



**Horsham
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serving our towns and villages

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Development Control (North) Committee

TUESDAY 18TH DECEMBER 2012 AT 6.30p.m.

COUNCIL CHAMBER, PARK NORTH, NORTH STREET, HORSHAM

Councillors:

Liz Kitchen (Chairman)	Ian Howard
Roy Cornell (Vice-Chairman)	David Jenkins
John Bailey	Christian Mitchell
Andrew Baldwin	Josh Murphy
Peter Burgess	Godfrey Newman
John Chidlow	Jim Rae
Christine Costin	Stuart Ritchie
Helena Croft	David Sheldon
Leonard Crosbie	David Skipp
Malcolm Curnock	Simon Torn
Laurence Deakins	Claire Vickers
Duncan England	Tricia Youtan
Frances Haigh	
David Holmes	

You are summoned to the meeting to transact the following business

Tom Crowley
Chief Executive

AGENDA

1. Apologies for absence
2. To approve as correct the minutes of the meeting of the Committee held on 20th November 2012 (attached)
3. To receive any declarations of interest from Members of the Committee – *any clarification on whether a Member has an interest should be sought before attending the meeting.*
4. To receive any announcements from the Chairman of the Committee or the Chief Executive
5. To consider the report of the Head of Planning & Environmental Services on the following planning application and to take such action thereon as may be necessary:

Ward	Reference No	Site
Broadbridge Heath	DC/12/1255	Land South of Broadbridge Heath, Old Wickhurst Lane, Broadbridge Heath



INVESTOR IN PEOPLE

6. Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as urgent because of the special circumstances.

DEVELOPMENT CONTROL (NORTH) COMMITTEE
20TH NOVEMBER 2012

Present: Councillors: Roy Cornell (Vice-Chairman), John Bailey, Andrew Baldwin, Peter Burgess, John Chidlow, Malcolm Curnock, Frances Haigh, David Holmes, Jim Rae, Stuart Ritchie, David Sheldon, David Skipp, Tricia Youtan

Apologies: Councillors: Liz Kitchen (Chairman), Christine Costin, Helena Croft, Leonard Crosbie, Laurence Deakins, Duncan England, Ian Howard, David Jenkins, Christian Mitchell, Josh Murphy, Godfrey Newman, Simon Torn, Claire Vickers

DCN/77 **INTERESTS OF MEMBERS**

<u>Member</u>	<u>Item</u>	<u>Nature of Interest</u>
Councillor Malcolm Curnock	DC/12/0814	Personal – member of Broadbridge Heath Parish Council

DCN/78 **ANNOUNCEMENTS**

There were no announcements.

DCN/79 **PLANNING APPLICATION: DC/12/0814 - PART A - RESERVED MATTERS APPROVAL FOR RESIDENTIAL DEVELOPMENT OF 135 HOUSES (CONSISTING OF 37 X 2-BED, 36 X 3-BED AND 62 X 4-BED) AND LANDSCAPING AND: PART B - TEMPORARY APPROVAL FOR SALES AND MARKETING SUITE COMPRISING PLOTS 1, 2 AND 3**
SITE: LAND SOUTH OF BROADBRIDGE HEATH OLD WICKHURST LANE BROADBRIDGE HEATH
APPLICANT: MR SIMON KIRK
(Councillor Malcolm Curnock declared a personal interest in this application as he was a member of Broadbridge Heath Parish Council)

The Head of Planning & Environmental Services reminded Members that this application had been previously considered by the Committee in October 2012 when it had been resolved that the application be deferred to allow further consideration to be given to: the height and uniformity of buildings along the Primary Street East-West; the proposed Flats-Over-Garages (FOGs); the number of visitor parking spaces; size of gardens; and refuse storage and collection. It had also been considered that a site visit by Members to a development being delivered by the same applicant would be beneficial (Minute No. DCN/57 (02/10/12) refers).

DCN/79 Planning Application DC/12/0814 (cont.)

Part A of this application sought Reserved Matters approval for the second residential phase of this wider development. Amendments to the proposals considered by the Committee in October 2012 had been received, following extensive discussions between the applicant and Planning Officers. The Primary Street East-West, the FOGs and parking provision had been amended to take into account these discussions and comments from the Highway Authority.

Part B of the application sought full planning permission for a sales and marketing suite within this phase for a temporary period.

