses in Horsham District. | | |



Alignment with UNSDGs



Potential Impact

- Stronger partnership structures and mechanisms strengthen Horsham District's ability to deliver low carbon projects.
- By signposting relevant information to key partners, the Council contributes to building their capacity and providing them with the information required to act.
- The interventions proposed allow key partners to encourage their own members/customers to reduce their environmental impact, thereby leading to direct and/or indirect carbon savings.

Enablers

2.2 Policies and Planning

P1 Leverage Planning Powers

OVERARCHING GOAL

To use planning powers to set clear low carbon and sustainability targets in order to enable the creation of a sustainable, carbon neutral District.

P1.1 Strengthen sustainability and low carbon requirements for new buildings and new developments in Horsham District.

| | |
|--------------------------------|---|
| Delivery Route | Leadership |
| HDC Service Lead | Strategic Planning |
| Identified Partners | None needed for this intervention. |
| Delivery Considerations | <ul style="list-style-type: none">– As part of the work on the Supplementary Planning Document (SPD), or updated version, the Council will consider producing guidance that expands on policies to increase sustainable standards and requirements for new developments. The SPD will consider how to improve standards for new homes, in alignment with the Future Homes Standard.– In addition, the Council will explore opportunities to further strengthen standards and requirements in the future iteration of the Local Plan. The Sustainability Statement Template, which runs alongside the Local Plan, will be reviewed regularly to scope out opportunities to advance expectations.– Additionally, for future iterations of the Local Plan (beyond the Local Plan Review) reviews of best practice at the time will take place to continue to improve the policies in the Plan. This will include considering best practice from organisations like LETI, RIBA and UKGBC, including this helpful resource. This could include investigating issues such as embodied carbon, passive design and whole life carbon assessments with planning applications.– This intervention can be delivered by existing Council officers within the Planning and Policy Team. Advice on what to include in requirements can be provided by external experts or by reviewing the information provided in the additional resource section of this Strategy. |

P1.2 Strengthen requirements for large-scale and small-scale low carbon energy generation and storage.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team working with Strategic Planning |
| Identified Partners | Collaborate with WSCC Energy Team, local DNOs and UK Power Network to better understand how the grid's capacity can be increased to meet local demand and strongly advocate for renewable energy generation opportunities. |
| Delivery Considerations | <ul style="list-style-type: none">– Given the prominence of the need to address climate change since the HDPF was approved the future Local Plan is likely to encourage investment in renewable energy generation. The Council will consider strengthening these requirements in the future iteration of the Local Plan. This will ensure policy is strong on this area and enable other partners to take positive action (including WSCC taking a leading role with local DNOs).– The Council will support and encourage WSCC's Energy team to work with partners to explore opportunities to open-up grid capacity in order to make space for local renewable energy generation. Projects identified in the System-led Interventions Section of this Strategy aim to address the grid capacity in Horsham District.– The Council will explore opportunities to incentivise/de-risk investment in rooftop solar panels, which present a particular opportunity for the District and are currently under-used.– This intervention can be delivered by existing Council officers within the Planning and Policy Team and within the Council's existing budget allocation. |

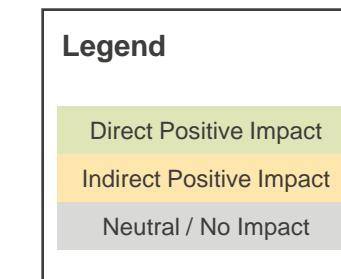
P1 Leverage Planning Powers

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------------|---------------|--------------------|-----------------------|
| P1.1 Strengthen sustainability and low carbon requirements for new buildings and new developments in Horsham District. | | Primary co-benefit | | | |
| P1.2 Strengthen requirements for large-scale and small-scale low carbon energy generation and storage. | | Primary co-benefit | | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|---|-------------|-----------|
| P1.1. | | Implemented through the next iterations of the Local Plan by gradually increasing requirements to net zero. | | |
| P1.2 | | Implemented through the next iterations of the Local Plan. | | |



Alignment with UNSDGs



Potential Impact

- These interventions lead to indirect and direct carbon savings. They provide clear guidance and incentives for developers and other built environment professionals to reduce the carbon emissions associated with their projects.
- These interventions also help build local energy resilience through investment in low-carbon, renewable energy generation.

P2 Enabling Policy Environment

OVERARCHING GOAL

To develop sustainable and low carbon policies, plans and strategies that create communal visions, inform decision-making processes and guide investment priorities.

P2.1: Develop a Green Business Strategy.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Economic Development |
| Identified Partners | WSCC, Green Growth Platform, local businesses and business membership organisations. |
| Delivery Considerations | <ul style="list-style-type: none"> – The Council will develop a Strategy, in partnership with other organisations, to support local businesses in reducing their carbon emissions. The Strategy should: <ul style="list-style-type: none"> – Include a Business Charter or Business Pledge(s) for local businesses. – Identify interventions, supporting mechanisms and training needs for local businesses that would support decarbonisation of industries and climate resilience. Note that this should be done for each industry in the area, particularly focusing on dominating industries locally (i.e. Agriculture, Food Production). – Encourage businesses to invest in carbon literacy and to adopt low carbon processes. – Support the creation of a Green Business Investment Zone (See F1.3). – The Council will need to review this programme of work with the existing team for opportunities to integrate into existing roles. Alternatively, the Council could also appoint an external consultant to develop the Strategy. |

P2.2: Update and strengthen the Council's Green Infrastructure Strategy.

| | |
|--------------------------------|---|
| Delivery Route | Leadership and Partnership |
| HDC Service Lead | Strategic Planning supported by Leisure and Culture (Parks and Countryside Team) |
| Identified Partners | Natural England, other Councils in West Sussex, local universities. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will review and strengthen its Green Infrastructure Strategy. The aim of the update will be to make it a more user friendly resource for specialist officers and to plan for the long term management of local green and blue assets. – As part of the Strategy review, the Council could consider developing a guidance document on key mechanisms required to sustainably manage different green and blue assets. This should include measures for integrated graded spatial and temporal shrub management, and should consider soil health, water bodies, hedgerow management and agroforestry. This would inform future built environment planning expectations and developments. This could potentially be achieved through partnerships with other councils in West Sussex or partnering with local universities. – Responsibility for reviewing and updating the Green Infrastructure Strategy should be allocated to an officer in the Council and can be delivered within the Council's existing budget allocation. Additional resource may be required if team is particularly stretched. |

P2 Enabling Policy Environment

OVERARCHING GOAL

To develop sustainable and low carbon policies, plans and strategies that create communal visions, inform decision-making processes and guide investment priorities.

P2.3: Develop a Local Nature Recovery Strategy.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team (Environment Programme Manager) |
| Identified Partners | WSCC (who holds the responsibility of delivering the network) and neighbouring local authorities, Sussex Wildlife Trust, Sussex Nature Partnership, Knepp Estate, South Downs National Park. |
| Delivery Considerations | <ul style="list-style-type: none"> – The Council will support WSCC in creating a Strategy that develops a county-scale vision for nature recovery and identifies priorities and opportunities for delivery. This will build on the work of the Wilder Horsham District project which is already in place and enabling the creation of a Nature Recovery Network for the District – As part of this Strategy, HDC could: <ul style="list-style-type: none"> – Trial a tool or platform that measures ecosystem services (G1.2). This information can then be used to identify and quantify ecosystem services being delivered on areas such as parks or green spaces and to use this to guide decision-making and day-to-day management to enhance these services. – Source best practice resources, guidance and/or toolkits to determine best options/management techniques to manage different habitats, increase biodiversity and enhance climate resilience. The toolkit would be for anyone managing/owning green or blue assets. – The aims of the Strategy will be to identify opportunities to use nature-based solutions to deliver services such as carbon sequestration and storage and climate resilience against flooding or heatwaves. – Responsibility for coordinating efforts should rest with an existing officer in the Council, alongside the officer also responsible for reviewing and strengthening the Council's own Green Infrastructure Strategy. This intervention can be delivered within the Council's allocated budget. |

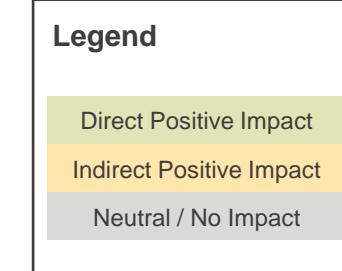
P2.4: Develop an Energy Resilience Strategy.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team supported by Strategic Planning |
| Identified Partners | WSCC – Energy Team (lead), External energy consultant, Greater Southeast Net Zero Hub |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will support WSCC and neighbouring local authorities to develop an Energy Resilience Strategy (or a Local Energy Action Plan) to understand energy requirements, assess existing low carbon energy generation and storage opportunities and prioritise investments for the District (and the region) to become energy resilient. This could include: <ul style="list-style-type: none"> – Determining the feasibility of Horsham District becoming 100% self-reliant energy wise, re-selling surpluses to neighbouring areas. Surpluses/profits could be used to support residents who are struggling during the cost of living crisis. – Determining the feasibility of creating a decentralised energy network (smart microgrid) linking energy storage and renewable energy sources with flexible demand management and time of use services. HDC and WSCC could collaborate to identify areas in the County for potential micro-grids, which would help suppliers and consumers monitor and regulate the grid's performance and improve energy resilience. – Determining the feasibility of a District and/or neighbourhood-wide heating and cooling network. This includes exploring opportunities to learn from the Crawley district heat network, Worthing's developing work on district heating and other large-scale energy projects. – Exploring mechanisms to increase investment into energy storage options to balance energy load and improve thermal and electrical storage. – Considering the creation of Energy Innovation Zones to attract investment and foster innovation and pilot projects/demonstrators. Partnerships with energy providers should be fostered to trial new innovative energy projects in communities. – Investigating deep and shallow geothermal heat sources for energy generation. – Identifying partners for delivery and further opportunities for HDC to partner with WSCC (opportunity for Horsham town centre, already demonstrated in previous energy study) and other neighbouring authorities on larger-scale energy projects. – Supporting the establishment of Power Purchase Agreements to stimulate investment in local renewable energy generation and supply. – Considering the use of AI, internet of things, and new technologies such as smart meters. |

P2 Enabling Policy Environment

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------------|--------------------|--------------------|-----------------------|
| P2.1: Develop a Green Business Strategy. | | | Primary co-benefit | | |
| P2.2: Update and Strengthen the Council's Green Infrastructure Strategy. | | | | Primary co-benefit | |
| P2.3: Develop a Local Nature Recovery Strategy. | | | | | Primary co-benefit |
| P2.4 Develop an Energy Resilience Strategy. | | Primary co-benefit | | | |



Alignment with UNSDGs



Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|--|---|-----------|
| P2.1 | | Catalyst intervention to inform enabling interventions targeting businesses and supporting educational and behavioural change interventions. | | |
| P2.2 | | Council will review as part of the future Local Plan and in the Local Nature Recovery Strategy. P2.2 can inform P2.3. G1.4 can help deliver this intervention. | | |
| P2.3 | | Collaboration has started and G1.4 can help deliver this intervention. | | |
| P2.4 | | | Catalyst intervention to inform investment in low carbon energy generation and storage in the medium and long term. | |

Potential Impact

- These interventions will support local businesses, communities and residents to reduce their carbon emissions.
- These interventions will contribute to climate resilience through prioritising investments in climate resilient, blue and green infrastructure. In doing so, it will help Horsham District increase its resilience to adverse climate impacts.
- These interventions will also improve partnership working and help increase the efficiency in delivering climate actions.

Enablers

2.3 Finance

F1 Enabling Financing Mechanisms

F1.1 Explore emerging green finance mechanisms and their potential application in the Council.

| | |
|--------------------------------|---|
| Delivery Route | Leadership |
| HDC Service Lead | Finance and Performance with support from the Sustainability Team and Strategic Planning |
| Identified Partners | None needed for this intervention. |
| Delivery Considerations | <ul style="list-style-type: none"> – The Council will start by investigating new financing mechanisms and which options may be applicable to the Council. Potential delivery mechanisms include green mortgages, green and social bonds, impact tokens, blended finance, private finance, crowdfunding or new community-led investment platforms. The Council should be actively seeking innovative solutions. – This intervention can be delivered within the Council's existing budget. The Council will identify an officer to conduct research and propose options for implementation consideration. The responsibility of doing so should be added to an officer's role description. |

F1.2 Implement a shadow carbon price.

| | |
|--------------------------------|---|
| Delivery Route | Leadership |
| HDC Service Lead | Finance and Performance |
| Identified Partners | None needed for this intervention. |
| Delivery Considerations | <ul style="list-style-type: none"> – The Council will continue to explore the benefits of implementing a shadow carbon price to inform decision-making processes, investment decision and appraisals of different options. This would include trials for large procurements or new developments in planning. The Council could use the GLA's carbon price: £95/tonne of carbon. Once the Council builds its capacity in using a shadow carbon price, it will explore opportunities to implement a real carbon price for new homes and developments (See F2.2). – Upskilling the Council on the use of carbon prices will be required and is explored in this Strategy (See EB1.2). – This intervention can be delivered within the Council's existing budget. The Council will identify an officer to conduct research and propose a system for the Council. An external consultant could also be commissioned to deliver this intervention. This would require securing additional funding. |

OVERARCHING GOAL

To implement financial tools and mechanisms that enable a transition to a sustainable, carbon neutral and resilient economy.

F1.3 Create a Green Business Investment Zone.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Economic Development supported by Finance and Performance |
| Identified Partners | WSCC |
| Delivery Considerations | <ul style="list-style-type: none"> – The Council will identify a potential area (i.e., the Business Park) and potential partners to develop a proposal for the Investment Zone. <ul style="list-style-type: none"> – The Council will consider the benefit of creating a Green Business Investment Zone with an Innovation and/or Energy Zone. – The Council will also consider incentives for businesses to settle in the Zone (i.e., paying business rates for 3 to 5 years). – Responsibility for this intervention should be added to an officer's role. The Council will need to allocate new funding to establish the Zone, incentivize businesses and secure support from identified partners. |

F1.4 Consider scaling up the Community Climate Fund.

| | |
|--------------------------------|---|
| Delivery Route | Community |
| HDC Service Lead | Sustainability Team |
| Identified Partners | Parish Councils and Neighbourhood Councils community/voluntary groups. |
| Delivery Considerations | <ul style="list-style-type: none"> – The Council will meet with partners to identify funding pots that can be used to increase the Fund. This could be linked to an area wide carbon offsetting fund. – Use the Fund to influence schools, community and third sector buildings to carry out small scale retrofit projects, such as installing LED lighting. – The Council will continue to collect case studies from projects that have been implemented in the past using grants from the Fund to demonstrate its impact and incentivize partners to invest in the fund. – An officer already working on the Community Climate Fund could support the delivery of this intervention and help secure additional funding. |

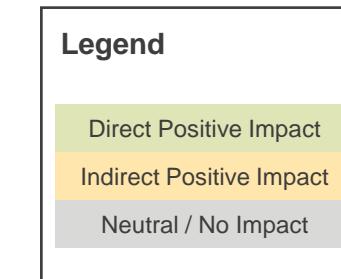
F1 Enabling Financing Mechanisms

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|--------------------|--------------------|-----------------------|
| F1.1 Explore emerging green finance mechanisms and their potential application in the Council. | | | Primary co-benefit | | |
| F1.2 Implement a shadow carbon price. | | | Primary co-benefit | | |
| F1.3 Create a Green Business Investment Zone. | | | Primary co-benefit | | |
| F1.4 Consider scaling up the Community Climate Fund. | | | | Primary co-benefit | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|--|---|-----------|
| F1.1 | | Catalyst intervention to unlock money and mechanisms to fund future interventions. | | |
| F1.2 | | | Intervention should be implemented once HDC officers have been upskilled and can embed shadow carbon price into decision-making and investment processes. | |
| F1.3 | | | Should be delivered after P2.1 and G2.3. Mobilisation of partners also required. | |
| F1.4 | | F1.1 and G1.2 can provide new funding avenues or financing mechanisms to deliver F1.4. | | |



Alignment with UNSDGs



Potential Impact

- Identifying and implementing new mechanisms can allow the Council to unlock new funding for low-carbon, sustainable projects.
- These financing mechanisms can also better leverage partnership working and in doing so increase the Council's capacity and efficiency in delivering climate actions.
- A shadow carbon price provides the Council with quantitative data and a methodology to factor the cost of carbon emissions into its decision-making and investment processes. This can lead to indirect and/or direct carbon savings.
- These interventions also strengthen the Council's relationship with local businesses and communities.

F2 Carbon Offsetting

OVERARCHING GOAL

To implement carbon offsetting mechanisms to reduce scope 3 emissions, to invest in nature-based solutions and to achieve carbon neutrality.

F2.1 Support and encourage area-based carbon offsetting solutions.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team with support from Finance and Performance Team and Procurement Team |
| Identified Partners | WSCC, Farm Clusters and local businesses. |
| Delivery Considerations | <ul style="list-style-type: none"> - The Council has already investigated some insetting solutions to use against its own carbon footprint. This process should continue, and a standard process should be adopted and rolled out for HDC's offsetting. - Alongside, the Council should assess how they can encourage local businesses in the area to address their residual carbon emissions through offsetting. This could be through education and pointing towards guidance and best practice examples, or through financial incentives. - The Council should also support organisations and community groups who have carbon sequestration or carbon avoidance projects. This support could be through grant/funding opportunities, building relationships between key stakeholders and pointing towards best practice. - The Council's aim is to encourage businesses to invest in local offsetting and nature-based solutions (i.e. Wilder Carbon, led by Kent Wildlife Trust) rather than carbon credits, which are frequently assessed as unreliable. - WSCC could lead, with HDC's support, a new service offer for businesses who are looking for offsetting solutions. In particular, local offsetting solutions should be supported i.e. local businesses investing into local carbon sequestration schemes or reliable carbon avoidance. Additional resources would need to be available to set up this project. An appropriate, existing scheme may be identified and could be signposted to as an alternative. - The Council will either add responsibility for these interventions to an existing role or create a new role for an officer to have oversight of offsetting solutions and the Sustainable Transition Fund proposed in F2.3. The latter will require additional funding. |

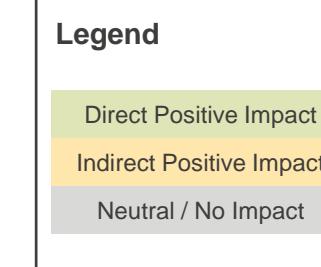
F2.2 Consider the creation of a Sustainable Transition Fund using carbon offsetting solutions.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team with support from Finance and Performance and Strategic Planning |
| Identified Partners | WSCC and hired consultant. |
| Delivery Considerations | <ul style="list-style-type: none"> - The Council will consider creating a Sustainable Transition Fund, by undertaking a feasibility study and collaborating with local councils and WSCC. The Fund would be made up from a collection of money from developers, using a set carbon price (£/tCO2e), for carbon emissions associated with large new developments. This money could then be reinvested into local and/or community-led projects. A priority for this fund would be supporting local retrofitting interventions. (in Policy by several Councils including Reading, London, Manchester, Bristol, Milton Keynes, Solihull. See UKGBC's New Homes Policy Playbook p36 for reference). - This Fund could be created in partnership with WSCC and other neighbouring local authorities. This would reduce the cost of administering and setting up the fund and would allow for larger projects to be delivered. - The Council could either add responsibility for this intervention to an existing role or create a new role for an officer to have oversight of the Fund as well as other offsetting and insetting solutions. |

F2 Carbon Offsetting

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|--------------------------|--------------------------|--------------------------|--------------------|--------------------------|
| F2.1 Support and encourage area-based carbon offsetting solutions. | Indirect Positive Impact | Neutral / No Impact | Indirect Positive Impact | Primary co-benefit | Direct Positive Impact |
| F2.2 Consider the creation of a Sustainable Transition Fund using carbon offsetting solutions. | Neutral / No Impact | Indirect Positive Impact | Direct Positive Impact | Primary co-benefit | Indirect Positive Impact |



Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|---|-------------|--|
| F2.1 | | Important action to help the area reach carbon neutrality, promote nature-based solutions and strengthen collaboration between businesses, HDC and local communities. | | |
| F2.2 | | | | HDC has already considered a carbon offset fund for new developments and decided against one. It should continue to consider one in the future. This will be informed by F1.2. |

Alignment with UNSDGs



Potential Impact

- These interventions would lead to direct carbon savings, would strengthen partnerships with the local business community, and support nature-based solutions that contribute to climate resilience.
- These interventions could also generate a new revenue stream for the Council. This money can be re-invested to deliver more complex low carbon interventions (i.e. retrofitting).
- These interventions would also strengthen partnership working amongst the local authorities of West Sussex.