Members were referred to the previous report which contained details of relevant policies, planning history, the outcome of consultations and a planning assessment of the proposal.

The outcome of further consultations, which had taken place following the receipt of amended information and plans from the applicant, were considered by the Committee. In particular, West Sussex County Council's comments on parking provision were noted. The Council's Operational Services team had been consulted on minor amendments that had been made to refuse collection points and raised no objections.

The Parish Council objected to the application although they had noted improvements to the street scene and parking provision on the amended plans.

Members sought assurance that the construction standard of the roads should withstand use by 26-tonne refuse vehicles.

Whilst there was some concern regarding the location of the FOGs, it was noted that amenity space and natural surveillance had been improved by including a balcony and private gardens for two of the FOGs, and improved outlook onto green space for the remaining four FOGs.

It was noted that the Community Street within the development was designed as a shared space with no dedicated cycle lane or footway. The design of the street adhered to the Department for Transport's 'Manual for Streets' standards, which aimed to reduce the impact of vehicles on residential streets.

Members noted that the northern section of the Community Street connected with a public bridleway that linked the application site to Broadbridge Heath and were concerned that there would be potential safety risks due to the number of users. Members therefore requested that the design and materials used for constructing the road surface should delineate between the cycle-path in the north-west and north-east corners and the community street.

DCN/79 Planning Application DC/12/0814 (cont.)

Members therefore considered that Part A of the proposal was acceptable, subject to the imposition of an Informative advising the applicant that the District Authority strongly request that every effort be made to ensure that the construction of the Community Street would achieve a 20mph speed limit.

Members considered that Part B of the application for a temporary sales and marketing suite was also acceptable.

RESOLVED

(i) That planning application DC/12/0814 **Part A** be granted, subject to the following conditions:

- 01 Notwithstanding the submitted information, prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) a schedule of materials and samples of such materials and finishes and colours to be used for external walls and roofs of the proposed buildings(s) have been submitted to and approved by the Local Planning Authority in writing and all materials used shall conform to those approved.
- 02 Prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) details of all windows and doors shall be submitted to and approved in writing by the Local Planning Authority. The development must be constructed in accordance with the approved details.
- 03 D6 - Finished Floor levels
- 04 Notwithstanding the submitted information, prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) details of screen walls and/or fences shall have been submitted to and approved in writing by the Local Planning Authority and no dwellings/buildings shall be occupied until such screen walls and/or fences associated with them have been erected. Thereafter the screen walls and/or fences shall be retained as approved and maintained in accordance with the approved details.

DCN/79 Planning Application DC/12/0814 (cont.)

05 Notwithstanding the submitted information, prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) full details of hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. These details shall be submitted concurrently as a complete scheme, unless otherwise agreed with the Local Planning Authority, and shall comprise:

- A detailed plan and specification for topsoil stripping, storage and re-use on the site in accordance with recognised codes of best practice
- Planting and seeding plans and schedules specifying species, planting size, densities and plant numbers
- Tree pit and staking/underground guying details
- A written hard and soft specification (National Building Specification compliant) of planting (including ground preparation, cultivation and other operations associated with plant and grass establishment)
- Hard surfacing materials: layout, colour, size, texture, coursing and levels (to include where appropriate necessary delineation between cyclepath/footpath and community streets).
- Walls, fencing and railings: location, type, heights and materials
- Minor artefacts and structures – location, size and colour and type of street furniture, refuse units and lighting columns and lanterns

The approved scheme shall be implemented in full accordance with these details. Planting shall be carried out according to a timetable to be agreed in writing with the Local Planning Authority prior to commencement of the development.

Any plants which within a period of 5 years die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

DCN/79 Planning Application DC/12/0814 (cont.)

06 Notwithstanding the submitted information, prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) a detailed long term Landscape Management and Maintenance Plan for all landscape areas shall be submitted to and approved by the Local Planning Authority in writing. The plan shall include:

- Aims and Objectives
- A description of Landscape Components
- Management Prescriptions
- Details of maintenance operations and their timing
- Details of the parties/organisations who will be maintain and manage the site, to include a plan delineating the areas that they will be responsible for

The plan shall demonstrate full integration of landscape, biodiversity and arboricultural considerations. The areas of planting shall thereafter be retained and maintained in perpetuity in accordance with the approved Landscape Management and Maintenance Plan, unless any variation is approved in writing by the LPA.