Enablers

2.4 Education and Behaviour Change

EB1 Upskilling Local Businesses

EB1.1 Continue to update and create accessible content to inform local businesses and suppliers on low carbon and sustainability topics.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Economic Development (with support from the Sustainability Team and the Communications Team) |
| Identified Partners | WSCC, Coast to Capital LEP, local businesses, local colleges/universities and business membership organisations. |
| Delivery Considerations | <ul style="list-style-type: none">- HDC will signpost relevant information and content onto its own website, building on the content it has already developed. This will include information on various sustainability topics and information on where businesses can find further information, including potential funding sources. HDC will also build a repository of low carbon businesses and suppliers in the area to encourage residents and other businesses to opt for low-carbon, green businesses.- The Council will use its new West Sussex Business Hub, offering online and in-person educational content for businesses.- An existing officer within the Economic Development Team will be responsible for delivering this intervention, with support from the Sustainability Team and Communications Team and potential support from external groups and partners. A helpful starting point for potential topics is on the Carbon Literacy Website and Net Zero 360 which is run by the Green Growth Platform to provide workshops and advice to businesses on their journey to net zero. |

OVERARCHING GOAL

To upskill and build the capacity of local businesses and suppliers, helping them reduce their carbon footprint, develop low carbon products and service offers and build a low-carbon, resilient local economy.

EB1.2 Invest in upskilling for Council officers.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | HR and OD (with support from the Sustainability Team) |
| Identified Partners | WSCC and neighbouring local authorities. |
| Delivery Considerations | <ul style="list-style-type: none">- The Council is already looking at upskilling its officers as part of its Carbon Reduction Action Plan. This intervention would complement these initiatives, focusing on communal upskilling opportunities.- The Council will consider partnering with neighbouring local authorities to develop communal upskilling programmes and should also learn from WSCC's Carbon Literacy training.- The Council will explore specific training on the following topics: whole-life carbon assessment, embodied carbon, carbon price, and passive design.- The Council will use its existing budget allocation for training as well as identify external funding opportunities to deliver this intervention. An officer should be responsible for leading educational elements identified in this Strategy. An existing officer would be put forwards to lead all upskilling and educational programmes of work. |

EB1.3 Organise a Green Skills and Green Jobs Fair in Horsham District.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Economic Development with support from Sustainability Team |
| Identified Partners | WSCC, local colleges/universities and neighbouring local authorities. |
| Delivery Considerations | <ul style="list-style-type: none">- In collaboration with other Councils in West Sussex, HDC will identify suitable locations for the fair and potential partners. They will then work with local businesses and educational institutions to develop the format and content of the Fair. Partnership will be key to delivering the Fair, HDC will need to collaborate closely with local businesses and organisers.- Responsibility for the Fair should be added to an officer's existing role. This officer can help secure partnership and funding to deliver the Fair. This can be done within the Council's existing budget with external funding used to deliver the Fair.- HDC will also partner with WSCC to investigate if an organisation can come to local schools to promote green skills and green careers. This could be mandated through procurement processes and added to the Sustainability Requirements relating to social value. |

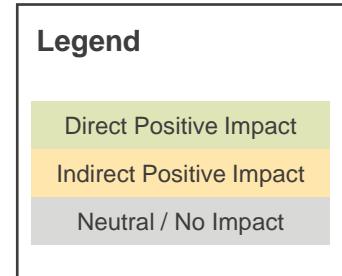
EB1 Upskilling Local Businesses

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|--------------------|--------------------|-----------------------|
| EB1.1 Continue to update and create dedicated, accessible content to educate local businesses and suppliers on low carbon and sustainability topics. | | | | Primary co-benefit | |
| EB1.2 Invest in upskilling for Council officers. | | | | Primary co-benefit | |
| EB1.3 Organise a Green Skills and Green Jobs Fair in Horsham District. | | | Primary co-benefit | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|--|------------|---|-----------|
| EB1.1 | Ongoing action and critical first step to encourage behaviour change. EB1.2 should provide Council officers with knowledge and confidence to create content. | | | |
| EB1.2 | Ongoing action and critical first step to encourage behaviour change. EB1.2 should provide Council officers with knowledge and confidence to create content. | | | |
| EB1.3 | | | Mobilisation of partners and funds required. Implementation of P2.1, G2.3 and F1.3 will inform EB1.3. | |



Alignment with UNSDGs



Potential Impact

- These interventions would build the capacity and resilience of local businesses. It would also contribute to a more resilient and competitive local economy.
- Upskilling would also lead to direct and/or indirect carbon savings. Indeed, the Carbon Literacy Project concluded that by investing in upskilling organisations can achieve 5-10% carbon reduction with individuals adopting more eco-responsible behaviours.
- Upskilling would also increase the capacity of the Council and its ability to better deliver future low carbon projects.

EB2 Upskilling Local Communities

OVERARCHING GOAL

To educate and support local communities and residents in adopting sustainable behaviours to achieve a society-wide transition to carbon neutrality.

EB2.1 Continue to create, and update sustainability and low carbon information for local communities.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team working with the Communications team |
| Identified Partners | WSCC, existing community groups, charities and NGOs in Horsham and neighbouring local authorities, Parish and Neighbourhood Councils. |
| Delivery Considerations | <ul style="list-style-type: none">– HDC will continue to signpost relevant information and content onto its own website, building on the content it has already developed. This will include information on various sustainability topics and information on where residents and community groups can find further information.– HDC will also share its information with its partners, including WSCC for its Climate Change Engagement Hub.– The Council will encourage Parish and Neighbourhood Councils, as well as the Youth Forum and Eco-Youth Forum to signpost the information.– A helpful starting point for potential topics is on the Carbon Literacy Website. |

EB2.2 Create a series of pop-up events for the Horsham District high streets.

| | |
|--------------------------------|---|
| Delivery Route | Community |
| HDC Service Lead | Sustainability Team with the support of the Economic Development, Community Development and Communications Team |
| Identified Partners | WSCC, existing community groups, local businesses, neighbouring local authorities, Parish and Neighbourhood Councils and Community Partnerships. |
| Delivery Considerations | <ul style="list-style-type: none">– HDC will support the organisers (likely Greening Steyning and Henfield 2030) to facilitate pop-up events through the identification of relevant organisations and key topics to elevate in the event series.– Ideally the pop-up events would be linked with behaviour change initiatives explored in E2.4. The aim of the pop-up events is to showcase low carbon businesses and suppliers, host educational events, promote community-led initiatives and build on initiatives such as the Kinder Living Show which takes place in Horsham town. In particular, they should showcase excellence and efforts in the local area.– The events could be contracted out for delivery if there was budget. Management would still need to be controlled by community groups and/or the Council. |

EB2 Upskilling Local Communities

OVERARCHING GOAL

To educate and support local communities and residents in adopting sustainable behaviours to achieve a society-wide transition to carbon neutrality.

EB2.3 Work with existing community groups to promote a circular economy and increase recycling rates.

| | |
|--------------------------------|--|
| Delivery Route | Community |
| HDC Service Lead | Recycling and Waste |
| Identified Partners | Existing community groups, organisations focused on the circular economy and waste reduction such as WRAP or Circular Economy Club |
| Delivery Considerations | <ul style="list-style-type: none">– HDC will support existing community groups that educate local communities on best practice for waste segregation at home. The aim is to reduce contamination and improve reuse and recycling rates.– HDC will also work with local markets to inform, educate and campaign for food waste reduction through thoughtful recycling.– HDC will support and promote Horsham District's four existing Repair Cafés for residents to attend and learn how to repair common household items. Additionally, review opportunities for more Repair Cafes, to improve accessibility to the whole District.– HDC and community groups to collaborate in supporting refill services and seek opportunities to expand into more areas i.e. local shops, community centres, libraries.– The Waste Team at the Council will look to expand their educational work to include behaviour change. |

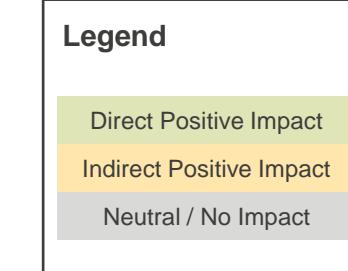
EB2.4 Launch a comprehensive behaviour change campaign in partnership working with existing community groups.

| | |
|--------------------------------|--|
| Delivery Route | Community |
| HDC Service Lead | Sustainability Team with support from Community Development Team and Communications Team |
| Identified Partners | WSCC, existing community groups in Horsham District and neighbouring local authorities, Parish and Neighbourhood Councils, Youth Forum and Eco-Youth Forum. |
| Delivery Considerations | <ul style="list-style-type: none">– In partnership with existing community groups and NGOs/charities, HDC will support the launch of a comprehensive behaviour change programme. To be successful, the programme needs to address different sustainability topics and provide information pertinent to different segments of Horsham District's population.– A first step will be for HDC to confirm the topics it would like to explore and identify existing local groups that work with local communities on these topics. In partnership with these groups, HDC and local Parish and Neighbourhood Councils can then determine how it can best support their work. HDC will also identify areas that do not have active community groups and should work with Parish Councils to work with 'under-represented' local communities. Potential topics are explored in Appendix xx. |

EB2 Upskilling Local Communities

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|--------------|--------------------|--------------------|-----------------------|
| EB2.1 Continue to create, and update sustainability and low carbon information for local communities. | | | | Primary co-benefit | |
| EB2.2 Create a series of pop-up events for the Horsham District high streets. | | | Primary co-benefit | | |
| EB2.3 Work with existing community groups to promote a circular economy and increase recycling rates. | | | | | Primary co-benefit |
| EB2.4 Launch a comprehensive behaviour change campaign in partnership working with existing community groups. | | | | | |



Alignment with UNSDGs



Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|--|---|-------------|-----------|
| EB2.1 | Ongoing action and critical first step to encourage behaviour change. E2.1 needs to start before launch of E2.4. | | | |
| EB2.2 | | Ongoing action and critical first step to encourage behaviour change. E2.2 needs to start before launch of E2.4. | | |
| EB2.3 | | Informed by EB2.1 and EB2.2 as well as EB2.4. Identification of community groups through EB24 will support EB2.3. | | |
| EB2.4 | | Catalyst intervention that is critical for society-wide and economy-wide transition to carbon neutrality. Also supports delivery of system-led interventions. | | |

Potential Impact

- These interventions would build the capacity of local communities to reduce their carbon emissions and deliver their own climate projects.
- These interventions also encourage local communities and residents to adopt eco-responsible behaviours that help achieve a society-wide sustainable transition to carbon neutrality.

Enablers: Case Studies



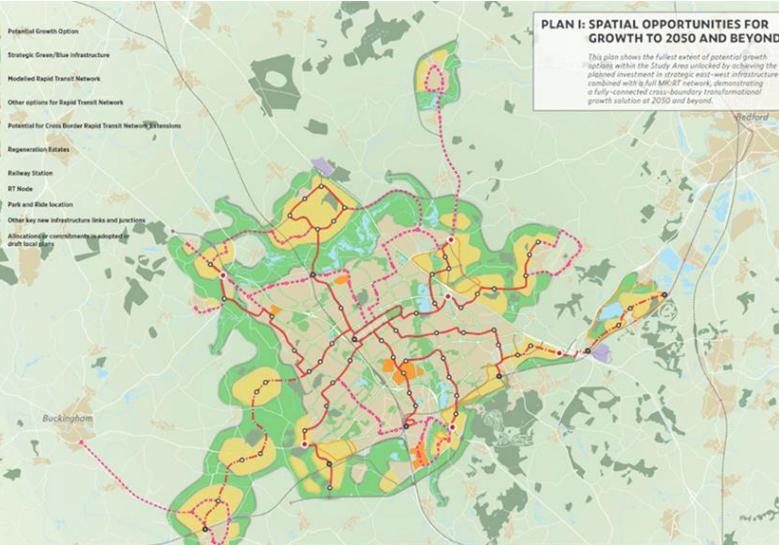
Green & Circular Economy Jobs Fair in Brighton & Hove

Brighton & Hove City Council organised their first [Green & Circular Economy Jobs Fair](#) on 22nd November 2022. This provided an opportunity to showcase existing businesses that are embracing sustainability and providing low carbon products and services.

Employers were also able to showcase roles and training opportunities, with the Fair providing them with an opportunity to meet talented job-seekers.

Relevance to this Strategy

HDC and its partners could launch a similar Fair as part of delivering EB1.3, partnering with both local businesses and local colleges and universities. HDC could contact Brighton and Hove Council to understand lessons learnt and best practice.



Sustainable Construction Supplementary Planning Document

In 2021, Milton Keynes Council adopted a new [Supplementary Planning Document](#) (SPD), which requires reduction in regulated carbon emissions, investment in renewable energy generation, and offsetting of residual emissions.

Relevance to this Strategy

This SPD offers an example for HDC in how planning powers can be used to promote sustainable place-making and drive transition to carbon neutrality across Horsham District. Milton Keynes' SPD could inform the development of policies, standards, requirements or SPDs as part of delivering P1.1 and P1.2.

An SPD may offer an opportunity for HDC to strengthen planning requirements before the next iteration of the Local Plan.



Eco Open Homes 2023 – Cambridge

[Open Eco Homes](#) is a scheme run by Cambridge Carbon Footprint, with the aim to support people to create beautiful, high-functioning and low-energy homes. They find householders who have renovated or built new eco homes and help them to pass on their knowledge to visitors by organising tours in their homes over two days in September.

All tours and workshops are free, but donations are welcomed and any profit is used to run the events. As well as the house tours, they run several open tours to help people build their skills and knowledge.

As well as the tours and events series, a set of case studies are available on their website as open access. This provides best practice case studies and precedents to support people looking to making thermal improvements to their homes.

Relevance to this Strategy

HDC and its partners should explore similar projects as part of delivering EB2.1 and EB2.2.

Enablers: Case Studies

Greater Manchester Cost Benefit Analysis Tool

| | |
|----------------------|--|
| Version | v5.1 FINAL DRAFT |
| Release date | September 2022 |
| Release notes | Discount rates have been adjusted to reflect the latest publication of HMT's Green Book (March 2022), and the prepopulated outcomes have been refreshed in line with the V2.3 release of the Unit Cost Database. The tool now also incorporate BEIS & DfT guidance on the valuation of carbon, energy and greenhouse gases - please see the "Proposition Summary" tab to access the new worksheets. |
| Supporting documents | Unit Cost Database v2.3 Low Carbon and Energy Benefits Roadmap v1.4 |
| Workbook structure | Blue tab Input Green tab Reference Orange tab Outputs/charts Indigo tab Carbon & Energy |

GMCA's Cost Benefit Analysis Tool

The GMCA research team has pioneered the development of a [Cost Benefit Analysis](#) (CBA) tool to articulate the fiscal, economic, and social value of sustainable interventions. The CBA model can be used to understand the value for money provided by an intervention and the extent to which new delivery models might generate savings and improved outcomes compared to business as usual. The model measures the economic benefits for individuals and businesses as well as the social benefits in terms of improved health and well-being.

The tool provides a way to compare interventions that may otherwise not be easily comparable. It also introduces the concept of equitability of funding by showing the money flows between organizations that invest in an intervention and those that derive the benefits. It can inform the development of new investment models that can support low carbon projects, as well as support new partnership approach with better risk and benefits sharing. The model includes an Excel workbook, a guidance and a unit cost database of more than 800 cost estimates.

Relevance to this Strategy

These available tools would help HDC and its partners deliver system-led interventions and should be considered as part of delivering G1.2, G1.3 and F1.1.



Nottingham's Project SCENE

[Project SCENE](#) (Sustainable Community Energy Networks) looks to accelerate the adoption of Community Energy Systems within a housing development in the Nottingham Trent Basin. The project hosts the largest community energy battery, and includes solar photo-voltaic (PV) panels, local thermal energy production as well as distribution and storage. The project will also advance development in home-smart technology, add communal electric vehicle facilities, a car sharing scheme and a ground source heating.

The project was successful in part by bringing together all the companies involved in the energy supply chain with the potential buyers of the 120 homes on site. This level of engagement and collaboration was supported by the development of novel consumer engagement tools. In addition to testing new models for community energy schemes, the project is also exploring new business models and preparing templates that can be tested on larger-scale housing development schemes.

Relevance to this Strategy

This case study demonstrates the power of collaborative governance structure and how investing in enabling interventions can facilitate the delivery of system-led interventions (such as investment in low carbon energy generation and storage and community energy systems). HDC could learn from this and other similar case studies to inform interventions covered in G1 and G2.



Promoting Passive Design in Newham

In response to its climate emergency declaration, London Borough of Newham (LBN) Council employed an in-house Sustainability Lead to lead on the development of a [Low-Energy Design Strategy](#). The in-house Strategy targets full Passivhaus certification for all new housing development sites delivered by the Council. To overcome nervousness around additional costs, the Sustainability Lead first proposed 'passive principles' solutions, looking to achieve close to the Passivhaus standard. This opened the door to pursuing the Strategy further, leading to more in-depth research on costs and feedback from experienced contractors, proving the case to target the full standard.

It was discovered that by learning from their experience, Councils can deliver Passivhaus homes at no extra capital cost when compared to minimum standard homes, as is the case with Exeter City Council. Since Newham Council had no expertise delivering Passivhaus homes, the Sustainability Lead presented a conservative estimate of a 10% cost uplift. Costed options for mitigating the initial cost uplift were presented including: income from capitalised fuel bill savings, reduced carbon offset payments, subsidy from the carbon offset fund, operational and maintenance savings demonstrated through a whole-life cost analysis.

Relevance to this Strategy

HDC can learn from LBN's own experience when developing and strengthening planning requirements and delivering Passivhaus projects as part of delivering P1.1 and B1 system-led interventions.

3/ Systems

Introduction: Systems

For Horsham District to become a carbon neutral District, carbon ‘hotspots’ from different built environment ‘systems’ that are responsible for significant carbon emissions (e.g. buildings, transport) must be addressed and interventions put in place to make carbon reductions. Any action must be planned strategically to maximise carbon savings across the systems and to deliver multiple positive outcomes for environment, economy and society.

This Strategy focuses on five systems. These systems were chosen, based on data from the [Net Zero Navigator Tool](#), that highlighted them as significant carbon emitters in the Horsham District and/or as carbon sinks with potential for expansion in the District (for full analysis see the Baseline Report). Additionally, reducing water consumption is important in an area which has been identified as water stressed and where new development needs to be water neutral. Reducing water consumption and flooding, as well as improving water quality are threaded through the Plan. The five systems and a short description of their relevance are as follows:

- **Buildings:** Over half of carbon emissions in Horsham District are associated with buildings.
- **Energy:** Horsham District’s electricity grid mix is currently heavily reliant on UK gas and European imports. The quantity of electricity sourced from renewable energy is less than the national average.
- **Transport:** Over a third of emissions in Horsham District are associated with transport, and these emissions are dominated by road-transport (such as private cars, trucks and lorries).
- **Waste:** Emissions from solid waste disposal provide opportunities to make carbon savings. The aim is that waste should be reduced, recycled or reused as a resource.
- **Land Use:** Horsham District’s land use is currently a net carbon sink. The data shows that this is due to large areas of forest and grassland across the District. Opportunities linked to rural landscape should be explored.

In the following section, opportunities for each system are analysed in more detail.

This section proposes programmes of work for each system. It was informed by data from the Net Zero Navigator Tool to outline the current carbon emissions associated with each system. This data allowed for the identification of programmes of work (e.g. B1). Within each programme of work, several interventions have been proposed (e.g. B1.1). These have been informed by discussions with Council officers and local stakeholders.

Horsham District will not be able to transition to carbon neutrality without the support and help of key partners, local businesses and local communities. It is why for each identified intervention, potential partners, the Council’s specific role and delivery considerations have been included. An implementation timeline and information about potential impacts are also provided. Please note that potential impacts are for indicative purposes only. As more detailed business and project plans are developed, specific carbon savings and costs can be better estimated.

This section also maps each interventions against co-benefits it can deliver. The interventions proposed go beyond reducing carbon emissions and can deliver multiple positive outcomes for the District. They should be maximised throughout the delivery and be used to support the business-case of each intervention.

Finally this section includes case studies to provide precedents and best practice.

Systems: Summary Diagram

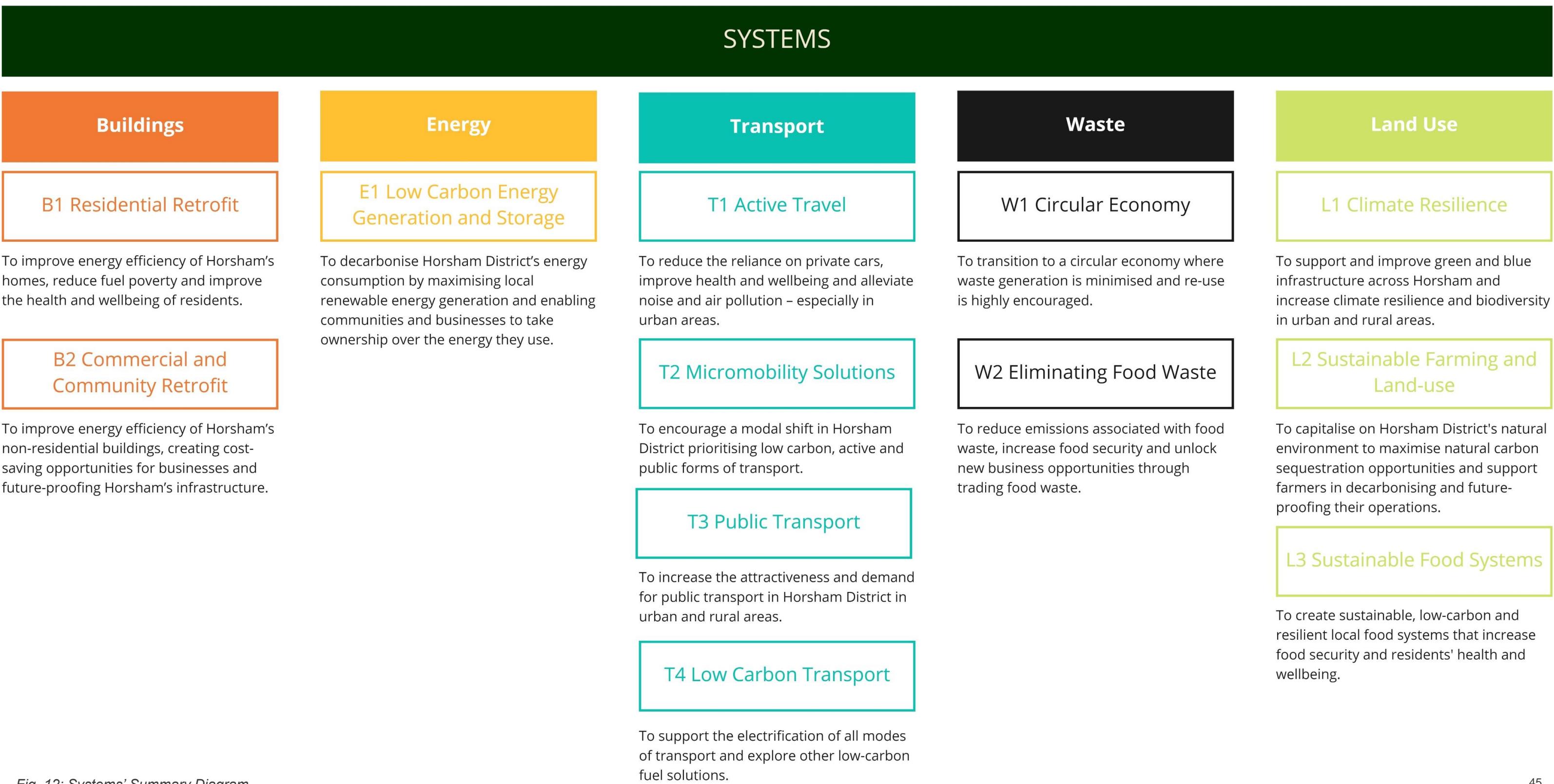


Fig. 12: Systems' Summary Diagram

Systems

3.1 Buildings

Introduction: Buildings

With **over half of Horsham District's carbon emissions coming from the operation of buildings**, this area presents a significant opportunity to reduce carbon emissions for the Horsham District and improve home occupiers' quality of life.

Horsham District's building stock is predominantly made up of assets built before 1980, when the energy performance of buildings was less efficient. The building stock is dominated by domestic buildings, representing 82%, which require significant improvements in terms of energy efficiency and need to reduce reliance from fossil fuels.

Horsham District has already made steps to tackle the challenge of improving energy efficiency of homes by implementing the **Warmer Homes Programme** in 2022, accessible to low-income households with low-performing homes. It is clear that to address the challenge of carbon emissions across the District's homes, further support is needed and strong partnerships must be fostered.

Furthermore, new-build projects provide an opportunity to influence low carbon construction. At present, HDC only requires compliance with Building Regulations energy efficiency standards, though research has taken place as part of the Local Plan Review on how higher standards could be implemented through planning policy. Introducing higher standards and expectations from new buildings is a key opportunity to reduce carbon emissions and enable long-term climate resilience.

Focusing on the District's building stock provides a significant opportunity to reduce the carbon emissions for the whole area. In addition to decarbonising the District, it will also result in cost savings for residents, support people to move out of fuel poverty, and potentially create a new green skills market for the local area.

Existing Work

Warmer Homes Programme

HDC, as part of a consortium of local authorities, successfully secured funding from the Government's Sustainable Warmth funding competition to offer energy efficiency improvements to local eligible homes.

The scheme is limited to households with EPC ratings of E or below and have a total annual income of £30,000 or less. Funds range from up-to £10,000 for gas homes and up-to £25,000 for off-gas homes, with main interventions being insulation, solar PV panel installation and air-source heat pump installation.

This scheme, or something similar, is likely to continue beyond March 2023 but the details are still being finalised.



B1 Residential Retrofit

B1.1 Launch a residential retrofitting programme to reduce energy and water consumption.

| | |
|-------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team, Environmental Health and Licensing as well as Development and Building Control |
| Identified Partners | WSCC, Parish Councils, neighboring local authorities, Retrofit Works, local supply chain, training bodies, housing associations, Warmer Sussex. |
| Delivery Considerations | <ul style="list-style-type: none">– HDC will work with key partners to launch a retrofit programme for residential properties across the District. The retrofit programme will address energy and carbon as well as wider sustainability standards (water, circular design, climate resilience, waste).– In order to build capacity in the area and to launch an impactful retrofit programme, HDC should:<ul style="list-style-type: none">– Strongly consider hiring a Retrofit Programme Lead (or an equivalent post) with the necessary expertise to kick start a retrofit programme and involve the appropriate team of professionals, organisations and stakeholders for the delivery. This post, or an upskilled existing officer, would help inform Horsham District's retrofit strategy, including building a strong network for planning and delivery, supporting businesses, landlords and homeowners and the local workforce and supply chain.– The Retrofit Programme Lead could sit in the Building Control team since this team has existing relationships with residents/businesses. Their exact position in the organisation will need to be determined, however it is recommended that they are in close contact with colleagues in the planning department, with public funding expertise, and communication/marketing expertise. Alternatively, the Council could collaborate with neighbouring councils to hire a Retrofit Programme Lead that sat across a larger area.– It is important that retrofit implementation performed or enabled by a Local Authority is assisted by accredited professionals complying with the standard "PAS2035:2019 Retrofitting dwellings for improved energy efficiency" and registered to Trustmark. The Retrofit Programme Lead could interface directly with a PAS2035-accredited external Retrofit Coordinator team to develop/launch a retrofitting programme (likely 1-2 year initial project), which can then run long term. A Retrofit team will include Retrofit Assessors (for surveys/energy assessments), Retrofit Designers (for retrofit measures design) and Retrofit Coordinators (project management, risk assessment and quality control). <p>For further delivery considerations associated with the Residential Retrofit Programme, see overleaf.</p> |

OVERARCHING GOAL

To improve energy efficiency of Horsham's homes, reduce fuel poverty and improve the health and wellbeing of residents.

B1 Residential Retrofit

B1.1 Launch a residential retrofitting programme to reduce energy and water consumption.

Delivery considerations continued...

Key actions to be addressed in the programme of work include:

- Enable retrofit in the area with an initial focus on residential buildings, which represent 82% of the area's building stock. Later the focus could shift to supporting wider retrofitting programmes that focus on other building types (such as commercial and institutional ones).
- Secure funding and proceed with implementation of a pilot retrofit programme – see details in paragraph B1.2)
- Identify opportunities to obtain funding for social housing for both the Council's own stock and for local housing associations (such as the Social Housing Decarbonisation Fund, currently at the beginning of wave 2) and use the opportunity to upgrade and support the upgrade of the local social housing stock. It is important to note that it is mandatory that residential buildings reach an EPC (Energy Performance Certificate) level B by 2030.
- Enable retrofit works at different levels of cost and achieved performance, from the most basic carbon-effective measures to whole-house deep retrofit and/or EnerPHit standard (Passivhaus for existing building), ensuring that smaller interventions leave future options open.
- Build a strong community engagement programme that will enable a two-way information path between residents and Council, and use it to collect data about the incidence of fuel poverty, levels of vulnerability among households, potential risks to health and structural issues due to damp/mould, and possible barriers to retrofit. This is also an opportunity to create awareness campaigns for residents, enable and support taking advantage of central government funding available (such as the Boiler Upgrade Scheme or the Home Upgrade Grant, HUG), and enable positive behaviour change in relation to energy, carbon and health & wellbeing issues.
- As a spin-off of the community engagement programme, HDC could train 'sustainability champions/energy advisors' within the community to provide more capillary advice and support to neighbourhoods. Such a programme would be run by HDC in cooperation with a team of retrofit-specific engagement and learning & development experts with knowledge on the subject matter, and could involve both face-to-face and online events/surveys/platforms.
- Create a monitoring aggregated document/tool which contains as much data as possible on the existing building stock to allow for a baseline energy analysis, to inform decision-making processes and map the route to the carbon reduction targets through retrofit. This should include mapping the current energy consumption and carbon across existing buildings in the District and assessing opportunities to decarbonise and support households to move from fossil fuel-based systems to low carbon technologies. A monitoring tool which includes energy/carbon/costs is usually needed to record and map the status and impact of the large scale interventions, including quantifying the reduction in time of carbon and energy use. Smart metering systems such as 'Switchee' could be supported in order to collect actual energy consumption data in real time.

OVERARCHING GOAL

To improve energy efficiency of Horsham's homes, reduce fuel poverty and improve the health and wellbeing of residents.

- Allow for the monitoring document/tool to track wider sustainability issues such as water quality/consumption, social value, health and wellbeing, climate resilience, waste, circular economy etc.
- In order to enable the installation of the most likely retrofit measures (e.g. cavity wall insulation, loft insulation), source expert advice (Retrofit Coordinator team) to determine the different building archetypes and their current energy performance and identify the most cost-efficient interventions applicable by archetype. This exercise will also help identify where the focus for business/supply chain should be, the availability/need of competent contractors/installers, and the incidence of variations which need ad hoc, in-depth designs. It is important to note that low rise and high-rise buildings will have a completely different approach (including fire safety considerations).
- Sequence the assessment, engagement, resident advice, training, professional accreditations, installation and supply chain strategies, prioritising the least energy efficient buildings and vulnerable/fuel poor households, while at the same time considering and making the most of local capacity/skills.
- Integrate damp/moisture/ventilation awareness and strategies in both information packages/training to householders and 'community champions' and in every stage of the retrofit process. This is a key issue for structural integrity of properties and health and wellbeing of householders.
- It is key that the Council continues supporting the most vulnerable householders to access government funding (such as LAD3 funding) through the Warmer Homes Initiative. Horsham District will need to ensure it continues to be part of these support programmes.
- Enable homeowners to easily source information and apply to current government funding schemes. In addition, HDC could develop innovative funding, financing mechanisms and partnerships to drive retrofit for the able-to-pay market (See F2.3).
- Identify and secure social housing partners to roll out retrofitting measures and to coordinate applications to government funding. It may be beneficial to partner with large housing associations to upgrade their housing stock and review lessons learnt from their work so far. For example, Saxon Weald has secured £70 millions for its own retrofit roll out. This will help to deliver an coordinated and fit-for-purpose supply chain and build local capacity.
- It is important to note that HDC is not making a financial commitment in this Strategy. It is likely that to implement a retrofit programme the Council will largely be dependant on funding structures at a national level. However, in collaboration with other Councils and social housing providers, other funding mechanisms will be explored.

B1 Residential Retrofit

B1.2 Support deep retrofit pilot projects and replicate best practice locally.

| Delivery Route | Partnership |
|-------------------------|--|
| HDC Service Lead | Initial lead will be the Sustainability Team until the approach to a Retrofit Programme Lead has been decided, with support of the Development and Building Control and Property and Facilities. |
| Identified Partners | WSCC, Retrofit Works, financial institutions, local housing associations, private landlords/tenants, Warmer Sussex. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC's role will be to provide incentives and support the retrofit of properties to high energy standards. Policy and planning requirements will be necessary and are covered in section P1. As part of this programme of work. HDC will: <ul style="list-style-type: none"> – Identify up to ten homes that can serve as case studies for whole-house retrofit. These homes could be identified through B1.1. – Collect initial case studies and best practice to inform retrofitting of demonstrator homes. – Secure funding and partners to conduct the retrofit. It may be interesting for the Council to partner with financial institutions and homeowner associations to fund these schemes. – Collect performance data and build guidance for different archetypes, learning from demonstrator projects. – Get the homes upgraded in line with PAS2035 standards. – Organise open houses / Eco houses to demonstrate the benefits of retrofit and encourage further retrofit across the District, including encouraging private landlords to retrofit their homes. |

B1.3 Encourage and support landlords and homeowners to retrofit their properties, including investing in energy efficiency and sustainability measures.

| Delivery Route | Partnership |
|-------------------------|--|
| HDC Service Lead | Initially Environmental Health and Licensing, until the approach to a Retrofit Programme Lead has been determined, with support from the Sustainability Team. |
| Identified Partners | Private landlords and homeowners, landlords and housing associations, Parish and Neighborhood Councils, WSCC, West Sussex Energy Service, Citizen Advice, Warmer Sussex, Greater South East Net Zero Hub. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will work with private landlords and housing associations to encourage retrofitting to EPC C or above and Minimum Energy Efficiency Standard (MEES) Regulations in line with government targets. It will do so by: <ul style="list-style-type: none"> – Continuing to signpost any relevant information (including building/expanding on existing content), supporting homeowners and home occupiers in accessing accredited advice, as well as helping them access appropriate government funding. This will complement educational and behavioural change programmes of work explored in section EB1 and EB2. – Investigating group buying, collective funding and bulk buying opportunities. HDC could partner with neighbouring Local Authorities to bulk buy and/or negotiate lower prices for energy-efficient products and appliances. HDC should also explore whether reverse auctioning schemes could be rolled out across the region to support retrofitting work (for example a Solar Together but for retrofitting works). – Continue supporting a service line for low-income households and investigate creating another service line in collaboration with other Councils in West Sussex for the able-to-buy market. This service could be charged out with the money pooled to support the area's retrofitting programme (for example Havering Borough Council charges £70 for pre-planning application phone advice for its residents). – Encouraging residents to invest in low carbon and renewable technologies such as heat pumps and photovoltaic panels (PVs) by providing information about their benefits, signposting available funding, add this element to awareness rising/training to homeowners and tenants. – In collaboration with WSCC and other major partners mentioned above, HDC will have a long-term aspiration to produce a directory of retrofit professionals and installers compliant with the PAS2035 standard. This will support the growth of the local supply chain with appropriate accreditations and encourage the upskilling of businesses to address the current green skills gap. Local suppliers will be incentivised to upskill their employees (e.g. Trustmark accreditation) in order to gain access to a supplier directory. This will also support the able-to-buy market with high quality services in their retrofit efforts. It is worth noting that existing schemes could be adopted to do this i.e. the Fusion 21 Decarbonisation Framework Agreement can provide access to trades people, advice and expertise. |

OVERARCHING GOAL

To improve energy efficiency of Horsham's homes, reduce fuel poverty and improve the health and wellbeing of residents.

B1 Residential Retrofit

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|--------------------|---------------|--------------------|-----------------------|
| B1.1 Launch a residential retrofitting programme. | | Primary co-benefit | | | |
| B1.2 Support retrofit pilot projects and replicate best practice locally. | | Primary co-benefit | | | |
| B1.3 Encourage and support landlords and homeowners to retrofit their properties, including investing in energy efficiency and sustainability measures. | | Primary co-benefit | | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|--|--|---|--|
| B1.1 | B1.1's first step (hiring a Retrofit Programme Lead) should be prioritised as an immediate next step. This will be informed by G1.1. | Involvement of PAS2035 retrofit professionals, Assessment and preparatory work is undertaken for B1.1. A community engagement scheme is designed. The programme should then be launched. | | Monitoring progress through comprehensive data collection. Lessons learnt from the programme and planning next iterations. |
| B1.2 | | Identify adequate properties through B1.1. This intervention is also supported by P1.1. | | |
| B1.3 | | B1.3 is informed by the hiring of a Retrofit Programme Lead in B1.1 as well as by EB1.1 and EB2.4. | Aspiration to develop a local directory of tradespeople with green/retrofit skills, alongside WSCC. | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Potential Cost | Supporting Data (where available) |
|---------------|--------------------------|-------------------------------------|----------------------------------|--|
| B1.1 | Very High | ~1 tCO ₂ e/pa per home | £££ for entire programme | £355 to £765 per m ² for whole-house retrofit |
| B1.2 | Medium | ~1.5 tCO ₂ e/pa per home | ££ to £££ for all pilot projects | Varies based on property type |
| B1.3 | Very High | ~1 tCO ₂ e/pa per home | £ to ££ for each property | £355 to £765 per m ² for whole-house retrofit |

Legend

| Co-benefits | Potential carbon savings | | Costs |
|--------------------------|--------------------------|--------------------------------------|--------------|
| | Very High | 5,000+ tCO ₂ e/pa | |
| Direct Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | Medium | 100 to 1,499 tCO ₂ e/pa | ££ 100k – 1M |
| Neutral / No Impact | Low | >99 tCO ₂ e/pa | £££ High >1M |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

B2 Commercial and Community Retrofit

OVERARCHING GOAL

To improve energy efficiency of Horsham District's non-residential buildings, creating cost-saving opportunities for businesses and future-proofing Horsham District's infrastructure.

B2.1 Encourage and support commercial and community asset owners in retrofitting their properties.

| | |
|--------------------------------|--|
| Delivery Route | Community |
| HDC Service Lead | Initial lead will be the Sustainability Team until the approach to a Retrofit Programme Lead has been decided, with support of the Development and Building Control and Property and Facilities. |
| Identified Partners | WSCC, local businesses, commercial asset owners/landlords, Retrofit Works. |
| Delivery Considerations | <ul style="list-style-type: none">– HDC will build capacity to support local businesses and community groups in decarbonising their buildings through hiring a Retrofit Programme Lead (B1).– HDC will work with partners to support businesses and commercial asset owners in retrofitting their properties. This will include:<ul style="list-style-type: none">– Signposting relevant information (including building on existing content and providing information about suppliers from B2.3), supporting businesses and commercial asset owners in accessing accredited advice, as well as helping them access appropriate government funding. Please note, that currently businesses are signposted to LOCASE funding and the Green Growth Platform. However, LOCASE is due to finish in spring 2023. Discussions with WSCC are ongoing about how to provide funding to support businesses. This intervention will complement educational and behavioural change programmes of work explored in EB1 and EB2.– Creating platforms for commercial landlords and business tenants to discuss retrofit works and better collaborate. This could include creating specific working groups for different business types/commercial assets to discuss most appropriate retrofit interventions and large-scale roll out of potential solutions.– Encouraging group procurement, bulk purchasing and communal retrofitting between different businesses and/or commercial landlords.– Producing guidance document with potential interventions for different building types/commercial asset types to inform landlords' investment priorities. This should include the type of intervention, the cost, the carbon impact, other beneficial impact, potential suppliers and best practice case studies.– Working with commercial asset owners to disclose in-use performance (DEC or NABERS rating).– Start to engage schools on the importance and opportunities of retrofitting their buildings. This could start with just one school as a pilot programme to save energy and as a community advocacy case study. This could expand in future iterations if deemed successful and impactful |

B2 Commercial and Community Retrofit

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|--------------|---------------|--------------------|-----------------------|
| B2.1 Encourage and support businesses and commercial asset owners in retrofitting their properties. | | | | Primary co-benefit | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|------------|--|-----------|
| B2.1 | | | Informed by EB1.1, EB2.1 and EB2.4. Hiring of Retrofit Coordinator as part of B1.1 also critical to delivering this intervention. Should be delivered in parallel with B1.3. | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|---|--------------------------|--|
| B2.1 | Very High | ~5,000 tCO ₂ e for 10% commercial buildings achieving a 40% energy use reduction | ££ to £££ for each asset | Varies depending on light or deep retrofit |

Legend

| Co-benefits | Potential carbon savings | | Costs |
|---------------------|--------------------------|--------------------------------------|-------|
| | Very High | 5,000+ tCO ₂ e/pa | |
| | High | 1,500 to 4,999 tCO ₂ e/pa | |
| | Medium | 100 to 1,499 tCO ₂ e/pa | |
| Neutral / No Impact | Low | >99 tCO ₂ e/pa | £££ |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

Case Studies: Buildings



The UKGBC Retrofit Playbook

The playbook forms part of the UKGBC Accelerator Cities Programme, designed to support and enable local and combined authorities to take action on home retrofit. The playbook presents retrofit best practice and guidance towards; setting targets, overarching Strategy, engagement, finance, supply chain, and case studies.

Relevance to this Strategy

Intervention B1.1: this playbook is an incredible resource that the HDC team and new Retrofit Coordinator should make the most of when developing and launching the residential retrofitting programme.



Brookside Primary School – Low Carbon Hub

Brookside Primary School in Bicester is meeting almost 30% of their electricity needs from 147 solar panels installed on their roof in partnership with Low Carbon Hub.

They were our 29th solar school installation, benefitting from cheaper energy bills as they receive discounted green electricity produced by their solar arrays. These schools are leading the way in helping to cut the UK's carbon emissions and demonstrate their commitment to the environment.

Relevance to this Strategy

Intervention B2.1: A key learning for Horsham District is that, in partnership with key stakeholders, schools can act as key engagement points for low-carbon projects. They can be high impact, off-grid and educational.



Service Cost Model, Netherlands

Homeowners of a private apartment building in Assen secured finance to achieve their net zero energy target.

The homeowner association acquired a loan to retrofit the entire apartment complex and then collect the loan repayments through service costs that residents pay to the association.

Relevance to this Strategy

Intervention 1.3: for Horsham District, this 'service cost model' deployment presents a viable option for retrofit funding through loans to homeowner associations.