07 L2a - Protection of trees

08 Prior to the commencement of development details of all underground trenching requirements for services, including the positions of soakaways, service ducts, foul, grey and storm water systems and all other underground service facilities, and required ground excavations there for, shall be submitted to and approved by the Local Planning Authority in writing. These details shall demonstrate effective coordination with the landscape scheme submitted pursuant to condition [5], and with existing trees on the site. All such underground services shall be installed in accordance with the approved details.

DCN/79 Planning Application DC/12/0814 (cont.)

- 09 The buildings hereby approved shall not be occupied until the parking, turning and access facilities have been provided in accordance with the plans hereby approved (or in accordance with plans submitted to and approved in writing by the Local Planning Authority) and the parking, turning and access facilities shall thereafter be retained solely for that purpose [*and solely in connection with the development*].
- 10 The dwellings hereby permitted shall not be occupied unless and until provision for the storage of refuse/recycling bins has been made within the site in accordance with the hereby approved plan unless otherwise agreed in writing by the local planning authority.
- 11 Notwithstanding the submitted drawing C1415/P004.A 'Bin Collection Point Plan', prior to commencement of works, a refuse strategy shall be submitted and approved in writing by the Local Planning Authority and shall include details of collection points for each dwelling and shall demonstrate effective coordination with the landscape scheme submitted pursuant to condition [5] together with construction details of the carriageway to ensure appropriate construction to withstand regular use by refuse collection vehicles.
- 12 The dwellings hereby permitted shall not be occupied unless the provision of facilities for the parking of cycles has been made within the site in accordance with the hereby approved plan unless otherwise agreed in writing by the local planning authority and the facilities so provided shall be thereafter retained solely for that purpose.
- 13 J12 – Removal of permitted development – enclosures
- 14 J13 – Removal of permitted development – windows
- 15 V5 – No extensions

DCN/79 Planning Application DC/12/0814 (cont.)

- 16 No trenches or pipe runs for services, drains, or any other reason shall be excavated anywhere within the root protection area of any tree or hedge targeted for retention on or off the site without the prior written approval of the Local Planning Authority.
- 17 O1 – Hours of working
- 18 The hereby approved development shall be carried out in accordance with the *Surface Water Drainage Strategy* submitted pursuant to condition 7 of Outline planning permission DC/09/2101 unless otherwise agreed in writing by the Local Planning Authority.
- 19 The hereby approved development shall be carried out in accordance with the submitted *Reserved Matters Ecology Report: Broadbridge Heath May 2012 (as amended and received 12/06/2012)* unless otherwise agreed in writing by the Local Planning Authority.
- 20 The hereby approved development shall be carried out fully in accordance with the *South Broadbridge Heath Noise Assessment 28 May 2012* unless otherwise agreed in writing by the Local Planning Authority. Prior to the first occupation of any dwelling, the recommendations given in section 5 of this report shall be fully implemented.
- 21 Notwithstanding the submitted information, prior to the commencement of development an updated Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented and maintained throughout the construction period, unless alternative details are agreed in writing by the Local Planning Authority. The CEMP shall demonstrate compliance with the site wide CEMP submitted pursuant to condition 39 of DC/09/2101 and include details and a plan including:
 - Contractor's buildings and parking, including areas for the loading and unloading of vehicles associated with the building or other operations on the site
 - Storage of materials, construction plant and equipment; provision

DCN/79 Planning Application DC/12/0814 (cont.)

- Vehicle movements (including site clearance works)
 - Details of demolition works
 - Protective fencing
 - Details of site construction and demolition access
 - Scheme of works for the control and mitigation of noise and dust
 - An effective wheel cleaning facility
- 22 Prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) an Arboricultural Schedule shall be submitted to and approved in writing by the Local Planning Authority and shall specify all proposed arboricultural works to trees within or directly adjacent to the application site.
- 23 Notwithstanding the submitted plans, a further plan shall be submitted clarifying the distance between parking to plots 98-104 and 110-112 and the hedgerow to ensure sufficient space is provided for protective fencing and grassland buffer.
- 24 The hereby approved development shall be carried out in continued compliance with the *Scheme of Archaeological Resource Management for Phases 1 and 2* submitted pursuant to condition 27 of Outline planning permission DC/09/2101 unless otherwise agreed in writing by the Local Planning Authority.
- 25 Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.
- 26 The dwelling(s) shall achieve a Code Level 3 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measures of sustainability for house design that replaces that scheme). No dwelling(s) shall be occupied until a Final Code Certificate has been issued for it certifying that Code Level 3 has been achieved.