Deep Retrofit Energy Model (DREeM)

The Nottingham DREeM programme follows the Energiesprong approach to full-house retrofitting. An Energiesprong retrofit consists of a full-house upgrade including a thermally efficient façade, solar PV roof, and in-house 'energy hub'. The scheme relies on initial funding to kickstart initial retrofit of housing, then an 'energy plan' is set up with the homeowner, paid to the Council landlord and reinvested in other Energiesprong retrofits.

Relevance to this Strategy

Intervention B1.1, B1.3: this programme provides a funding model example for social housing retrofit for Horsham District to consider.

Hygeria Building, London – Light Retrofit

This retrofit focused on improving air ventilation, heat control, and excessive CO₂ levels. The work only included control optimisation, replacing individual fan coil units with group controls linked to room thermostats, thereby reducing the demand on the building's boilers and chillers. The light touch works achieved 76,000 kWh electricity savings, and 55,000 kWh gas savings.

Relevance to this Strategy

Intervention 2.1: this case study presents the savings opportunities for commercial buildings from even a light touch retrofit approach.

Systems

3.2 Energy

Introduction: Energy

Significant carbon savings can be made through the decarbonisation of Horsham District's energy mix.

Currently, the **carbon intensity of Horsham District's grid is higher than the national average**; this is because it relies on electricity from imports and gas, while the proportion of the grid electricity met through renewables lags behind the national average.

Existing programmes are being explored by the Council, but due to restraints on direct control and resources there is a need to take a partnership approach to transitioning Horsham District's energy mix away from fossil fuels and towards sustainable, secure and renewable energy sources.

There is real opportunity to make significant carbon savings by increasing the number of renewable energy generation schemes in the Horsham District. The schemes could either supply renewable electricity to buildings directly and in turn reduce the pressure on the grid and/or supply renewable electricity to the grid and in turn decarbonise the energy-mix within the grid. They would also generate economic benefits for local business and suppliers and energy security benefits for Horsham District in the growingly geopolitically insecure world.

Examples of existing projects that this Strategy seeks to build upon are shown in the adjacent case studies.

Existing Work

Community Energy Horsham

Community Energy Horsham is comprised of a group of Horsham District residents who have linked up with Energise South and Energy4All, which have the technical and financial expertise to deliver locally generated, renewable energy solutions such as solar roof panels on commercial and community properties.

The business model is that finance is raised from local investors to pay for the purchase installation and maintenance costs of the solar panels (and other types of renewable technology). Investors typically get a 4% return on their investment.

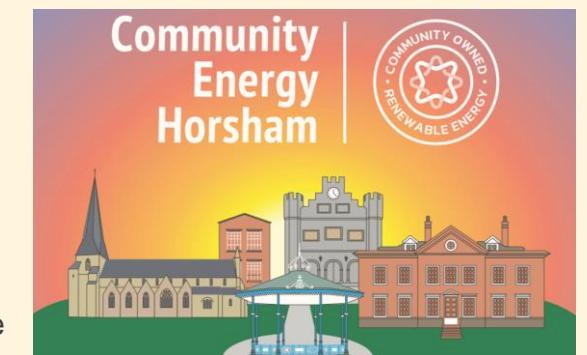
HDC has partnered with the resident-led group to install energy efficient photovoltaic (PV) panels on Council- owned buildings. No capital investment from the Council is required.

Solar Together

Solar Together Sussex is supported by councils across Sussex, including West Sussex County Council.

It is a group buying scheme that installs high-quality, roof-mounted solar panels. They also fit domestic battery systems to store surplus electricity generated by the solar panels and use it when it's needed.

By generating electricity from the sun, West Sussex reduces its annual carbon emissions by approximately one tonne each year and helping it along the way to its carbon neutral goal.



E1 Low Carbon Energy Generation and Storage

OVERARCHING GOAL

To decarbonise Horsham District's energy consumption by maximising local renewable energy generation and enabling communities and businesses to take ownership over the energy they use.

E1.1 Support and invest in small-scale low-carbon, renewable energy generation and storage.

| | |
|--------------------------------|---|
| Delivery Route | Partnership, Community |
| HDC Service Lead | Sustainability Team with support from Environmental Health and Property and Facilities |
| Identified Partners | WSCC – Energy Team, Sussex Solar Together scheme, Community Energy Horsham and Community Energy South |
| Delivery Considerations | <ul style="list-style-type: none">– HDC will support invest in local renewable energy generation* and storage. This will include:<ul style="list-style-type: none">– Continuing to support ongoing initiatives like Solar Together and Community Energy Horsham.– Identifying and signposting new financing mechanisms (See F1.1) for more information) as well as available funding and suppliers.– Signposting to guidance and advice to those looking to invest in low carbon and/or renewable energy generation and storage. This could include data on the benefits of low carbon energy generation (which can be used to build evidence bases and cases for investment), best practice case studies and tips for funding applications and/or business case preparations.– Exploring opportunities to support local renewable energy generation at new developments i.e. business parks.– Provided clear signposting for local communities interested in creating a Community Investment Company (CIC), such as Community Energy South.– Encouraging investment in roof-mounted solar panels which are an under-utilized opportunity for the District.– It is worth noting that behaviour change programmes will address demand-side reduction (See EB1 and EB2) and complement infrastructural investments covered in this section. |

E1.2 Encourage large-scale low-carbon, renewable energy generation and storage solutions.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team with support from Environmental Health and Property and Facilities |
| Identified Partners | WSCC – Energy Team, Sussex Solar Together scheme |
| Delivery Considerations | <ul style="list-style-type: none">– HDC will be supportive of viable large-scale renewable energy generation* and storage schemes led by partners in the local area.– Local partners are encouraged to:<ul style="list-style-type: none">– Identify land for solar farms, focusing on low agricultural quality land.– Identify techniques and solutions to maximize biodiversity on solar farms on those selected plots of land.– Communicate the benefits to landowners, including benefits associated with diversification.– Incentivise landowners and farmers to invest in low carbon energy generation and storage. Incentives should be co-developed through engagement with landowners and farmers. |

*It is worth noting that Horsham District is a grid-constrained area, and therefore additional energy generation should be implemented as part of a holistic energy Strategy/Plan.

E1 Low Carbon Energy Generation and Storage

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|---------------------|---------------|--------------------|-----------------------|
| E1.1 Support and invest in small-scale low-carbon, renewable energy generation and storage. | | Primary co-benefits | | | |
| E1.2 Encourage large-scale low-carbon, renewable energy generation and storage solutions. | | Primary co-benefits | | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|---|--|-----------|
| E1.1 | | Ongoing action with requirements strengthened in existing Local Plan. P2.6 should inform this intervention. | | |
| E1.2 | | | This intervention will require investment and mobilisation of partners. This should be informed by P2.6. | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|--|------------------------------|--|
| E1.1 | High | ~1 tCO ₂ e/pa for one solar panel system with a carbon payback period of 1.6 year | £ to ££ depending on scale | Typical solar panel array costs £4,800 |
| E1.2 | Very High | ~10,000 to 65,000 tCO ₂ e/pa depending on scale and number of solar farms | ££ to £££ depending on scale | Solar farm installation costs: £0.73 to £0.83 per watt |

Legend

| Co-benefits | Potential carbon savings | | Costs |
|--------------------------|--------------------------|--------------------------------------|--------------|
| | Very High | 5,000+ tCO ₂ e/pa | |
| Direct Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | Medium | 100 to 1,499 tCO ₂ e/pa | ££ 100k – 1M |
| Neutral / No Impact | Low | >99 tCO ₂ e/pa | £££ High >1M |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

Case Studies: Energy



Local Energy Communities

Through the West Sussex Energy Strategy, WSSC present the Local Energy Community concept, bringing together users and small-scale renewable energy generators in an area, to influence the development of the local energy system.

Relevance to this Strategy

Intervention E1.1: Horsham District should gain insight into the previous WSSC EU-funded 'Local Energy Communities for the 2 Seas Region' project, particularly around creating the legal and organisational frameworks needed for community members to collaborate successfully. Energy Communities are a Transition Network action, therefore Horsham District should also look to collaborate with Transition Horsham on this.



Apples into Energy - Ixora Energy

Working alongside the Devonshire craft cider press, Sandford Orchards, Ixora Energy has been converting their apple pomace into green energy. The energy produced with each delivery will help power 97 homes with green electricity, or 25 homes with biomethane.

Relevance to this Strategy

Intervention E1.1: There may not be a perfect biomass (or similar system) solution for the local Horsham context, but blending technology and innovating to find a solution that works for the unique context should be considered. Horsham District could consider partnering with a university research institute to explore this opportunity further.



Wildpoldsried Local Energy Trading

This German Village generates 500% more energy than it needs, selling surplus energy back to the grid and making a profit. The Wildpoldsried smart grid maintains the balance between energy production from a holistic range of renewable energy sources (PV, biogas, wind turbines, and hydropower) and consumption to keep the power grid stable. In 2020, the citizens started testing peer-to-peer energy trading based on blockchain technology.

Relevance to this Strategy

Intervention E1.1: Horsham District should consider diversity of renewable energy generation sources, and look to speak with Wildpoldsried on their latest lessons learnt from the peer-to-peer energy trading in the future.



Tangmere Solar Farm, West Sussex

Tangmere is one of the few publicly owned solar farms in the country and has been designed to produce an output of 5 MW at peak performance. The electricity generated is fed straight back into the National Grid with West Sussex County Council being the beneficiary of the feed-in tariff.

Relevance to this Strategy

Intervention E1.1: Following significant upfront investment, WSSC now have secured income moving forward. This income security opportunity is clearly communicated in relevant business cases.

Systems

3.3 Transport

Introduction: Transport

Significant carbon savings can be made by adapting Horsham District's current transport systems. **Over a third of Horsham District's emissions are from transport**, of which the vast majority are from car-transport.

Horsham District's residents are currently heavily reliant on private vehicles for transport. This is largely because of the rural nature of the District, meaning amenities and services are further than 15-minutes walk or cycle away, and due to infrequent public transport systems that are viewed as inconvenient and unreliable by local people. There is a significant need for behaviour change of local residents, for them to move towards active transport or lower carbon options. This will have both a direct impact on the carbon neutrality efforts as well as building demand and driving investment into public transport improvements. The **Local Cycle and Walking Infrastructure Plan** (LCWIP) adopted 2020, is also expected to improve active transport in and around Horsham Town but again ensuring behaviour change alongside this Strategy will be key to its success.

Furthermore, due to Horsham District's current reliance on car-transport, it will be essential to ensure that the District supports a transition to electric cars. Infrastructure is already being put in place to enable this transition, with **Connected Kerb** installing thousands of charge points over this decade (see adjacent case study). Further enabling infrastructure and incentives for residents are needed to support this transition, and ensure residents are prepared for the ban of new petrol and diesel cars in 2030.

For the District to achieve carbon neutrality, transport systems will have to change. Electric cars will need to become the norm and public and active travel should be exploited to the fullest possible extent.

Existing Work

WSCC Transport Policy Lead

As WSCC are the authority responsible for transport in the area, they have led the majority of the work to date, and will continue to do so.

The Transport Plan, Cycling and Walking Strategy and Bus Improvement Plan are some the strategies implemented by WSCC, explored in more detail in Appendix A.

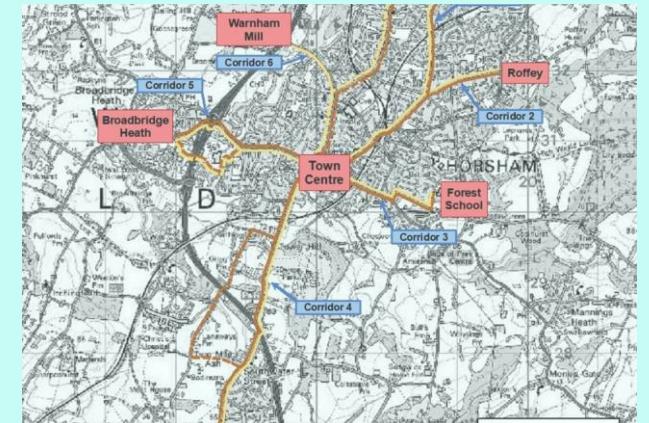
Connected Kerb

WSCC and local District and Borough Councils have formed a partnership with Connected Kerb to provide a chargepoint network across West Sussex.

The partnership is working to install thousands of chargepoints across the county over the next ten years, forming the West Sussex Chargepoint Network.

Horsham Town's Local Cycle and Walking Infrastructure Plans (LCWIP)

A new strategic approach to identifying cycling and walking improvements has been developed in Horsham Town. The plan takes a long-term approach to developing cycling and walking networks across the town centre.



T1 Active Travel

T1.1 Implement the Horsham LCWIP, support the County Councils Cycling and Walking Strategy and maximise funding opportunities to improve cycling and walking infrastructure across the whole District.

| | |
|------------------------------------|---|
| Delivery Route | Partnership |
| WSCC & HDC Service Lead | WSCC – Transport Team (Highway authority for Horsham), HDC - Strategic Planning |
| Identified Partners | Local neighbouring authorities. |
| Delivery Considerations | <ul style="list-style-type: none"> – This intervention will be led by WSCC who is the Highway Authority for Horsham District. HDC can support WSCC by providing information and data to guide investment prioritisation and decision-making processes. HDC can also support WSCC by identifying potential projects and associated with some implementation associated with new development schemes – To support investment in active travel infrastructure: <ul style="list-style-type: none"> – HDC will support the implementation of the WSCC Walking and Cycling Strategy and seek to secure funding for projects in the LCWIP for Horsham Town (See P2.5). – HDC will investigate opportunities to trial innovative active travel interventions (i.e., Pavegen V3 energy tiles to harness the power of pedestrian's footsteps, dockless bikes etc.). – WSCC and HDC will look to address the findings from the recent Walking, Cycling and Mobility town study. – HDC will also work with WSCC and other key partners to invest in bike storage facilities, bike signage, on-road safety measures and infrastructure (i.e., wands or orcas), bike repair shops (i.e. Repair Cafes could provide bike maintenance and pop-up repair shops). Some locations identified in the Cycling and Walking Strategy produced by WSCC. While schemes such as Dr Bike, an organisation that has already provided maintenance advice in some communities, can continue to be promoted by HDC. – This programme of work is complemented by behaviour change schemes such as cycle-proficiency programmes explored in EB1 and EB2. |

OVERARCHING GOAL

To reduce the reliance on private cars, improve health and wellbeing and alleviate noise and air pollution – especially in urban areas.

T1.2 Investigate and implement tactical pedestrian zones and/or Low Traffic Neighbourhoods.

| | |
|------------------------------------|--|
| Delivery Route | Partnership |
| WSCC & HDC Service Lead | WSCC – Transport Team (Highway authority for Horsham), HDC - Strategic Planning |
| Identified Partners | Other Councils with experience implementing similar schemes, Parish Councils. |
| Delivery Considerations | <ul style="list-style-type: none"> – This intervention will be led by WSCC who is the Transport Authority for Horsham District. HDC can support WSCC by providing information and data to guide investment prioritisation and decision-making processes. HDC can also support WSCC by identifying potential projects and associated funding pots. – HDC will work with WSCC to identify a potential location for a pilot project. To do so, they will: <ul style="list-style-type: none"> – Identify areas that would benefit from this intervention due to high traffic, congestion or pollution. Areas are more likely to be within Horsham Town Centre or for villages' high streets. Areas near schools may also benefit from such interventions. – Once a local hotspot has been identified, a feasibility study will need to be commissioned. As part of this process, WSCC will need to conduct extensive stakeholder engagement to ensure residents understand the benefits of the proposed schemes and that their concerns are addressed. It will also be key for WSCC to understand the pros and cons of tactical pedestrian zones and low traffic neighbourhoods. – Develop a case for investment identifying delivery partners and funding pots. – Once the demonstrator project is rolled out, WSCC in collaboration with HDC should work with partners to collect performance data and use it to inform any potential roll out of more schemes across the District. |

T1 Active Travel

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|---------------|--------------------|-----------------------|
| T1.1 Implement the Horsham LCWIP, support the County Councils Cycling and Walking Strategy and maximise funding opportunities to improve cycling and walking infrastructure across the whole District. | Primary co-benefit | | | | |
| T1.2 Investigate and implement tactical pedestrian zones and/or Low Traffic Neighbourhoods. | Primary co-benefit | | | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|------------|--|-----------|
| T1.1 | | | This intervention will require significant investment. Behaviour Change (EB2.4) will also support a move towards more active forms of travel. | |
| T1.2 | | | This intervention will require significant investment. It also needs to be informed by the development of an LCWIP. Behaviour Change (EB2.4) will also support these types of interventions. | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|---|------|---|
| T1.1 | Medium | ~150 to 300 tCO ₂ e associated with a 15 to 25% increase in cycle commuting over 5 years | £££ | £1.45 million for 1 km of segregated cycling infrastructure |
| T1.2 | Medium | ~600 to 1,200 tCO ₂ e/pa associated with 10-20% reduction in use of vehicles | ££ | £500,000 to £1 million depending on scale |

Legend

| Co-benefits | Potential carbon savings | | Costs |
|--------------------------|--------------------------|--------------------------------------|--------------|
| | Very High | 5,000+ tCO ₂ e/pa | |
| Direct Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | Medium | 100 to 1,499 tCO ₂ e/pa | ££ 100k – 1M |
| Neutral / No Impact | Low | >99 tCO ₂ e/pa | £££ High >1M |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

T2 Micromobility Solutions

T2.1 Investigate opportunities for micromobility services.

| | |
|------------------------------------|---|
| Delivery Route | Partnership |
| WSCC & HDC Service Lead | HDC's Sustainability Team leading with support from Economic Development and WSCC |
| Identified Partners | WSCC Transport Team, Delivery companies (i.e. Beryl) |
| Delivery Considerations | <ul style="list-style-type: none"> - HDC will work with WSCC and other key partners to implement micromobility solutions that best fit with Horsham District's landscape and community, in the following ways: <ul style="list-style-type: none"> - Start by understanding which micromobility solutions are appropriate in Horsham town or any of the larger settlements. - Identify urban and sub-urban areas that would benefit from increased connectivity through the roll out of micromobility solutions. - Work with delivery companies to encourage them to adopt micromobility solutions (cargo-bikes, e-bikes last mile deliveries and reverse logistics for example). - Collaborating with an e-bike/e-scooter/cargo bikes company (i.e., Beryl) to roll out additional solutions across Horsham District, in particular Horsham Town Centre |

T2.2 Investigate the potential of a distribution centre in Horsham Town Centre.

| | |
|------------------------------------|--|
| Delivery Route | Partnership |
| WSCC & HDC Service Lead | HDC's Economic Development with support of Sustainability Team and Strategic Planning |
| Identified Partners | WSCC Transport Team |
| Delivery Considerations | <ul style="list-style-type: none"> - HDC will start by investigating different options for a distribution centre in Horsham District learning from existing case studies and best practice. It will need to consider for example what would be the appropriate size, function and potential location of this hub, and whether it could be merged with other projects such as a mobility hub (See T2.3). This feasibility would include assessing schemes at different scales and viewing the applicability against locations across Horsham District, as there may be clear challenges and constraints in different locations. - Once HDC has identified a potential location, it will work with partners, especially WSCC, to assess the feasibility of a distribution centre. The latter will inform whether HDC and WSCC should develop a business case. It will be key as part of the feasibility study to engage local businesses and a delivery company. |

OVERARCHING GOAL

To encourage a modal shift in Horsham District prioritising low carbon, active and public forms of transport.

T2.3 Investigate the potential of a Mobility Hub in Horsham Town Centre.

| | |
|------------------------------------|---|
| Delivery Route | Partnership |
| WSCC & HDC Service Lead | WSCC - Transport Team supported by HDC's Strategic Planning, Economic Development and Sustainability Teams. |
| Identified Partners | WSCC Transport Team |
| Delivery Considerations | <ul style="list-style-type: none"> - WSCC, with HDC's support, will work to explore the feasibility of creating a Mobility Hub in Horsham Town Centre. Items to do include: <ul style="list-style-type: none"> - Identifying a potential site for the Mobility Hub (most likely in Horsham Town Centre). - Commission feasibility study to look into whether a Mobility Hub would help promote low carbon forms of transport and contribute to the creation of 15-minute neighbourhood. A starting point for this feasibility study should be the Town Centre Walking, Mobility Scooter and Cycling Plan for Horsham Town Centre which is currently in development. - Develop a case for investment including investment in social services and key infrastructure (i.e., GP services, nurseries, markets etc) around the location of the mobility hub to support the creation of a 15-minute neighbourhood. |

T2 Micromobility Solutions

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|--------------|--------------------|--------------------|-----------------------|
| T2.1 Investigate opportunities for micromobility services. | Primary co-benefits | | | | |
| T2.2 Investigate the potential of a distribution centre in Horsham Town Centre. | | | Primary co-benefit | | |
| T2.3 Investigate the potential of a Mobility Hub in Horsham Town Centre. | | | | Primary co-benefit | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|------------|---|--|
| T2.1 | | | This intervention can support a wider shift to low-carbon, active and public modes of transport and should therefore be prioritised. It could be supported by specific projects in EB2.4. | |
| T2.2 | | | | Requires mobilisation of partners and significant investment. Should be informed by other transport interventions. |
| T2.3 | | | | Requires mobilisation of partners and significant investment. Should be informed by other transport interventions. |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|---|---------|---|
| T2.1 | Medium | ~1,200 to 4,400 tCO ₂ e/pa assuming 10-20% reduction in freight emissions | £ to ££ | Varies |
| T2.2 | Very High | ~4,400 to 17,500 tCO ₂ e/pa with a 20-80% reduction in freight emissions | ££ | Varies |
| T2.3 | High | ~2,000 tCO ₂ e/pa assuming 1,000 private cars taken off the road each year | ££ | £500,000-£750,000 based on Glasgow case study |

Legend

| Co-benefits | | Potential carbon savings | | Costs |
|--------------------------|--|--------------------------|--------------------------------------|--------------|
| Direct Positive Impact | | Very High | 5,000+ tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | | High | 1,500 to 4,999 tCO ₂ e/pa | ££ 100k - 1M |
| Neutral / No Impact | | Medium | 100 to 1,499 tCO ₂ e/pa | £££ High >1M |
| | | Low | >99 tCO ₂ e/pa | |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

T3 Public Transport

OVERARCHING GOAL

To increase the attractiveness and demand for public transport in Horsham District in urban and rural areas.