DCN/79 Planning Application DC/12/0814 (cont.)

- 27 No burning of materials shall take place on the site.
 - 28 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No2) (England) Order 2008 (or any order amending or revoking and re-enacting that Order with or without modification), all garages hereby approved shall be retained for the parking of vehicles and retained as such thereafter.
- (ii) That planning application DC/12/0814 **Part B** be granted, subject to the resolution of Part A and the following conditions:
- 01 The use of the land, building, and hard and soft landscaping hereby permitted shall be permanently discontinued and shall revert to the use and details approved as Part A of Reserved Matters permission DC/12/0814 on or before the occupation of the 133rd dwelling within this phase or 3 years from the date of this permission whichever is the sooner.
 - 02 L2a Protection of trees – not inspected.
 - 03 Notwithstanding the submitted information, prior to commencement of development, details of hardsurfacing for the parking, turning and access area shall be submitted to and approved in writing by the Local Planning Authority and the works carried out in accordance with the approved details.
 - 04 The use of the land and building hereby approved shall not commence until the parking turning and access facilities have been provided in accordance with the layout hereby approved, and the materials approved by condition 3 above. The parking turning and access facilities shall be retained solely for that purpose in accordance with the approved details [and solely in connection with the development] until the cessation of this permission.
 - 05 Details of any external lighting within the site shall be submitted to and approved in writing by the Local Planning Authority. Any external lighting shall be installed in accordance with the approved details.

DCN/79 Planning Application DC/12/0814 (cont.)

- 06 The use of the land and building hereby permitted shall be used for a sales and marketing suite and for no other purpose (including any other purpose in Use Class A2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
- 07 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 Part 42, Classes A and C or Orders amending or revoking and re-enacting the same, no extension or alteration to the building or hard surfacing within its curtilage shall be constructed without the prior permission of the Local Planning Authority pursuant to an application for the purpose.

REASON

- 01 The proposal does not materially affect the amenities of neighbouring occupiers or the character and visual amenities of the locality.
- 02 The proposal includes satisfactory provision for the parking, loading and unloading of vehicles and would not impinge upon the safety and convenience of other highway users.
- 03 The proposal is consistent with the provisions of the development plan.

The meeting closed at 7.00pm having commenced at 6.30pm.

CHAIRMAN



DEVELOPMENT MANAGEMENT REPORT

TO: Development Management Committee North

BY: Head of Planning and Environmental Services

DATE: 18th December 2012

DEVELOPMENT: Details of second phase infrastructure works pursuant to outline application DC/09/2101 comprising the eastern section of the 40mph dual carriageway from a point east of the traffic light junction (i.e. the boundary of the first phase infrastructure application) to the new A24 junction to include footpaths, grass verges, acoustic treatment and planting in part of the central; refuge; the western section of the new A24 junction; on site development roads needed to serve the remaining residential phases; surface water drainage system including balancing attenuation features and below ground storage; associated foul drainage recreational open spaces' earthworks and services.

SITE: Land South of Broadbridge Heath

WARD: Broadbridge Heath

APPLICATION REFERENCES: DC/12/1255

APPLICANT: Countryside Properties Plc

REASON FOR INCLUSION ON AGENDA: Category of development

RECOMMENDATION: To grant planning permission.

1 THE PURPOSE OF THE REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 This reserved matters application seeks planning permission for the delivery of the second phase of the infrastructure to serve the development by Countryside Properties Plc on land to the south of Broadbridge Heath. The delivery of infrastructure for the development is to be brought forward through two infrastructure planning applications. Planning permission was granted for an application for the first phase of the infrastructure in June 2012. The scope of the first phase infrastructure application extended from the western boundary of the site of the outline application to a point to the east of the traffic light controlled junction on the east west link road. The curtilage of the first application excluded the residential parcels (which are to be brought forward by Countryside Properties or other housebuilders) but it included the key elements of infrastructure identified in the outline approval the i.e.

- the new roundabout on Five Oaks Road,
- western part of the 40mph dual carriageway from Five Oaks Road to the new A24 junction,
- on site development roads to serve the first residential phases,
- Pegasus crossing and pedestrian/cycle crossings,
- new access to Newbridge Nurseries,
- access to Heath Barn Farm site,
- bus stops,
- foul pumping station and surface water drainage

1.2 The current application relates to:

- the eastern section of the 40mph dual carriageway from a point east of the traffic light junction (i.e. the boundary of the first phase infrastructure application) to the new A24 junction to include footpaths, grass verges, acoustic treatment and planting in part of the central; refuge;
- the western section of the new A24 junction;
- on site development roads needed to serve the remaining residential phases;
- surface water drainage system including balancing attenuation features and below ground storage;
- associated foul drainage;
- recreational open spaces;
- earthworks and services.

1.3 The length of the whole of the east west link road is 1.062m. The current application relates to the eastern section which extends to 393m in length. The carriage width is 7.3m in each direction, with the road varying at the point of the signals. The central reservation is 1.8m wide with widening on the approaches to the signal junctions, access roundabouts and the Old Wickhurst Lane Crossing. Low level landscaping will be included within the central reservation subject to the constraints of the technical approval process for the highway to be undertaken by West Sussex County Council. The carriageway edge will include a grass verge, which would vary in width along its length i.e. it would be 3m in width to the front of the housing parcels but would be narrower on the north side of the carriage way at its western end to accommodate the footway/cycleway on the top of the embankment to the south of the proposed sports pitches. This route would replace footpath FP1633 which currently runs through the land which forms the site of the proposed sport pitches. An acoustic fence and landscaping in the form of hedging would be provided along the length of the east west link road at the back edge of the verge adjacent to the residential land parcels but this would terminate towards the western end of the carriageway. Along the section from the Wickhurst Lane junction to the western section of the A24 junction, the first section (adjacent to a development land parcel to the east of Old Wickhurst Lane) would include a 3.0m wide footpath/cyclepath with a 0.5m between the footpath/cyclepath and a gap of 1.0m between the footpath/cyclepath and the acoustic fence (2.0 m in height) to allow for hedge planting. At the point where the footpath/cyclepath abuts the top of the embankment, adjacent to the proposed sports pitches, a grass verge of 1.0 m would be provided adjacent to the carriageway, the footway/cyclepath would be 3.0m in width with a 0.5m verge margin between the footpath/cyclepath and the edge of the embankment and the fence line.

1.4 The eastern end of the east west link road includes the western roundabout of the grade separated junction which links the Berkeley site on the east of the A24 to the Countryside site to the west. The roundabout has been designed to meet the demands associated with developments on either side of the A24. At concept stage (and as reflected in the outline planning application) the roundabout included a fifth arm, between the east – west link road and the slip road to the A24. The fifth arm was included to provide a potential link to serve the skate park, MUGA, pavilion and car

park. The current application removes the fifth arm providing a direct transition from the east west link road to the slip road and the A24. Whilst the western roundabout is included within this second phase infrastructure application, the rest of the A24 junction will be dealt with by a s278 highways agreement in conjunction with West Sussex County Council and Berkeley Homes. (An infrastructure application to include access ramp from A24, piazza junction, commercial access road, north/south spine road, levelling groundworks, surface water detention basin 2, BMX track and associated landscape works to the main access into the Berkeley site was received at the end October 2012 and is currently subject to consideration).