T3.1 Explore opportunities to improve and create new community-led transport schemes.

| | |
|--------------------------------|---|
| Delivery Route | Partnership, Community |
| HDC Service Lead | Sustainability Team with some input from the Community Development Team |
| Identified Partners | WSCC - Transport Team, Community Transport Sussex, Parish and Neighbourhood Councils. |
| Delivery Considerations | <ul style="list-style-type: none"> - HDC will first investigate existing schemes and identify key gaps and deficits as well as best practice. - WSCC already run car sharing schemes and HDC is operating a car club in Horsham District. To ensure these facilities are meeting (and growing) demand, HDC will assess its accessibility and any gaps which would improve networks for local residents. For example: through ride share trips, car clubs or car pooling. This should be done in close collaboration with WSCC. - HDC will signpost to relevant information/funding sources to encourage community groups to set up community-based transport schemes. HDC will also work with Parish Councils and Neighbourhood Councils to signpost relevant information and support chosen schemes. - HDC will collaborate with WSCC (with whom transport powers lie) to expand existing community transport services. This will build on existing efforts to expand minibus services between villages in the District with Community Transport Sussex. |

T3.2 Collaborate with the Highway Authority to improve local public transport.

| | |
|------------------------------------|--|
| Delivery Route | Partnership |
| WSCC & HDC Service Lead | WSCC - Transport Team |
| Identified Partners | Local bus companies (i.e. Sussex Coaches, Metrobus, Compass Bus) |
| Delivery Considerations | <ul style="list-style-type: none"> - HDC will support WSCC in implementing its Bus Improvement Plan by: <ul style="list-style-type: none"> - Actively providing data on usage, highlighting specifically any increase in demand resulting from the educational and behaviour change campaign (See E2.4). - Supporting investment priorities across the District. - Identifying interventions to improve the quality of the current bus network, improve user experience and increase the attractiveness of public transport. - Investigate innovative opportunities to expand rural bus provision. - Building on educational and behavioural change programmes of work explored in E2.4. - HDC will work with WSCC to disincentivise the use of private cars. This will be done by continuing to work with WSCC to implement their Car Parking Strategy with the aim of reducing private car use and increasing demand for public transport. |

T3 Public Transport

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|--------------|---------------|--------------------|-----------------------|
| T3.1 Explore opportunities to improve and create new community-led transport schemes. | | | | Primary co-benefit | |
| T3.2 Collaborate with the Highway Authority to improve local public transport. | Primary co-benefit | | | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|--|--|--|-----------|
| T3.1 | | This transport intervention should be prioritised to provide initial solutions to bridge gaps in public transport provision. This intervention should be complemented with specific projects developed as part of EB2.4. | | |
| T3.2 | WSCC Bus Improvement Plan the work by WSCC has already started | | This intervention will require significant investment and data to demonstrate there is an increased demand for public transport in Horsham District. This intervention should be complemented with specific projects developed as part of EB2.4. | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|---|--|---|
| T3.1 | High | ~2,000 tCO ₂ e/pa assuming 1,000 private cars taken off the road each year | £ to ££ | Varies |
| T3.2 | Medium | ~600 to 1,200 tCO ₂ e/pa associated with 10-20% reduction in use of vehicles | ££ to £££ depending on number of buses added | An electric single decker bus costs up to £340,000 with an additional £30,000 for driver's annual wages |

Legend

| Co-benefits | Potential carbon savings | | Costs |
|--------------------------|--------------------------|--------------------------------------|--------------|
| | Very High | 5,000+ tCO ₂ e/pa | |
| Direct Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | Medium | 100 to 1,499 tCO ₂ e/pa | ££ 100k – 1M |
| Neutral / No Impact | Low | >99 tCO ₂ e/pa | £££ High >1M |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

T4 Low Carbon Transport

OVERARCHING GOAL

To support the electrification of all modes of transport and explore other low carbon fuel solutions.

T4.1 Collaborate with WSCC to build EV charging network across the region.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team with the support of Parking Services |
| Identified Partners | WSCC (Transport Team), Connected Kerb |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will work with WSCC to create an electric charging network across the District. This will build on existing work with Connected Kerb. – HDC and WSCC will explore opportunities to adapt existing fuel stations to EV fuel stations. – HDC with the support of WSCC will explore schemes to encourage residents to switch to electric vehicles ahead of the 2030 ban. Incentives could include a take-back scheme for petrol and diesel vehicles. |

T4.2 Support local taxi companies in transitioning to EVs.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Environmental Health and Licensing |
| Identified Partners | WSCC (Transport Team), local taxi companies. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will collaborate with local taxi companies to transition their fleets to EVs. This will include: <ul style="list-style-type: none"> – Engaging local taxi drivers to understand current challenges and reticence to change. – Determining incentives to encourage a transition (i.e., lower licensing fees, prioritisation lane etc.). – Investing in taxi-only electric charging points across the District. |

T4.3 Explore opportunity for a hydrogen refuel station in the Horsham District.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team leading on this - support will be from the Transport Manager |
| Identified Partners | WSCC (Transport Team and Waste Disposal Team), Hydrogen Sussex |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will investigate opportunities to build a hydrogen refuel station in District by: <ul style="list-style-type: none"> – Working with partners to become a satellite station for Shoreham Port or other locations as they come forward. – Identifying other sites and other partnership opportunities via Hydrogen Sussex for hydrogen fuel stations. – Exploring other opportunities across the District to transition to clean fuel (green hydrogen, biogas and others) for waste collection vehicles. |

T4 Low Carbon Transport

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|--------------|--------------------|--------------------|-----------------------|
| T4.1 Collaborate with WSCC to build EV charging network across the region. | | | Primary co-benefit | | |
| T4.2 Support local taxi companies in transitioning to EVs. | | | Primary co-benefit | | |
| T4.3 Explore opportunity for a hydrogen refuel station in Horsham District. | | | | Primary co-benefit | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|---|------------|--|-----------|
| T4.1 | This intervention is already ongoing. It is a key intervention to support society-wide shift to electric modes of transportation. | | | |
| T4.2 | | | This intervention should be delivered once a robust EV charging point network has been created in Horsham District. There are also benefits to wait until more affordable EV options reach the market and reduce the cost of switching to EVs. This intervention is support by T4.1. | |
| T4.3 | | | | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|--|--|---|
| T4.1 | Very High | ~3,500 to 9,000 tCO ₂ e/pa with a 6 to 15% increase in passenger cars, vans and LGVs being EV | £ to ££ depending on the number of charging points | £1,000 to £1,500 per charge points |
| T4.2 | Medium | ~150 to 300 tCO ₂ e for 50 to 100% of taxi's transitioning over 5 years | £ per electric taxi | Dynamo Taxi costs £55,000 |
| T4.3 | n/a | n/a | £££ | £1.9 million in capital needed for one hydrogen station |

Legend

| Co-benefits | Potential carbon savings | | Costs |
|--------------------------|--------------------------|--------------------------------------|--------------|
| | Very High | 5,000+ tCO ₂ e/pa | |
| Direct Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | Medium | 100 to 1,499 tCO ₂ e/pa | ££ 100k – 1M |
| Neutral / No Impact | Low | >99 tCO ₂ e/pa | £££ High >1M |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

Case Studies: Transport



Lambeth Low Traffic Neighbourhoods

In 2020 Lambeth Council trialled five Low Traffic Neighbourhoods; reshaping residential areas to make streets safer and more appealing to walk and cycle, creating spaces to play and socialise, connect people to local amenities, and reducing motor vehicle travel. One of the low traffic neighbourhoods saw a 25% reduction in motor vehicle traffic, and 87% increase in cycling.

Relevance to this Strategy

Intervention T1.2: Horsham District can learn from the challenges and successes Lambeth had during the Low Traffic Neighbourhood trial period, monitoring reports for each trial are available.



Waltham Forest Active Travel

The award winning mini-Holland scheme increased walking and cycling infrastructure and encouraged positive active travel behaviour across one of the most car dependant London boroughs. Early impacts showed: increased positive perception of the local environment, 25% of residents more likely to take up walking or cycling, and a decrease in people owning cars in the area.

Kings College London anticipated residents will gain one life year just from the projected increased levels of walking and cycling activity in the area.

Relevance to this Strategy

Interventions T1.1, T1.2: various UK case studies present positive health and wellbeing impacts from active transport interventions. Horsham District should ensure this is clearly communicated in relevant business cases.



Tyseley Refuelling Hub

The UK's first multi-fuel, open access, low and zero carbon fuel refuelling station, part of a wider [energy park](#), offers hydrogen, compressed natural gas, biodiesel, and EV charging. The fuel cell grade hydrogen is generated onsite, powered from a dedicated offshore wind turbine.

Relevance to this Strategy

Interventions T4: This refuelling hub presents an exemplar way of offering diverse renewable energy and fuel options for the community. Horsham District should consider upgrading any Council vehicles to renewable fuel and advocating use of the low carbon refuelling station.



Beyrl - Bike Hire

Beyrl work with local authorities to design schemes to help reduce air and noise pollution, make destinations easier, safer and much more fun to get around and that brings financial and fitness benefits too.

They have worked in both urban and rural environments to provide bikes for local people to hire on a short-term basis.

Relevance to this Strategy

Interventions T2: these bike sharing services, similar to the [Santander Cycles in London](#), offer a Council-led micromobility solution. Another option could be to partner with an operator like Lime (bikes and scooters). These case studies, options, and associated co-benefits should be used to strengthen Horsham District's active travel business cases.

Systems

3.4 Waste

Introduction: Waste

Tackling waste provides potential for both direct and indirect carbon emission savings. The majority of Horsham District's waste-related emissions are from solid waste disposal, therefore this should be the focus of reduction efforts.

Horsham District has already put in place many productive schemes to reduce unnecessary waste (see adjacent case studies). In the future, opportunities to expand these projects should be seized as a priority. New projects should focus on opportunities to reduce waste generation by all residents and businesses; supporting behaviour change from the whole area. Interventions such as reducing waste collection frequency have already forced a reduction in waste production. Further incentivisation and encouragement is required to deliver against the required reductions.

Additionally, as well as reducing waste generation, waste can be seen as a resource. Waste can be given a second life through reuse, repurposing, or recycling and several initiatives are already in place to support this. Alternative uses of waste need further exploration to unlock more opportunities in the District.

For unavoidable waste that is produced and collected, we must ensure a minimal quantity is going to landfill and instead re-direct to composting, energy-generation, material reuse, or product reuse in line with 'circular economy' and 'sharing economy' principles. Due to the divided power between HDC (collection authority) and West Sussex County Council (disposal authority), strategies to implement 'waste as a resource' schemes must be highly collaborative and will require partnership with the County Council, and the other District and Borough Councils in West Sussex. Collaboration will be facilitated through the West Sussex Waste Partnership.

Waste reduction provides a clear route to addressing Horsham District's carbon emissions while providing other benefits to the local area including reduced pollution and fly-tipping, and the creation of a new second hand market. It can also help gain District-wide buy-in to environmental protection initiatives and to create tangible positive outcomes for the local community.

Existing Work

Horsham District's Repair Cafés

The repair cafés, located in Horsham Town, Storrington, Steyning and Henfield, are run by local environmental community groups and are open once a month for local people. The cafés work to fix electrical items or make textile repairs to prevent unnecessary waste.

Recycling Champions

Recycling Champions are local families and community groups who take part in Horsham's recycling trials to help us find new ways to reduce food waste and increase recycling across the District.

A recent project includes the Hot Bin trial summer 2022: a trial to reduce food waste, the Hot Bins, turn food waste into rich compost in 30 – 90 days by heating the waste up to 60°C. The result is a nutrient-rich compost for your garden for minimal effort and reduced food waste in your rubbish bin.

Billingshurst Recycling Centre

West Sussex County Council have now opened a small Re-Use shop at the Billingshurst Recycling Centre to save bric-a-brac, homeware, bikes (sold as seen) and furniture, including garden furniture, from going to waste.



W1 Circular Economy

OVERARCHING GOAL

To transition to a circular economy where waste generation is minimised and re-use is highly encouraged.

W1.1 Explore opportunities to create a sharing economy.

| | |
|------------------------------------|---|
| Delivery Route | Community |
| WSCC & HDC Service Lead | WSCC, HSC's Recycling and Waste with support from the Sustainability Team |
| Identified Partners | Repair Café, local community groups, WSCC, neighbouring local authorities, WRAP, Green Growth Platform and Circular Economy Club. |
| Delivery Considerations | <ul style="list-style-type: none"> - WSCC and HDC will work with local partners and community groups to transition to a sharing economy. This will be complemented by behaviour change initiatives covered in EB1 and EB2. In doing so, HDC and its partners will: <ul style="list-style-type: none"> - Investigate scaling up and/or expanding existing repair cafes in the District and expanding refill centres run by community groups. - Explore creating a 'library of things' (in the Village Halls, in local schools or in the Town library). This could be in one place or as part of a network throughout the District. HDC may wish to explore creating 'thematic' library of things (for example: school, farming, local businesses etc.). A community ownership model should be adopted for the upkeep of these libraries. - HDC will collaborate with WSCC and neighbouring local authorities to ensure all waste disposal site have a 're-use' section where residents can leave items that are in good condition for others to reuse. This will include the ongoing relationship in which WSCC have been working with their contractors Biffa to launch a reuse site at the Billingshurst Recycling Centre. This project has reportedly been successful and provides opportunities for expansion. - Encourage the Buy Local branding and initiatives that are run by Economic Development at HDC. |

W1.2 Implement projects that support the creation of a Circular Economy in Horsham District.

| | |
|------------------------------------|--|
| Delivery Route | Partnership |
| WSCC & HDC Service Lead | WSCC to lead with support from HDC's Recycling and Waste Team, Economic Development and Sustainability Teams |
| Identified Partners | WSCC, neighbouring local authorities, local businesses, WRAP, Circular Economy Club, Ellen MacArthur Foundation. |
| Delivery Considerations | <ul style="list-style-type: none"> - WSCC (supported by HDC) will work with the West Sussex Waste Partnership to identify Circular Economy opportunities and projects for the region. This could include: <ul style="list-style-type: none"> - Conducting a high-level material flow analysis to better understand West Sussex's inputs and outputs and which circular opportunities can be delivered in the region. This will involve commissioning external experts to conduct the analysis and make recommendations. - Investigating beneficial material exchange opportunities between businesses and sectors. This will involve engaging local businesses, creating fora (such as the West Sussex Business Hub) for businesses to communicate with one another, providing platforms for businesses to trade materials and waste (please note tools already exist to support material exchange). Collaborative governance mechanisms explored in G1 and G2 will support this intervention. - Exploring the feasibility and benefits of a waste consolidation centre across West Sussex, by collaborating with other local Districts. This centre could also become a Material Exchange Hub where excess material/beneficial waste could be stored for re-use by another organisation/in the future. |

W1 Circular Economy

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|--------------------|--------------------|-----------------------|
| W1.1 Explore opportunities to create a sharing economy. | | | | Primary co-benefit | |
| W1.2 Implement projects that support the creation of a Circular Economy in Horsham District. | | | Primary co-benefit | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|--|-------------|---|
| W1.1 | | This intervention is a relative quick win for HDC and its key partners. This can be informed by actions taken to deliver EB2.4, namely the identification of existing community groups that promote a sharing economy. This intervention is also enabled by EB2.3. | | |
| W1.2 | | | | This intervention is informed by W1.1. As local communities and businesses become more knowledgeable about various sustainability topics, it will be easier to implement circular projects in the area. |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|---|---------------------------------------|--|
| W1.1 | Low | ~20 to 50 tCO ₂ e/pa per Repair Cafe | £ | Manchester Repair Café was set up with a £1,000 grant. |
| W1.2 | High | Transition to a circular economy can achieve a 39% reduction in GHG emissions with additional embodied carbon reduction | £ to ££ depending on the intervention | Varies |

Legend

| Co-benefits | | Potential carbon savings | | Costs |
|--------------------------|-----------|--------------------------------------|-----|-----------|
| Direct Positive Impact | Very High | 5,000+ tCO ₂ e/pa | £ | Low <100k |
| Indirect Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | ££ | 100k – 1M |
| Neutral / No Impact | Medium | 100 to 1,499 tCO ₂ e/pa | £££ | High >1M |
| | Low | >99 tCO ₂ e/pa | | |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

W2 Eliminating Food Waste

OVERARCHING GOAL

To reduce emissions associated with food waste, increase food security and unlock new business opportunities through trading food waste.

W2.1 Support community projects that reduce food waste including implementing a new food waste collection service for residents.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Recycling and Waste (with support from Environmental Health and Licensing, and Economic Development) |
| Identified Partners | WSCC (Waste Disposal Team), local Restaurants, local businesses, delivery companies, local farms. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC, in partnership with WSCC's Waste Disposal Team, will <ul style="list-style-type: none"> – Continue work to support and subsidises Hot Bins, and only local waste reduction schemes. – Support partners to invest in enabling infrastructure such as a community composting programmes, logistics and storage, to support any additional identified opportunities. – Conduct research, producing feasibility studies and developing case for investment with partners across the region. – Please note that HDC and WSCC are awaiting the publication of the legislation stemming from the Environment Act which will set requirements for local authorities around food waste collection and disposal. HDC and WSCC are also waiting to hear about what kind of support the national government will offer to local authorities to support them in fulfilling these new duties. |

W2.2 Scale up existing local initiatives and implement new projects to eliminate food waste.

| | |
|--------------------------------|--|
| Delivery Route | Communities |
| HDC Service Lead | Recycling and Waste (with support from Environmental Health and Licensing, and Economic Development) |
| Identified Partners | West Sussex County Council (as the Disposal Authority), West Sussex Waste Partnership, Parish and Neighbourhood Councils, UK Harvest, local environmental community groups, allotment societies and local farms and local businesses. |
| Delivery Considerations | <p>HDC will review existing projects and initiatives that focus on reducing food waste. This will help identify best practice, gaps and further opportunities.</p> <ul style="list-style-type: none"> – Horsham District's community groups could also consider: <ul style="list-style-type: none"> – Creating a local wormery (with a farm cluster or existing community groups) to compost food waste and create compost. – Creating a community composting hub, managed by local community groups. – Introducing community-led composting schemes with Parish Councils. – Investigating circular opportunities to re-use food and green waste from farms. – Working with local super-markets and restaurants to eliminate food waste by creating food redistribution network and support Community Fridges/Food Banks. The West Sussex Waste Partnership are working with the food charity UK Harvest to provide 'pop-up pantries' as a way of recirculating food waste to the community. This would work in tandem with community fridges as the food is provided by local supermarkets and patrons are charged per bag of food they shop for, as opposed to residents redistributing their own food. – Working with neighbouring local authorities to expand the reach of the network. It will be important to use electric vehicles or cargo bikes to transport food to further reduce carbon emissions associated with transport. |

W2 Eliminating Food Waste

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|--------------------|--------------------|-----------------------|
| W2.1 Support community projects that reduce food waste and capitalise on emerging revenue streams. | | | Primary co-benefit | | |
| W2.2 Scale up existing local initiatives and implement new projects to eliminate food waste. | | | Primary co-benefit | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|--|---|-----------|
| W2.1 | | | This intervention will require HDC and its partners to have more clarify over the requirements and support offered to implement the Environment Bill. Initial projects developed in L3.1, W2.2 and L3.2 can also inform W2.1. | |
| W2.2 | | This intervention provides a quick win for HDC and its partners and an opportunity to support local groups and scale up existing best practice in Horsham District. It should be informed by L3.1. | | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|--|------|---|
| W2.1 | High | ~3,500 tCO ₂ e/pa assuming 50% of food waste is diverted from landfill | £ | Varies |
| W2.2 | High | ~3,500 tCO ₂ e/pa assuming 500% of food waste is diverted from landfill | £ | A Community Fridge can cost as low as £300 by using donated fridges |

Legend

| Co-benefits | | Potential carbon savings | | Costs |
|--------------------------|-----------|--------------------------------------|-----|-----------|
| Direct Positive Impact | Very High | 5,000+ tCO ₂ e/pa | £ | Low <100k |
| Indirect Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | ££ | 100k – 1M |
| Neutral / No Impact | Medium | 100 to 1,499 tCO ₂ e/pa | £££ | High >1M |
| | Low | >99 tCO ₂ e/pa | | |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

Case Studies: Waste



Scotland's Deposit Return Scheme

Likely to be the first Deposit Return Scheme (DRS) implemented in the UK in August 2023, with a target of achieving 90% collection rates by 2024. People pay a small deposit of 20p when they buy a drink in a single-use container and then get the deposit back when they return the empty bottle or can. The scheme estimates 34,000 fewer plastic bottles littered each day, 76,000 additional tonnes recycled each year, 90% of containers captured for recycling, £62 million savings in litter impacts, and 4 million tCO₂e saved over 25 years.

Relevance to this Strategy

Intervention W1.2: Horsham District can learn from the challenges and successes Scotland have while setting up the DRS. In particular, the stakeholder engagement and management required. Without legislative change, the same scale of DRS will not be possible in Horsham but a small scale, trial scheme could be integrated into future plans.

Bio-based Industries Joint Undertaking (BBI JU)

The focus areas for [BBI JU projects](#) are: feedstock, biorefineries, and markets, products, and policies. BBI JU projects to reduce waste by turning leftovers from agriculture and other agri-food processes into new food and feed ingredients, bio-based materials and products. The [B-FERST](#) project is using agricultural waste and side streams to create a new circular and bio-based value chain for bio-based fertilisers.

Relevance to this Strategy

Intervention W2.1: Horsham District could investigate utilisation of existing waste streams with the producers themselves, like manure from farms into fertilisers for the land.



The ExCeL Centre Wormery

The ExCeL events centre is London's largest events venue. It has operated a zero waste-to-landfill policy for over a decade, and now houses the UK's largest commercial wormery (300,000 worms!) to create compost from food waste. The worms require food, light, water, fresh air, and temperature control. The compost collected is used to fertilise the green spaces around the venue.

Relevance to this Strategy

Interventions W1.1, W1.2, W2.1: presents a large scale compost opportunity for large businesses in Horsham District, noting that wormeries require specific conditions to thrive.



Keep Cornwall Fed Catering

The Social Enterprise aims to reduce food waste and tackle food poverty in Cornwall, by donating a meal for each sold. Their business model uses nose-to-tail and root-to-tip cooking and seasonal produce from a network of local suppliers.

Relevance to this Strategy

Intervention W2.2: This is an example of an existing local community initiative reducing food waste and helping people from a social perspective. These initiatives often require Council support for one-off capital expenses that Horsham could look to support.

Systems

3.5 Land Use

Introduction: Land Use

Horsham District's **land use is a net-sink of carbon**. This is due to a high quantity of high quality forest and grassland in the local area, constantly sequestering carbon; this is partially balanced out by carbon emitted through farming processes related to livestock.

Land-use in Horsham District is balanced between natural rural areas and farming rural areas. The balance between the two and methods used to maintain the rural areas will contribute to Horsham District's ability to act as a net carbon sink.

Additionally, there are significant opportunities to use Horsham District's rural land to support the decarbonisation of the area. This can be achieved through supporting land-owners to use their land for carbon sequestration, renewable energy generation and regenerative farming methods in ways that are profitable and beneficial to their businesses.

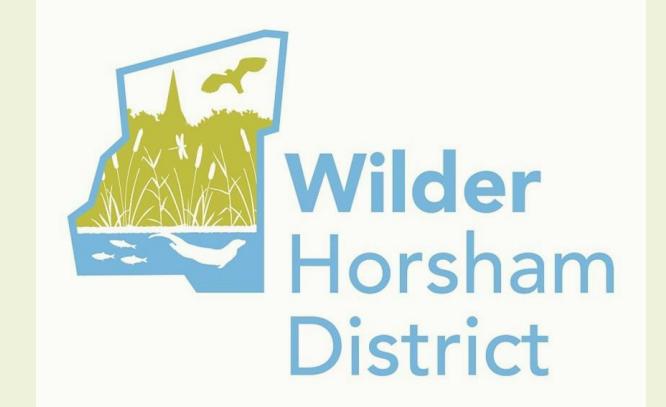
Moreover, implementing strategies that address both carbon emissions as well as biodiversity, ecology and climate change resilience are important to ensuring wider environmental benefits are felt across the District. Wilder Horsham District is an existing initiative in the area working hard to protect and improve biodiversity across the area. It works with the farming community, local community and voluntary groups and Parish/Neighbourhood Councils to change land use practices for the benefit of nature. Landowners and farmers are becoming more interested in different forms of regenerative farming. The Wilder Horsham District project assist with such advice. The introduction of Biodiversity Net Gain will be one mechanism that can leverage finance to support wildlife improvements. The Water Neutrality Strategy is set to launch in 2023, it will be a part of climate resilience by reducing water use from new development.

The aim will be to use Horsham District's land in a sustainable and environmentally holistic way to maximise carbon saving opportunities and support climate resilience, reap the benefits of new income streams and ensure environmental resilience of the area.

Existing Work

Wilder Horsham District

A unique and innovative five-year partnership between Sussex Wildlife Trust and HDC that has been established in response to the urgent pressures on biodiversity. Its main objective is to initiate the development and delivery of a Nature Recovery Network that will help wildlife thrive, throughout the District and beyond.



Trenchmore Farm – Regenerative Approach

Trenchmore Farm practices regenerative agriculture and advocate transparent conversations about what they do. They are mixed farmers growing beef, apples and grains - the cattle eat the grass and apple pomace, the straw from our wheat is used to bed the cattle, the cattle muck is spread on the fields to help improve the soils and feed the crops. This creates a virtuous circle, allowing us to improve the soils and grow more sustainable food.

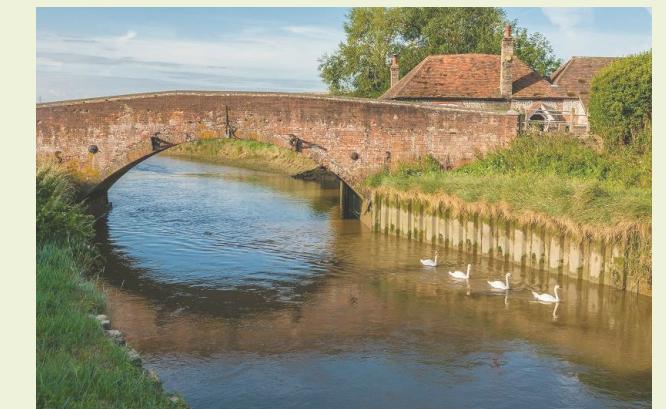
Plate Up Local initiative

A Summer 2022 event where Horsham District hospitality businesses and producers were brought together to enable and support more local produce to be served on local menus.



Landscape Recovery Project along the River Adur

The Adur River Restoration Project is one of only 22 nationwide projects to receive funding from the Department for Environment, Food & Rural Affairs (DEFRA) which will revitalise and restore the River Adur and its catchment, creating a new ribbon of habitats running through a wildlife-friendly farmed landscape.



L1 Climate Resilience

L1.1 Invest in climate resilient infrastructure.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Leisure and Culture with support from the Sustainability Team and Strategic Planning |
| Identified Partners | Wilder Horsham District, WSCC, neighbouring local authorities, Farm Clusters, Environment Agency, Southern Waters, Sussex Nature Partnership, South Downs National Park. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC and WSCC will work with key partners to invest in District-wide climate resilient infrastructure. HDC's key role will be to bring partners together and help identify and secure funding for interventions. The first step will be to commission feasibility studies to prioritise key infrastructural investments. These will then inform the development of these investments and/or business cases. – When considering investment in climate resilient infrastructure, HDC and WSCC should: <ul style="list-style-type: none"> – Prioritise nature-based solutions and support for biodiversity net gain efforts (i.e. the use of non-concrete pavements as flood control measures); – Consider Natural Flood Management techniques (linking closely to L1.2); – Encourage the use of flood water as a resource to restore a supply-demand surplus across catchments. |

L1.2 Support the development of a District-wide Nature Recovery Network.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team with support from Parks and Countryside and Strategic Planning |
| Identified Partners | Wilder Horsham District, Parish and Neighbourhood Councils, WSCC, local neighbouring authorities, local schools and community groups. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will work with WSCC and other key partners to invest in a District-wide Nature Recovery Network. This will be informed by the Strategy developed in P2.3. – HDC and its partners will prioritise investments in areas where there are opportunities to improve wildlife, link existing sites and create new habitats (as identified in the Nature Recovery Network for the Horsham District and the subsequent Local Nature Recovery Strategy). It will be key to work with local communities, Parish and Neighbourhood Councils to understand local nuances. – The ongoing Water Neutrality Strategy will reduce water consumption in new build and encourage retrofitting measures in existing buildings. Efforts should also be made to ensure that water reduction is achieved universally and strategies in the Nature Recovery Network should look to help to alleviate flooding, through natural flood management practices and support water neutrality efforts of the District. – A co-benefit is eco-tourism which HDC and its partners, including local neighbouring authorities, may wish to explore. |

OVERARCHING GOAL

To support and improve green and blue infrastructure across Horsham District and increase climate resilience and biodiversity in urban and rural areas.

L1.3 Support urban greening across the District.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Leisure and Culture (Parks and Countryside) with support from Sustainability Team and Strategic Planning |
| Identified Partners | WSCC, Wilder Horsham, local community groups including Horsham Greenspace Group, developers, Parish and Neighbourhood Councils, Registered social landlords and Allotment societies. |
| Delivery Considerations | <ul style="list-style-type: none"> – Wilder Horsham District already works with Parish and Neighbourhood Councils to encourage urban greening and HDC has started conversations with Horsham Greenspaces Group. HDC will continue to work with Parish and Neighbourhood Councils to increase urban greening. – HDC will work with key partners to maximise investment in urban greening solutions. This includes: <ul style="list-style-type: none"> – Exploring deficits within urban areas and propose a selection of solutions for specific urban areas while making a case for investment. – Forging strong partnerships with existing local groups and communities who can help manage new green urban spaces. – Investigating opportunities to create a network of rooftop gardens and/or community-based gardens across Horsham's Town Centre. – Determining the feasibility of creating an Urban Green Corridor in Horsham Town Centre. |

L1 Climate Resilience

Alignment with UNSDGs



Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|---------------|--------------------|-----------------------|
| L1.1 Invest in climate resilient infrastructure. | | | | Primary co-benefit | |
| L1.2 Support the development of a District-wide Nature Recovery Network. | | | | | Primary co-benefit |
| L1.3 Support urban greening across the District. | | | | Primary co-benefit | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|---|--|-----------|
| L1.1 | | | This interventions should be informed by P2.2, P2.3 and P2.4. Coordination and mobilisation between partners is required and capital funding will need to be unlocked. | |
| L1.2 | | This intervention should be prioritised to increase Horsham District's climate resilience. It should be informed by P2.3. Conversations with partners have already started. | | |
| L1.3 | | | This intervention should be prioritised to increase Horsham District's climate resilience. It should be informed by P2.2 and P2.4. Conversations with partners have already started. | |

Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|--|---------------------------------------|---|
| L1.1 | n/a | This factor looks beyond immediate carbon reduction and improves natural carbon sequestration. | £££ | Varies. Benefit cost ratio of 5 to 1 for climate resilient infrastructure |
| L1.2 | Low | ~55 tCO ₂ e/pa based on 2,500 new trees planted. | £ to ££ depending on scale of Network | £0.65 to £2 for a tree sapling or £500 per acre |
| L1.3 | Low | ~55 tCO ₂ e/pa based on 2,500 new trees planted. | £ to ££ depending on interventions | £0.65 to £2 for a tree sapling or £500 per acre |

Legend

| Co-benefits | Potential carbon savings | | Costs |
|--------------------------|--------------------------|--------------------------------------|--------------|
| | Very High | 5,000+ tCO ₂ e/pa | |
| Direct Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | Medium | 100 to 1,499 tCO ₂ e/pa | ££ 100k – 1M |
| Neutral / No Impact | Low | >99 tCO ₂ e/pa | £££ High >1M |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

L2 Sustainable Farming and Land-use

OVERARCHING GOAL

To capitalise on Horsham District's natural environment to maximise natural carbon sequestration opportunities and support farmers in decarbonising and future-proofing their operations.

L2.1 Explore carbon sequestration opportunities with farmers and large landowners.

| | |
|--------------------------------|---|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team through Wilder Horsham District |
| Identified Partners | Sussex Nature Partnership, NFU, ADHB, WSCC, Farm Clusters and their Facilitators, Farmers, DEFRA, Environment Agency, South Downs National Park. |
| Delivery Considerations | <ul style="list-style-type: none">- HDC and key partners, including Farm Clusters' Facilitators, will:<ul style="list-style-type: none">- Deliver the Landscape Recovery Project in the River Adur (DEFRA-funded project). This will serve as a best practice case study which can inform future carbon sequestration (offsetting, insetting or land-sparing) projects in Horsham District.- Engage farmers to understand risks and challenges around carbon sequestration, carbon insetting, nature-based solutions and carbon trading, including the potential biodiversity net gain opportunities.- Build relationships across local farmers and businesses to support local offsetting and insetting projects. HDC could play an important role in connecting local businesses seeking offsetting solutions and local farmers/landowners seeking new revenue streams. This should be prioritised for under-utilised, low-value agricultural land.- Use best practice case studies such as Kent Wildlife Trust's Wilder Carbon Standards to inform local solutions. |

L2.2 Promote sustainable and regenerative farming techniques.

| | |
|--------------------------------|--|
| Delivery Route | Partnership |
| HDC Service Lead | Sustainability Team through Wilder Horsham District, Economic Development through involvement in the local markets. |
| Identified Partners | Sussex Nature Partnership, NFU, ADHB, WSCC, Farm Clusters and their Facilitators, Farmers, DEFRA, Environment Agency, South Downs National Park. |
| Delivery Considerations | <ul style="list-style-type: none">- HDC and key partners should work with local farmers to support regenerative farming practices, which support soil and vegetation health and the sustainable production of food for the local community. This supports land to work as a carbon sink, while reducing wasteful farming practices.- HDC should use their influence over the markets to support local farming communities who are undertaking regenerative farming approaches and link this to the Plate Up Local initiative. This could also be communicated more broadly to farming businesses through the West Sussex Business Hub. Other routes to show clear support for sustainable and regenerative farming and processes should be captured, including education focusing on carbon footprints and biodiversity services of different food groups. Making it clear to local communities that their choices can be a form of climate action. |

L2 Sustainable Farming and Land-use

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|--|----------------------|--------------|--------------------|--------------------|-----------------------|
| L2.1 Explore carbon sequestration opportunities with farmers and large landowners. | | | Primary co-benefit | | |
| L2.2 Promote sustainable and regenerative farming techniques. | | | | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|--|--|-----------|
| L2.1 | | Prioritisation of local offsetting opportunities (F2.1) over the short term. | Offsetting should be considered after insetting solutions have been fully explored to reach carbon neutrality. | |
| L2.2 | | Collaborate with local community to build support behind regenerative farming practices. | | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|---|---|--|
| L1.1 | High | Switching to green fertilisers can reduce the carbon footprint of certain crop by 10-30%. | ££ | Varies but government will pay farmers to use greener fertilisers. |
| L1.2 | Low | ~55 tCO ₂ e/pa based on 2,500 new trees planted. | £ to ££ depending on the intervention and scale | £0.65 to £2 for a tree sapling or £500 per acre |

Legend

| Co-benefits | | Potential carbon savings | | Costs |
|--------------------------|-----------|--------------------------------------|-----|-----------|
| Direct Positive Impact | Very High | 5,000+ tCO ₂ e/pa | £ | Low <100k |
| Indirect Positive Impact | High | 1,500 to 4,999 tCO ₂ e/pa | ££ | 100k – 1M |
| Neutral / No Impact | Medium | 100 to 1,499 tCO ₂ e/pa | £££ | High >1M |
| | Low | >99 tCO ₂ e/pa | | |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

L3 Sustainable Food Systems

OVERARCHING GOAL

To create sustainable, low carbon and resilient local food systems that increase food security and residents' health and wellbeing.

L3.1 Improve access to healthy, fresh, local food and increase food security in Horsham District.

| | |
|--------------------------------|--|
| Delivery Route | Community |
| HDC Service Lead | Economic Development (with support from Environmental Health and Licensing) |
| Identified Partners | Local business and communities, Local food producers, Food Rocks |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will work closely with existing local community groups, charities, non-profit organisations and local businesses to improve local residents' access to healthy, fresh food. This includes: <ul style="list-style-type: none"> – Learning from and scaling up HDC's Plate Up Local Initiative. – Learning from and expanding Community Fridges across the District. – Working with local markets, including weekly farmers markets hosted by Food Rocks, to increase provision of local food. This intervention is closely linked to behaviour change and educational programmes of work explored in EB1 and EB2. |

L3.2 Reduce food miles by encouraging local food production and consumption.

| | |
|--------------------------------|--|
| Delivery Route | Community |
| HDC Service Lead | Economic Development (with support from Environmental Health and Licensing) |
| Identified Partners | WSCC – Economic Development, Parish Councils, local community groups, local markets (including Farmers' markets), farmers, local supermarkets and delivery companies. |
| Delivery Considerations | <ul style="list-style-type: none"> – HDC will work with key partners, including Parish Councils and existing local community groups, to implement local food production opportunities in urban and rural areas. This includes: <ul style="list-style-type: none"> – Investigating further opportunities for urban food growing including vertical farming, hydroponics, container growing. This presents another opportunity to work with local research institutions to develop innovative urban and rural food production solutions that are tailored to Horsham District's unique landscape. – Providing support to community groups looking to create community-based gardens, rooftop gardens, orchards etc. – Working with schools to encourage school food gardens. – Increasing the number of allotments across the area. – Rolling out training to maximise local food growing opportunities. – WSCC, HDC and its partners will also work with local restaurants, supermarkets and schools to encourage local food procurement and to create more localised, shorter supply chains. HDC's role includes providing guidance and brokering relationships. |

L3 Sustainable Food Systems

Alignment with Co-Benefits

| Interventions | Health and Wellbeing | Fuel Poverty | Economic Gain | Climate Resilience | Biodiversity Net Gain |
|---|----------------------|--------------|--------------------|--------------------|-----------------------|
| L3.1 Improve access to healthy, fresh, local food and increase food security in Horsham District. | Primary co-benefit | | | | |
| L3.2 Reduce food miles by encouraging local food production and consumption. | | | Primary co-benefit | | |

Timeline for Delivery

| Interventions | Immediate | Short Term | Medium Term | Long Term |
|---------------|-----------|--|-------------|-----------|
| L3.1 | | This intervention should be prioritised due to its ability to deliver multiple benefits to local communities. It also informs other interventions such as W2.2 and L3.2. | | |
| L3.2 | | This intervention should be delivered after and/or in parallel with L3.1. | | |

Alignment with UNSDGs



Potential Impact

| Interventions | Potential Carbon Savings | Supporting Data (where available) | Cost | Supporting Data (where available) |
|---------------|--------------------------|--|---------------------------------------|---|
| L1.1 | n/a | <p>Case study for 1kg of tomatoes in the UK:</p> <ul style="list-style-type: none"> 0.4kg CO₂e - Organic, grown locally outdoors in July 1.2kg CO₂e - Canned tomatoes 9.1kg CO₂e - Average tomatoes in a supermarket 50kg CO₂e - Organic, on the vine, commercially grown in a local greenhouse in March | £ to ££ depending on intervention | A community garden start-up costs ranges between £6,000 and £10,000 |
| L1.2 | Medium | In the UK, transporting food accounts for 12% of emissions associated with food. | £ to ££ depending on the intervention | Varies |

Legend

| Co-benefits | Potential carbon savings | Costs |
|--------------------------|--|-----------------|
| Direct Positive Impact | Very High 5,000+ tCO ₂ e/pa | £ Low <100k |
| Indirect Positive Impact | High 1,500 to 4,999 tCO ₂ e/pa | ££ 100k – 1M |
| Neutral / No Impact | Medium 100 to 1,499 tCO ₂ e/pa | £££ High >1M |
| | Low >99 tCO ₂ e/pa | |

Note: All carbon saving and cost values are for indicative purposes only and based on case studies and/or precedents. An in-depth carbon assessment and costing exercise needs to be conducted for each intervention when more detailed project plans are prepared. Costs are not to be paid by HDC alone but for all partners involved.

Case Studies: Land Use



Wilder Carbon Standards

Wilder Carbon develops conservation projects with UK delivery partners and then matches them to carbon credit buyers. Delivery partners are required to demonstrate that the projects meet the Wilder Carbon Standards (aligned with ISO 14064-2 and -3) and represent 'Carbon+' – meaning they maximise wider social and environmental benefits wherever possible, e.g. restored habitats, community consultation, ecosystem benefit, risks have been mitigated.

Relevance to this Strategy

Interventions L1 and L2.2: Horsham District could refer to the Wilder Carbon Standards as an exemplar set of selection or development criteria for a nature based project.



George Park, Margate, Kent

Kent County Council completed improvements on George Park to improve drainage resilience and reduce local flood risk. The park was landscaped to store surface water collected from the surrounding roads in ponds and swales. The wider benefits of the project were assessed using BEST (Best Estimation Tool – CIRIA 2019) and included benefits for flooding, health, education, water quantity, and enabling development.

Relevance to this Strategy

Interventions L1: Horsham District could consider the use of the [CIRIA Benefits Estimation Tool](#) for future blue and green infrastructure projects.



Rock Farm, Washington

Rock Farm is a six acre sustainable growing project near Washington.