- 1.5 The junction between Old Wickhurst Lane and the east west link road has been designed to incorporate the following:
 - a) On the north side of the east west link road – a design to cater for straight across movements only through the reduction in the junction size and appearance through the use taper and flush kerbs to provide a dropped crossing rather than radii to deter other turning movements. All other movements will be prohibited by a Traffic Regulation Order (TRO).
 - b) On the south side of the link road – a design which would cater for a straight across movement but would also permit a left turn in and left turn out movement to/from Old Wickhurst Lane. The right turn in/right turn out would be prohibited by a TRO. The central reservation width has been reduced to deter the right turn out.
 - c) The provision of a signals at the Wickhurst Lane junctions in order to permit the straight across movement which forms part of the legal right of way for those two properties south of the east-west link road. These signals would also incorporate the pedestrian crossing immediately to the east of the junction.
- 1.6 The internal site roads and access strategy reflects the parameters established within the Outline planning application i.e. a network of primary streets connected by secondary and community streets. The application includes a 5.5m wide section of the primary east - west street from the eastern edge of the central area of open space within the Phase 1 infrastructure application (Mill Lane open space); a north – south primary street (6m in width) which links through to the proposed neighbourhood centre, primary school and then onto the western end of the existing A264. This section will provide part of the bus route which will access the development from the traffic light controlled junction on the east west link road, and then extend northwards through the development via the neighbourhood centre and then back along the western section of the east west link road, to the Five Oaks Road, the new western roundabout adjacent to Newbridge Nurseries and then back east along the new link road.
- 1.7 The application will result in the removal of existing trees and hedge row previously identified and agreed as part of the outline planning application (DC/09/2101) which are located:
 - between the allotments and the pond (Pond 1) to the south of the east - west link road and at the southern tip of the area of open space within the development parcel to the north of the link road;
 - within the area to be occupied by Pond 1 and,
 - towards the southern boundary of the proposed sports pitches.
- 1.8 The application includes the key areas of open space identified and approved within the parameter plans of the outline planning application. This includes an area of open space which runs along the line of an existing ditch north – south through the second phase infrastructure parcels. The corridor would include four key parcels of space (reference SL7 and SL8 in the Design and Access Statement) which would provide landscaped areas – with the retention of existing landscaping; new planting; seating

areas and pathways. An additional area of open space to the east of Old Wickhurst Lane would be landscaped and equipped to provide a Locally Equipped Area of Play (LEAP). The area to the south of the existing leisure centre is reserved for sports pitches and beyond to the south lies the area of Highwood Hill. The landscaping details of the areas of open space within the application and the details of the LEAP would be subject to condition although it should be noted that these details are also required to be brought forward through the obligations in the s106 attached to the outline planning application.

1.9 The application therefore builds upon information submitted in connection with the outline application and in support includes:

a) A planning statement and A24 Junction Statement.

b) A Design and Access Statement Dated October 2011 (this is to be read in conjunction with the Design and Access Statements (Volumes 1 and 2), the transport and the environmental statement submitted in connection with the outline planning application and the more specific details presented in the context of this application for the landscape/acoustic fence treatment along the east west link road.

c) An Environmental Assessment Statement of Conformity

d) Ecology Report

1.10 The application details also include information pursuant to the discharge of the following conditions on the outline planning application:

Condition 4: Layout, access and landscaping

Condition 5: Landscaping

Condition 6: Dual carriageway, access and junctions and

Condition 7: Surface Water and Water Reduction Strategy.

1.11 The assessment of the application has been informed by details submitted in connection with the discharge of conditions pursuant to the following outline planning conditions:

Condition 5: Landscaping

Condition 7: Surface Water Strategy

Conditions 11 -19: Ecology

Condition 24: Green Infrastructure

Condition 25: Tree Protection

Condition 27: Archaeology

Condition 39: Construction and Environmental Management Plan

Condition 41: Underground Services

DESCRIPTION OF THE SITE

1.12 The application site comprises form part of the strategic development to the south of Broadbridge Heath. The site is located approximately 2.3km west of Horsham Town Centre, to the west of the A24 and is bounded by the A264 to the north - west, the River Arun to the south west and the railway line to the south east.

1.13 The land immediately south of Broadbridge Heath is predominantly flat and gently undulating with the notable exception of High Wood Hill which is the location of a species rich designated woodland and Site of Nature Conservation Interest. With the exception of High Wood Hill, the area South of Broadbridge Heath is arable farm land

with a small number of residential properties including Mill House and properties off Old Wickhurst Lane (that are excluded from the application site boundary).

- 1.14 Public footpath FP1633 (an extension to that to the east of the A24) is located at the base of Highwood Hill on the land of the proposed sports pitches. This footpath also connects to Old Wickhurst Lane and the Mill Lane, a public bridleway (BW1630 – which is located within the Phase 1 infrastructure area) and provide the key routes linking Broadbridge Heath to the countryside to the south.

2.0 PLANNING HISTORY

- 2.1 The most relevant applications in respect of the consideration this planning application are:

Application **DC/09/2101** – The Outline application submitted by Countryside Properties Plc for the erection of 963 residential units, community facility including land for a primary school, neighbourhood centre, youth and recreational facilities, other formal and informal open space, landscaping and environmental works, transport and access arrangements, new east-west link road, improvements to Five-Oaks roundabout, realignment and partial closure of existing A264 Broadbridge Heath by-pass and other ancillary works (Outline). This application was permitted on 3 October 2011 and was subject to a s106 agreement which included obligations relating to:

- on and off site highway works;
- education contribution and land for a primary school and early years provision;
- affordable housing;
- attenuation basins and drainage crates;
- transfer of land to the south Broadbridge Leisure Centre to HDC;
- community facilities including a pavilion
- health care facility; library; parish office facility;
- open space;
- outdoor sports facilities;
- public art.

- 2.2 The decision on the outline application was based upon an illustrative masterplan and 5 parameter plans which not only fixed the development principles and land use but also provided information relating to the location of highway infrastructure and access routes through the development; landscape features to be retained and integrated into the development; SUDs features; open space; density and building height. The parameter plans provided the baseline for the Environmental Assessment, the findings of which were set out in the Environmental Statement which accompanied the application. Future reserved matters applications were required, through a statement of conformity, to demonstrate compliance with the findings as set out in the Environmental Statement.

- 2.3 One of the key highway considerations in connection with the outline application was the need to assess the robustness of the proposed access strategy and explore options for traffic management to limit the impact on Broadbridge Heath and the surrounding villages. This resulted in:

- a) The modelling of alternative access arrangements for the east west link road culminating in the adoption by the applicant and the acceptance by West Sussex County Council of the scenario of left in/left out at the western access and a fully operational signalised junction at the eastern access. An assessment of this option alongside the alternatives was set out an additional document to support the transport assessment submitted in connection with the outline application known as 'South of Broadbridge Heath Alternative Access Strategy dated September 2010'.

- b) The development of different traffic management schemes to discourage rat running through Billingshurst Road and surrounding rural roads and to use the new east – west link dual carriageway for non – local traffic. Three options for traffic management were the subject of a consultation exercise by the applicant which expired on 29th October 2010. The scheme for traffic management has not yet been agreed and it is outside the area of the current infrastructure application.
- 2.4 Application **DC/11/2059** - Details of the first phase infrastructure works pursuant to outline DC/09/2101, comprising details of new roundabout on Five Oaks Road, western part of the 40mph dual carriageway from Five Oaks Road to the new A24 junction, on site development roads to serve the first residential phases, Pegasus crossing and pedestrian/cycle crossings, new access to Newbridge Nurseries, access to Heath Barn Farm site, bus stops, foul pumping station and surface water drainage (Approval of Reserved Matters)
- 2.5 The two applications quoted form the framework for the current application and the reserved matters applications for the delivery of the individual land parcels which to date have included:
- DC/11/2074** - Development of 105 residential units, including 21 affordable housing units, open space, internal circulation routes, landscaping and associated works pursuant to outline permission DC/09/2101 (Approval of Reserved Matters) - Permitted
- DC/12/1651** - Development of 101 residential units, including 20 affordable housing units (20%), the creation of public and private amenity space, incidental public open space, internal circulation routes, landscaping and associated works (Approval of Reserved Matters) Pending Consideration.
- DC/12/0814** - Part A - Reserved Matters approval for residential development of 135 houses (consisting of 37 x 2-bed, 36 x- 3-bed and 62 x 4-bed) and landscaping and:
Part B - Temporary approval for sales and marketing suite comprising plots 1, 2 and 3 - Permitted

3.0 PLANNING POLICY FRAMEWORK

STATUTORY BACKGROUND

- 3.1 The Town and Country Planning Act 1990 (As Amended)

RELEVANT GOVERNMENT POLICY

- 3.2 Currently the South East Plan, Regional Spatial Strategy for the South East of England, (May 2009) forms part of the development plan and is relevant to the determination of the application.
- 3.3 National policy can now be found in the National Planning Policy Framework published March 2012.

RELEVANT COUNCIL POLICY

- 3.4 The following policies of the Local Development Framework Core Strategy (adopted February 2007) are relevant in the assessment of this application: CP1 – Landscape and townscape character; CP2 – Environmental Quality; CP3 – Improving the Quality of New Development; CP 7 – Strategic Allocation West of Horsham.

The following policies of the Local Development Framework, General Development Control Policies (December 2007) are relevant in the assessment of this application: DC1 – Countryside Protection and Enhancement ; DC 2 – Landscape Character; DC3 – Settlement coalescence; DC5 – Biodiversity and Geology; DC6 – Woodland and Trees; DC9 – Development Principles and DC22 – New Open Space, Sport and Recreation; DC40 -Transport and Access.