It has recently been awarded £5,000 by Horsham District's Community Climate Fund to help it create climate friendly methods of food production, and develop innovative energy and nature conservation strategies, whilst providing healthy food for vulnerable local people.

Relevance to this Strategy

Interventions L1.3, L3.1, L3.2: This initiative presents the co-benefits achievable within community based urban agricultural and urban greening initiatives.



Lisbon Green Corridors

The Lisbon Masterplan endorsed a green infrastructure corridor to overlap with the city's most ecologically sensitive areas, and respond to climate change flooding, heatwave, and drought scenarios. Some examples of the development include urban allotment gardens, natural drainage systems, rain-fed biodiversity meadows, and extensive tree planting.

Relevance to this Strategy

Interventions L1: Lisbon found that the planning of green corridors increased the rate of green infrastructure implementation, and that the corridor had positive social impacts for local communities..

4/ Implementation

Delivery Routes

To implement the Strategy, three delivery routes have been identified:



Leadership

Interventions that are delivered through the leadership route can be implemented by HDC. These interventions rely on the Council's levers of direct control and influence. Enablers in particular can be delivered through the leadership route. It is important for HDC to show leadership and in doing so encourage others to transition to carbon neutrality. For interventions delivered through the leadership route, HDC's role is to lead, implement and pilot.



Partnership

Horsham District's Climate Action Strategy cannot be delivered by HDC alone. Partnerships with WSCC, neighbouring local authorities and other strategic partners (i.e. the Environment Agency or Southern Water) are critical to deliver larger-scale projects and numerous system-led interventions proposed in this Strategy. For interventions delivered through the partnership delivery route, HDC's role is to convene, broker relationships, and mobilise partners. In some cases, other partners will be the lead organisation and HDC will collaborate with them to achieve their goals (particularly in the areas of Transport and Waste).



Community

HDC will also need the support of local communities, local businesses, schools, residents and third sector organisations to achieve carbon neutrality. Interventions that are implemented through the community delivery route are those that require engagement, participation and/or leadership from local communities. For interventions delivered through the community delivery route, HDC's role is to support, enable, signpost information, educate and empower.

Leadership

For this delivery route, HDC is the main organisation responsible for the implementation of interventions. The Council takes leadership by using its levers of direct control and influence such as:

- Strategic planning and associated policies and requirements;
- Implementing its own Carbon Reduction Action Plan and sharing associated lessons learnt and best practice guidance;
- Signposting of information, including educational content and funding opportunities;
- Upskilling the Council officers; and
- Implementing enabling governance structures and financial mechanisms.

In particular, HDC can take leadership in the implementation of enabling interventions. These are purposefully designed to be delivered by the Council and to build the capacity of organisations and communities in the District.

In the proposed implementation plan, leadership interventions have been prioritised when they either support the future implementation of system-led interventions, build the capacity of the District to decarbonise, or provide a key stepping stone for other catalyst interventions.



Fig.13: Renderings of Proposed New Developments in Horsham District

Partnership

Since the Horsham District Climate Action Strategy focuses on the entire Horsham District, partnership working will be crucial to successfully transition to carbon neutrality. A partnership mapping exercise was conducted and recorded on the OnePlanet platform to identify key external partners that can support HDC in delivering the Strategy.

Key external partners include WSCC, Coast to Capital LEP, Sussex Nature Partnerships, Southern Water, the Environment Agency, as well as local businesses and suppliers. Managing and leveraging these partnerships will be critical to the success of this Strategy. The partnership mapping exercise needs to be a continuous activity throughout the delivery of this Strategy to ensure that new partners are mapped and that existing partners are continuously engaged.

Mechanisms that can improve partnership working include:

- Sharing data in an open and transparent manner between partners using for example cloud platforms;
- Agreeing communal goals, objectives and overall clear, joint vision amongst different partners;
- Clear governance structures that state roles and responsibilities;
- Robust risk management processes that fairly divide risks between partner; and
- Appointment of point of contact for communication channels.



West Sussex County Council

Maintaining a strong relationship with the County Council will be very important to help transition Horsham District to carbon neutrality. More specifically, WSCC has control over the District's transport policies and is Horsham District's waste disposal authority. Close collaboration and partnership working with WSCC will therefore be critical to reduce carbon emissions associated with these two carbon hotspots.

To maximise partnership working with WSCC, it will be key for HDC to:

- Appoint a key person to handle all overarching low carbon and sustainable topics with WSCC;
- Schedule regular meetings with WSCC's transport team and waste disposal team in order to discuss low carbon and sustainability opportunities;
- Openly share data, for example costs and carbon savings associated with existing low carbon schemes, demand for public transport and active travel, or gaps in infrastructure provision;
- Prioritise with WSCC the system-led interventions proposed in this Strategy and work together to commission feasibility study/develop case for investment;
- Map and engage strategic partners to create a network across West Sussex. It would be beneficial for HDC to map WSCC's delivery partners on the OP platform; and
- Jointly explore opportunities to use innovative delivery and financing mechanisms.

Community

To become a carbon neutral District, a society-wide transition in Horsham District is required. To do so, local communities, residents, businesses and third sector organisations have to be engaged, mobilised, empowered to act, and encouraged to adopt sustainable behaviours.

To improve the implementation of community interventions, the following mechanisms should be considered:

- Enhancing and updating educational content on sustainability and low carbon topics using multi-media platforms;
- Strengthening collaborative working with existing community groups and third sector organisations operating in Horsham District; and
- Unlocking funding pots, providing guidance and non-monetary support to groups looking to implement sustainable initiatives.

A behaviour change campaign is one of the key interventions that needs to be implemented through the community delivery route, to help the Horsham District transition to carbon neutrality. It is critical that behaviour change is handled by organisations that have strong links with local communities and that know how to effectively encourage a change in behaviour. HDC's role should be to support these organisations rather than lead on behaviour change work.

The adjacent diagram is one example of how HDC can map existing community groups and third sector organisations to key sustainability and low carbon topics to identify best-placed organisations to deliver behaviour change programmes of work and campaigns.

It is also worth noting that a resource map can be created on the OnePlanet platform to engage local communities and encourage them to support the delivery of the Horsham District Climate Action Strategy .

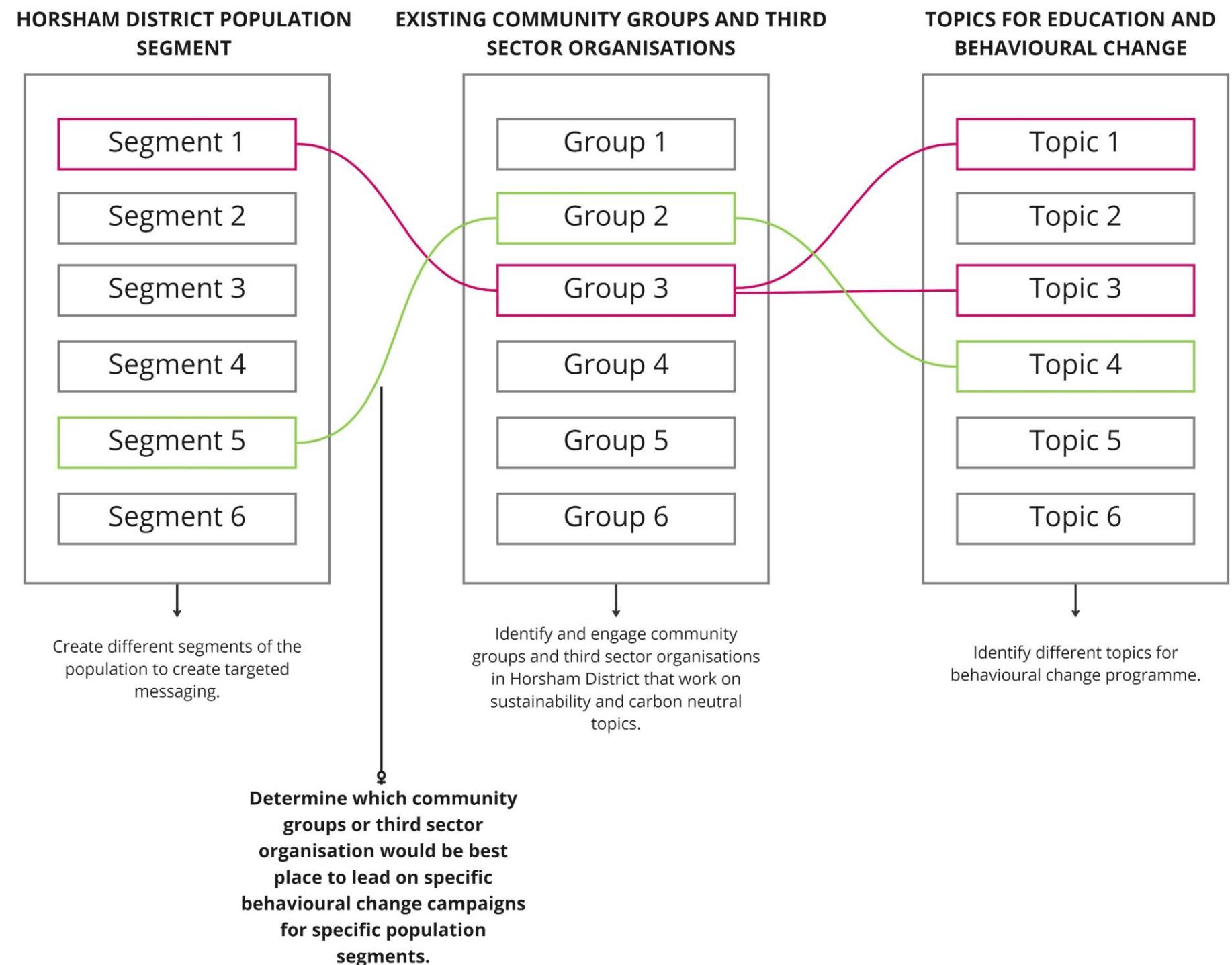


Fig. 14: Behavioural Change Programme's Process Diagram

Implementation

To support HDC and its partners in implementing this Strategy, a sequence of actions has been prepared. The proposed sequencing is a suggestion and should be reviewed by HDC, and key partners, to ensure all alignment with existing or planned projects has been undertaken. The sequencing was informed by prioritising:

- **Enablers** that will help build capacity for the Council, its strategic partners and local communities to transition to carbon neutrality. They inform and facilitate the delivery of system-led interventions. Enablers also require less capital investment than system-led interventions.
- **Linkages** between enabling and system-led interventions. These linkages will help HDC and its partners capitalise on existing synergies and achieve a more cost-efficient delivery. Some of these linkages are shown on the next page. Please note that not all links could be displayed on one diagram. Key linkages are shown only.
- **System-led interventions** that target Horsham District's **large carbon hotspots** and can help achieve significant carbon savings. These have been carefully selected and plotted against the proposed implementation plan. Programmes that deliver large carbon savings and co-benefits have been prioritised such as launching a residential retrofitting programme (B1.1).

Moreover, the implementation plan include four time periods: immediate next steps to be delivered in 2023, short-term actions from 2024 to 2026, medium-term actions from 2027 to 2029 and long-term actions from 2030 onward.

Please note that proposed interventions include several implementation steps and ongoing actions. Their position on the implementation plan denotes when the first step should be undertaken, not the timeframe during which the entire intervention should be completed.

Finally, as HDC and its partners start implementing this Strategy, new potential actions and subsequent projects will emerge. Additionally, external factors will also provide new levers and opportunities to deliver sustainable and low carbon interventions (i.e. new policies, new laws, new innovations etc.). This Strategy was therefore not intended to be a static document; all proposed interventions will be added to the OnePlanet tool to allow HDC to track the implementation of its Strategy, update actions and include new opportunities.

This table presents the sequencing of Climate Actions outlined in this Strategy, using the intervention codes. Note the timeline depicted represents the start-point for each intervention, but the interventions duration will vary.

| Immediate | | | Short Term | | | | | | | Medium Term | | | Long Term | |
|-----------|-------|------|------------|------|-------|-------|------|------|-------|-------------|------|------|-----------|--|
| G1.1 | EB1.2 | T4.1 | G2.1 | P2.1 | F1.4 | EB2.4 | T3.1 | L2.1 | P2.4 | B2.1 | T4.2 | F2.2 | T4.3 | |
| G1.2 | EB2.1 | | G2.3 | P2.2 | F2.1 | B1.2 | W1.1 | L2.2 | F1.2 | E1.2 | W2.1 | T1.2 | W1.2 | |
| G2.2 | B1.1 | | P1.1 | P2.3 | EB2.2 | B1.3 | W2.2 | L3.1 | F1.3 | T1.1 | L1.1 | T2.2 | | |
| EB1.1 | T3.2 | | P1.2 | F1.1 | EB2.3 | E1.1 | L1.2 | L3.2 | EB1.3 | T2.1 | L1.3 | T2.3 | | |

Prioritised next steps focusing on catalyst enablers and system-led interventions that generate both large carbon savings and numerous co-benefits.

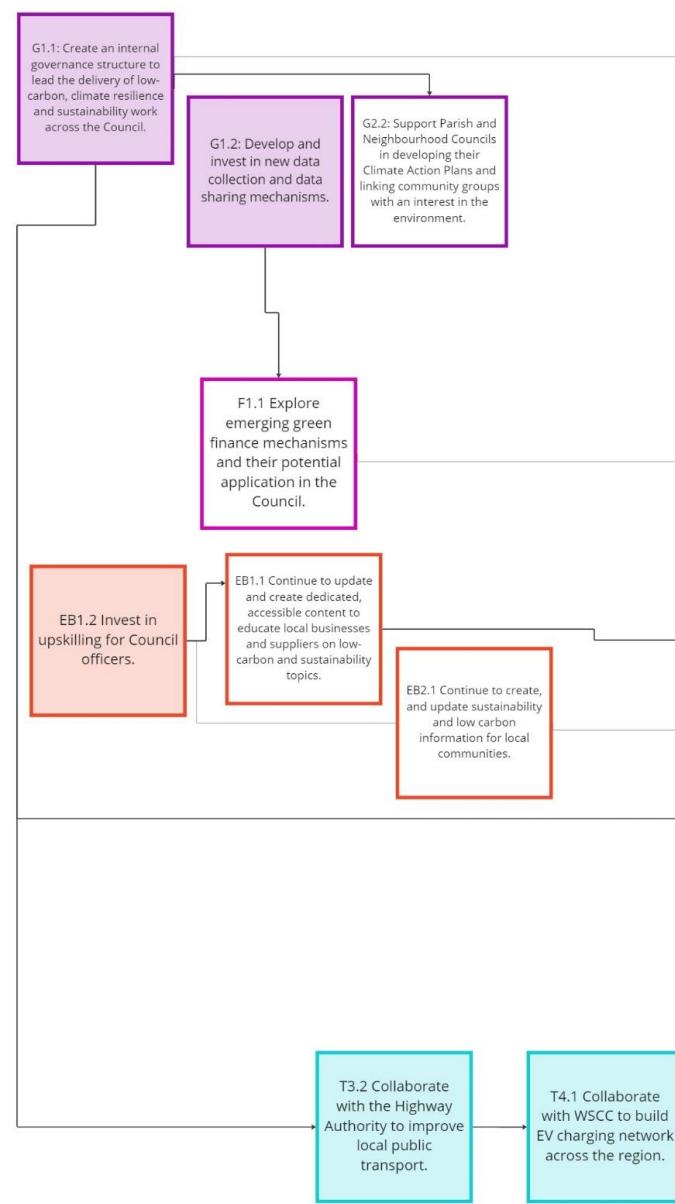
Short-term actions that build on the immediate next steps identified, offer quick win opportunities and/or are stepping stones for other enabling and system-led interventions.

Actions that require first steps to have been implemented, policies to have been written, partners to have been mobilised and/or funds to have been secured.

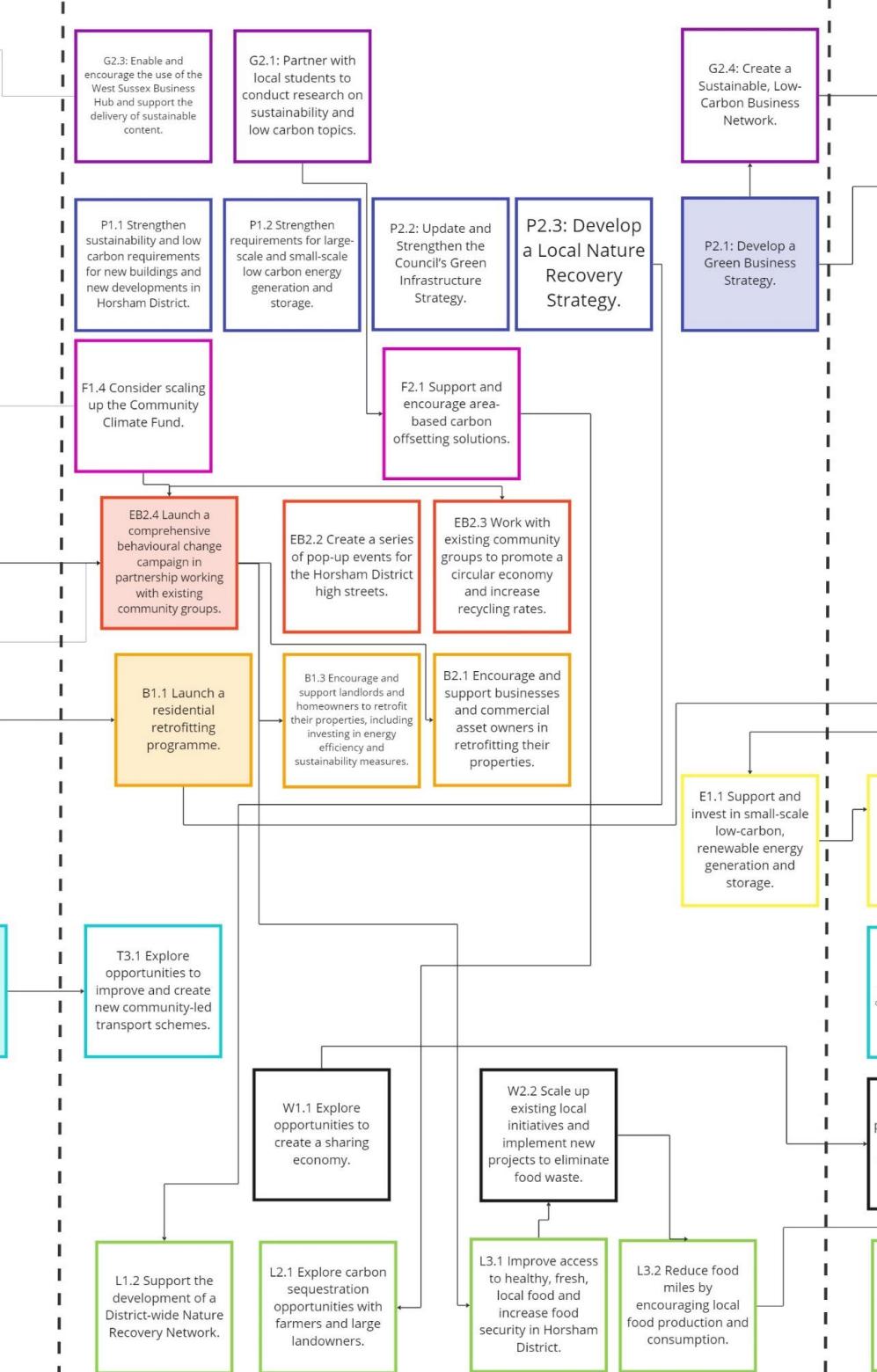
Actions that require the Council and key partners to have built their capacity and for other programmes of work to have been delivered.

Fig. 15: Sequencing Process

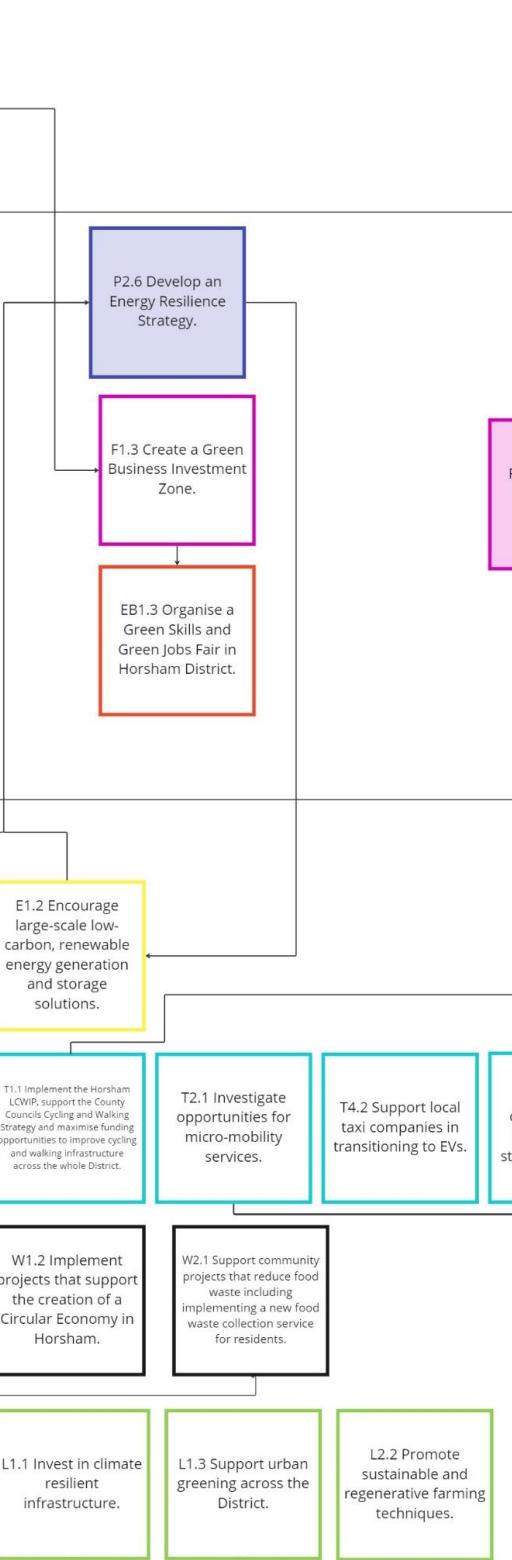
Immediate Next Steps 2023



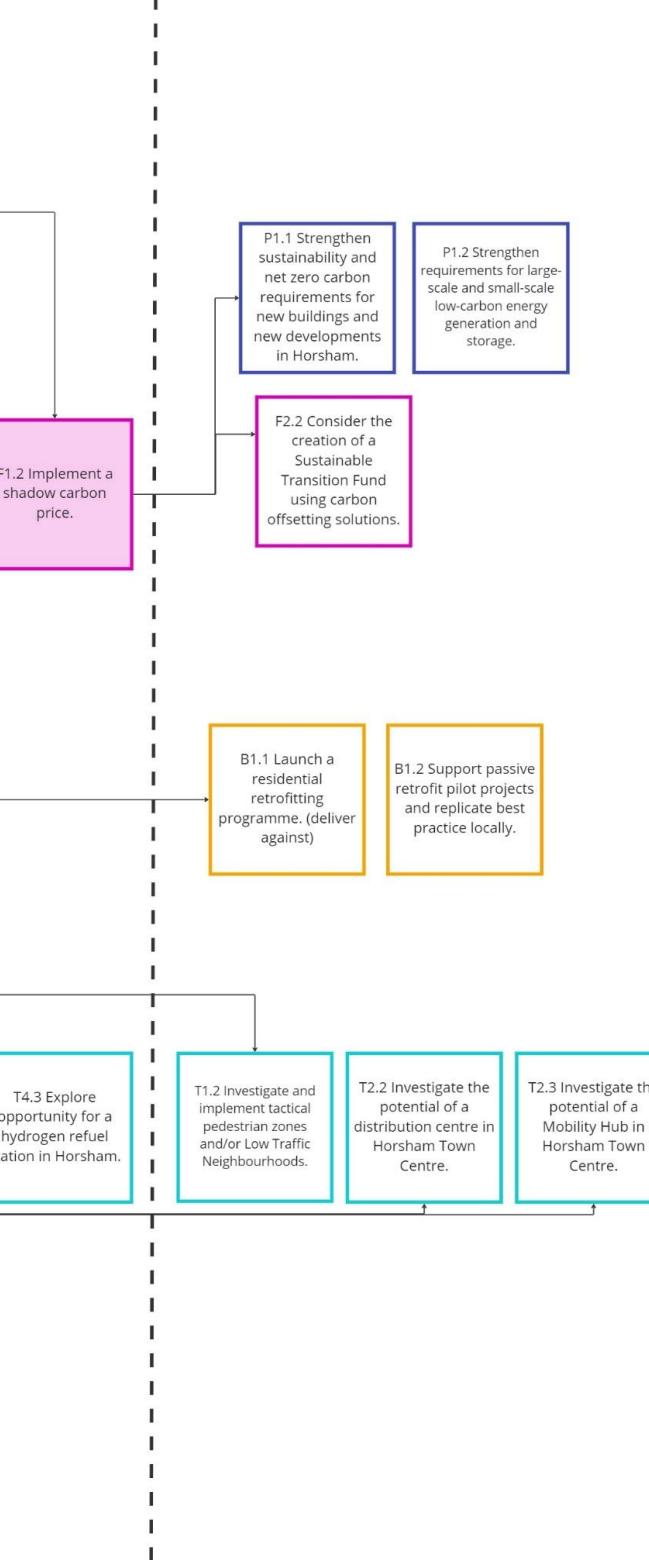
Short Term Actions 2024-2026



Medium Term Actions 2027-2029



Long Term Actions 2030+



Key



Appendices

A: Policy Landscape
B: Methodology Statement

Appendix A: Policy Landscape

International, National and Regional

| Organisation | Policy | Date | Key Points | Relevance |
|----------------------------|---|------|--|---|
| United Nations | Sustainable Development Goals (SDGs) | 2015 | 17 interconnected global goals aimed at ensuring a sustainable future for all. Intended to be achieved by 2030. | HDC are aspiring for its Horsham District Climate Action Strategy to take a holistic approach to sustainability and lowering carbon emissions. The SDGs provides a framework needed to achieve this. |
| UK National Government | Net Zero Strategy: Build Back Greener | 2021 | Sets out policies and proposals for decarbonising all sectors of the UK economy to meet the target of net zero by 2050. Submitted to the UNFCCC as the UK's second Long-Term Low Greenhouse Gas Emission Development Strategy under the Paris Agreement. | HDC has set a net zero target by 2050 for the District inline with the legally binding commitment by the UK. The Horsham District Climate Action Strategy will outline the roadmap to achieve this. |
| West Sussex County Council | Climate Change Strategy 2020-2030 | 2020 | West Sussex's Climate Change Strategy outlines their pathway for the County Council to be carbon neutral and climate resilient by 2030. The Strategy recognises the co-benefits of climate action. | West Sussex County Council's ambition to be carbon neutral by 2030 is inline with HDC's own goal as an organisation. This opens up opportunities to learn from each other and share best practice. |
| | 2030 Energy Strategy | 2022 | West Sussex's Energy Strategy identifies how the County Council is to achieve a local energy transition through the decarbonisation of energy sources by 2030. | <p>HDC will need to ensure they are working inline with West Sussex's aim to decarbonise energy sources in the local area by 2030</p> <ul style="list-style-type: none"> • Priority 1: Sustainable energy • Priority 2: Emissions reduction • Priority 3: Social value from energy • Priority 4: Local energy resilience • Priority 5: Sustainable income generation, savings and cost avoidance |
| | West Sussex Transport Plan 2022 to 2036 | 2022 | The West Sussex Transport Plan is the County Council's main policy on transport. The vision is that by 2036 the transport network will be on a pathway to achieve net zero carbon emissions by 2050. | <p>The West Sussex Transport Plan's aim of net zero carbon emissions by 2050 is aligned with HDC's carbon targets. The Transport Plan outlines specific strategies for Horsham which the Horsham District Climate Action Strategy should be coordinated with including:</p> <ul style="list-style-type: none"> • On-street electric vehicle charging infrastructure • Enhanced bus priority in Horsham • Active travel infrastructure quick wins • Air Quality Action Plan measures |

Appendix A: Policy Landscape

Regional

| Organisation | Policy | Date | Key Points | Relevance |
|----------------------------|--|------|--|--|
| West Sussex County Council | <u>Fuel Poverty Framework for Action 2021-2026</u> | 2021 | The Framework aims to bring West Sussex inline with national guidance, promote best practice and engage policy makers to address and reduce the impact and incidence of fuel poverty across West Sussex. | <ul style="list-style-type: none"> In 2019, 3,538 of Horsham's households were living in fuel poverty. Actions to address fuel poverty have been outlined in Horsham's Home Energy Conservation Act Report. Reducing carbon emissions by improving energy efficiency of homes and switching to renewable sources would also alleviate fuel poverty. |
| | <u>Economic Growth Plan 2018-2023</u> | 2018 | The Economic Growth Plan provides the County Council's framework for driving economic growth to support a successful, prosperous place. | West Sussex's ambition to embed the green energy sector into the county aligns with HDC's New Employment strategic policy as set out in their Local Plan which aims to support proposals for green industries. |
| | <u>Waste Local Plan 2014-2031</u> | 2014 | West Sussex County Council and the South Downs National Park Authority want to deal with their waste sustainably and achieve zero waste to landfill by 2031. | HDC are in charge of its region's waste collection but West Sussex County Council deal with the disposal. Therefore HDC should ensure their policies align and support the County Council's zero waste ambition. |
| | <u>Walking and Cycling Strategy 2016-2026</u> | 2016 | The Strategy outlines the aims and objectives of the County Council to support the national government Walking and Cycling aims, including: doubles levels of cycling by 2025 and reverse the decline in walking activity. | HDC has developed the Local Cycling and Walking Infrastructure Plan (LCWIP) which supports the delivery of the West Sussex Walking and Cycling Strategy in the Horsham area. Shifting transport modes towards more walking and cycling will help tackle the climate emergency. |
| | <u>Electric Vehicle Strategy 2019-2030</u> | 2019 | The vision for the Strategy is that when residents travel by car or small van they choose ultra-low emission vehicles, and travel in a carbon neutral way. | Horsham are working with the County Council and Connected Kerb to deliver a new chargepoint network across West Sussex. Horsham's transport-based carbon emissions are dominated by car-travel so ensuring the correct infrastructure is in place for ultra-low emission vehicles will be vital for residents to make the transition. |
| | <u>Bus Service Improvement Plan</u> | 2021 | West Sussex County Council and the local bus operators aim to improve and provide high quality, affordable bus services, with decreasing carbon emissions. | Providing a high-quality, low carbon bus service that creates a modal shift away from car usage supports Horsham's carbon neutral goals. The Plan mentions Mobility Hubs for connecting smaller towns and the need to improve Horsham Bus Station. |

Appendix A: Policy Landscape

Regional

| Organisation | Policy | Date | Key Points | Relevance |
|----------------------------------|---|---------|---|--|
| Coast to Capital | <u>Build back stronger, smarter and greener</u> | No date | Response to COVID-19 which aims to create a new economy; one that balances aspirations for growth with a responsibility to the environment and contributes toward national climate change targets. | Will work with local authorities to drive new markets for clean energy which offers potential for upskilling and employment in the green economy. |
| | <u>Energy South2East: Towards a Low Carbon Economy</u> | No date | Developed by three LEPs - Coast to Capital (C2C), Enterprise M3 (EM3) and South East LEP (SELEP) to lead sustainable energy production in the UK. Has outlined 18 project models around five priority themes. | Enabling the region to decarbonise in line with the national trajectory which meets HDC's aim. One of Energy South2East's mechanisms for delivery is to work with Local Authorities to deliver the Strategy. |
| | | | Note: The LEPs are scaling back and their future is uncertain. Coast to Capital no longer have capacity to engage with HDC and has suggested that they have to charge to do so now | |
| Sussex Nature Partnership | <u>Natural Capital Investment Strategy for Sussex 2019-2024</u> | 2019 | This document provides strategic, high level direction for the Sussex LNP to plan and coordinate the collective investment in the natural capital of Sussex. | Their Local Authority Network develops a community of practice on many new and emerging issues and supports the development and delivery of nature-based solutions across Sussex. |
| Southern Water | <u>Our Net Zero Plan</u> | 2021 | Aiming to reach net zero emissions by 2030 inline with Water UK's Net Zero 2030 Routemap. Will work with partners to achieve this and find sustainable solutions. | HDC can work collaboratively with Southern Water to minimise water consumption of residents and improve water efficiency to contribute to net zero. |

Appendix A: Policy Landscape

Regional

| Organisation | Policy | Date | Key Points | Relevance |
|--|--|------|--|--|
| National Farmers' Union of England and Wales (NFU) | Achieving Net Zero: Farming's 2040 Goal | 2019 | The NFU have the goal of reaching net zero greenhouse gas emissions across the whole of agriculture by 2040. Emissions for UK farms presently amount to about one-tenth of UK GHG emissions. | Horsham District is predominantly rural and contains land that is used for agricultural purposes. |
| South Downs National Park Authority | SDNP Climate Change Strategy | 2020 | The SDNPA has set a goal of achieving net zero as an authority by 2030 and for the wider National Park, 2040. It aims to address GHG emissions and co-ordinate on both climate change mitigation and adaption. SDNPA require greater collaboration with their constituent Local Authorities. | HDC is a constituent local authority to SDNPA and should collaborate to support their climate targets. In particular, Horsham can have influence on their residents and visitors who visit the National Park to ensure that they are practicing sustainable tourism. |
| Greater South East Net Zero Hub | n/a | n/a | Greater South East Net Zero Hub work with public sector organisations and their stakeholders to support the development and financing of local net zero projects | Can provide support and advice to local net zero projects and carbon sequestration projects. |
| Sussex Wildlife Trust | Wilder Horsham District End of Year Report 20-21 | 2021 | Wilder Horsham District is a five-year partnership between Sussex Wildlife Trust and HDC to address pressures on biodiversity through creating a Nature Recovery Network. | Enhancing and protecting biodiversity is key to ensuring a holistic transition to a low-carbon future where nature-based solutions can be harnessed to sequester carbon and adapt to climate change. |

Appendix A: Policy Landscape

Local

| Council Department | Policy | Date | Key Points | Relevance |
|-----------------------|--|------|---|--|
| Economic Development | Horsham District Economic Strategy 2017-2027 | 2017 | This Strategy aims to achieve long term prosperity and resilience with a need to establish a strong basis for economic growth and intervention. | This Strategy does not include any clear actions associated with a low-carbon economy. The Climate Action Plan will need to outline the economic value of reducing carbon emissions and mitigating climate change. |
| | Horsham Visitor Economy Strategy 2018-23 | 2018 | Horsham's Visitor Economy Strategy highlights the opportunities that arise for the District if Horsham is to increase the demand of visitors. | The Visitor Economy Strategy does not outline how the Council will encourage visitors to act sustainably when visiting Horsham District or protect its natural environment. |
| Building Control | Climate Change Prep Guidance | none | This document provides guidance and resources to Horsham residents to assist them to upgrade to low-carbon technologies in their homes. | HDC aim to reduce carbon emissions through influencing behaviour changes in residents which support a low-carbon future. |
| | Guidance to the new regulations for new dwellings | 2022 | Significant changes to building regulations came into effect for new homes, extensions, existing buildings and non-domestic buildings. New homes and buildings in England will have to produce significantly less carbon dioxide under new rules. Guidance has been provided by Horsham for the new regulations for new dwellings and for extensions and alterations. | The Horsham District Climate Action Strategy should be aligned with the new building regulations that seek to ensure that new homes and buildings in England produce less carbon dioxide. |
| | Guidance to the new regulations for extensions and alterations | 2022 | | |
| Environmental Health | Home Energy Conservations Act Report | 2022 | The Home Energy Conservation Act (1995) requires local authorities to report on what energy conservation measures they have taken to improve the energy efficiency of residential accommodation in their District. | The Home Energy Conservations Act Report sets out Horsham's intentions to improve energy efficiency in domestic dwellings. |
| Parks and Countryside | Green Space Strategy 2013-2023 | 2013 | The Green Space Strategy aims to provide, protect and enhance a publicly accessible network of diverse and quality green spaces that meet the need of Horsham's community. | The Green Space Strategy aims to enhance the wildlife conservation value of Horsham's green spaces, outlining how it will increase biodiversity and mitigate climate change. |
| | Open Space, Sport & Recreation Review | 2021 | This review outlines a set of guidelines for developers to consider when providing Open Space, Sport and Recreation facilities to new residential developments. Facilities must contribute to the landscape, environmental quality and residents' quality of life. | The Horsham District Climate Action Strategy should be aligned with the efforts outlined in the Review that seek to improve environmental quality and promote healthy, sustainable lifestyles. |

Appendix A: Policy Landscape

Local

| Council Department | Policy | Date | Key Points | Relevance |
|--------------------|--|-------|---|---|
| Procurement | Sustainable Procurement Charter | 2022 | The Sustainable Procurement Charter ensures that organisations working with the Council are responsible, ethical employers committed to supporting economic, social, and environmental improvements in the District. | <p>The Charter reflects priorities to create new business, new jobs and new skills whilst tackling climate change and reducing waste.</p> <ul style="list-style-type: none"> Priority 4: A cared for environment by applying good environmental business practices |
| Planning | <u>Horsham District Planning Framework</u> | 2015 | The Horsham District Planning Framework is the overarching planning document for Horsham District. The Framework aims for a dynamic District where communities share the benefits of a District that enjoys a high quality of life. | <ul style="list-style-type: none"> Chapter 9: Conserving and Enhancing the Natural and Built Environment Chapter 10: Climate Change Chapter 11: Infrastructure, Transport and Healthy Communities |
| | <u>Sustainability Appraisal Framework</u> | 2015 | 18 sustainability objectives, addressing both social and environmental sustainability were identified to appraise the sustainability of the HDPF. | The Sustainability Framework is a mature document, however, these 18 sustainability objectives should be reviewed and aligned to the Horsham District Carbon Neutral Strategy if still relevant. |
| | <u>Green Infrastructure Study</u> | 2014 | The Green Infrastructure Study ensures that future strategic development delivers, protects, improves and enhances the green infrastructure network and contributes to Route map creation of sustainable communities. | The Horsham District Climate Action Strategy should be aligned with and support the delivery of the actions in the Green Infrastructure Strategy that improve biodiversity and mitigate climate change. |
| | <u>Local Cycling and Walking Infrastructure Plan (LCWIP)</u> | 2020 | The LCWIP contributes to the government's ambition to make cycling and walking the natural choice for shorter journeys. It is a new strategic approach to identify the improvements needed at a local level. | Horsham's transport-based carbon emissions are dominated by car-travel, therefore, providing infrastructure for and promoting walking and cycling could reduce car-travel and also reduce carbon emissions. The plan also supports the delivery of the County Council's Walking and Cycling Strategy. |
| | Water Neutrality (Draft Local Plan) | (n/a) | Horsham District has been designated as an 'area of serious water stress'. It is essential that new development can be water neutral to protect habitats and HDC's water supply. | The Horsham District Climate Action Strategy should incorporate actions that demonstrate water neutrality through improving efficiency and offsetting water use. |

Appendix A: Policy Landscape

Local

| Organisation | Policy | Date | Key Points | Relevance |
|--------------------|--|------|--|--|
| Environment Agency | River Adur Catchment Flood Management Plan | 2009 | <p>The CFMPs help understand the scale and extent of flooding now and in the future, and set policies for managing flood risk within the catchment.</p> <p>River Adur:</p> <ul style="list-style-type: none"> Warmer, drier summers reducing the length of groundwater recharge period. | <p>The CFMPs should be used to inform planning and decision-making by HDC in regard to managing flood risk within the Climate Action Strategy.</p> <p>River Adur:</p> <p>Policy Option 6: Area of low to moderate flood risk where the Environmental Agency will take actions to store water or manage run-off on locations that provide overall flood risk reduction or environmental benefits.</p> |
| | Arun and Western Streams Catchment Flood Management Plan | 2009 | <p>River Adur & River Arun and Western Streams:</p> <ul style="list-style-type: none"> More frequent and intense storms causing flooding from drainage systems and some rivers. More rain in winter, increasing likelihood of large scale floods. | <p>River Arun and Western Streams:</p> <p>Policy Option 4: Area of low, moderate or high flood risk where the Environmental Agency are already managing the flood risk effectively but where they may need to take further actions to keep pace with climate change.</p> |

Appendix B: Methodology Statement

Horsham District's Climate Action Strategy was developed through a three stage process. This section outlines the key actions taken at each stage, to ensure resulting strategy was built through stakeholder engagement, driven by data and written with policy in mind.

Stage 1: Baseline review

The purpose of the baseline review was to develop a clear understanding of Horsham's current policies, projects and groups, to identify key challenges that are acting as barriers to carbon neutrality and climate resilience and to discover opportunities to make significant impact in the local area.

This was done through a set of quantitative and qualitative research processes, including:

- Policy research and analysis
- Carbon data analysis (using the [Net Zero Navigator Tool](#))
- One-to-one interviews with Council Officers

The result of the baseline review was the Baseline Report, which summarised key findings from the research and analysis and went on to inform Stage 2 and 3. The Baseline Report was delivered to Horsham District Council in November 2022.

Stage 2: Opportunity mapping

Based on the carbon-related data from the Net Zero Navigator Tool and the findings from the Baseline Report, a long-list of opportunities to address climate action in Horsham District was built. This long-list was then tested in several ways:

- Workshop with Council Officers
- Workshop with External Partners working in this space
- One-to-one co-creation with Horsham District's Climate Team
- Assessing carbon-savings, cost and co-benefits against each opportunity

The result of the opportunity mapping exercise was a short list of opportunities that were deemed as impactful and deliverable for Horsham District.

Stage 3: Strategy development

The Horsham District Climate Action Strategy presents the opportunities outlined in the opportunity mapping exercise, supplemented by delivery considerations which have been informed by the baseline review and industry knowledge/experience. This Strategy should be used by Council Officers to proactively lead, productively partner with organisations and to successfully support the community to transition to carbon neutrality and climate resilience.

A follow up report will be issued for external use, which will essentially be a succinct version of this Strategy. The purpose of the external report will be to activate action across the District, not just the Council. This information will also be transferred onto the OnePlanet tool, a dynamic online mapping tool for the Council and public to use to assess progress against the Strategy.



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