Core Policy CP7 – Strategic Development West of Horsham

3.5 However, it is important that the planning policies set out above are viewed in the context of Core Policy CP7 – Strategic Development West of Horsham which set out ten principles for the development. The key elements from these principles of relevance to the current application are:

- the need for the development to integrate with Broadbridge Heath;
- the need to minimise the impact of new development on the existing transport network;
- the closure of the western part of the A264 Broadbridge Heath bypass to help integrate the new development with the existing community;
- development should maximise the opportunities for sustainable travel, including reducing the dependency on the car by providing suitable access to local facilities and services, providing high quality passenger transport links to the town centre and Horsham rail station from the outset, and ensuring safe, attractive and convenient pedestrian and cycle routes between the development and local facilities;
- the opportunities provided by the comprehensive approach to the development of this area should be maximised to enhance the environment, including the quality of open spaces and links to the countryside beyond (including to Denne Hill and the River Arun as a key part of the setting of the town), and enhancements to habitats and the local landscape generally;
- the development should incorporate sustainable development principles.

Land West of Horsham Masterplan and Design and Character Areas Supplementary Planning Document

3.6 Whist Policy CP7 sets the key principles, the Land West of Horsham Masterplan Supplementary Planning Document (SPD) (adopted in October 2008) and the Land West of Horsham Design Principles and Character Areas SPD (adopted in April 2009) which provides guidance on design matters for developers and others preparing planning applications and for those considering applications.

3.7 The following visions and principles drawn from these documents of relevance to the current application are summarised below:

- The need for the development to have a minimum impact on the environment which recognises the existing pressures on the natural environment, the need to conserve resources and include strong links between the communities, biodiversity, heritage, and the natural features of the site and its surroundings.
- A development that is an exemplar in terms of the use of sustainable construction techniques and renewable and low-carbon energy supply.

- A development in which good public transport, pedestrian and cycle facilities provide a realistic alternative to the car and where roads do not present a significant barrier to the integration of communities and the access to services / facilities and the wider countryside.
- the need for pedestrian, cycle and car linkages to be provided across the development area;
- the need for integration with Broadbridge Heath;
- the down grading of the western end of the A264;
- the provision of a new dual carriageway south of the existing Broadbridge Heath by pass plus the incorporation of safe crossing points across the new dual carriageway;
- the provision of a network of streets for principally local traffic;
- traffic management to address the impact of traffic through Broadbridge Heath and the rural road;

4.0 OUTCOME OF CONSULTATIONS

4.1 The consultation responses in respect of the application are set out below:

Internal Consultations

Landscape Architect - the comments of the Landscape Architect are reported below along with a comment in brackets which indicates how issues raised have or will be addressed. The comments are as follows:

'Many of the principles for the landscape design of the E- W link , primary road, drainage basins and open spaces have already been established through consideration of the Outline Planning Approval, the approved Landscape Strategy, the Phase 1 infrastructure reserve matters approval and the Phase 1 priority area conditions. The fully detailed landscape scheme for phase 2 can therefore largely be dealt by conditions. *(Conditions would be attached in the event of approval)*

However before committee approval is granted for Phase 2 I would seek a satisfactory landscape design confirmation note from Countryside homes covering a number of matters as set out below that will have a bearing on the practicality of achieving a satisfactory landscape scheme. (I suggest this would constitute a DAS addendum). This is necessary to give confidence before I can record no objection to the proposals. *(A DAS addendum has been provided)*

A24 Junction

This area of the scheme is being delivered by WSCC for Countryside Homes, using Halcrow as consultants. I have had the opportunity to comment pre-application on the sketch design landscape proposals provided by Halcrow which include substantial roundabout and embankment planting. Subject to my detailed comments being properly taken on board (I understand WSCC have instructed Halcrow accordingly) I am confident a satisfactory detailed scheme can be achieved, through discharge of relevant landscape conditions. In respect of the new junction slip roads an important issue will be the appearance of the retaining

walls near Tescos and appropriate precast stone or brick cladding and/or green wall planting will be expected. (*Conditions would be attached in the event of approval*).

Diverted Public Footpath and Cycleway -A24 Junction to Wickhurst Lane

This footpath and cycleway will run parallel with the E-W link road as it descends from the junction westwards.

Provision is made in the first section adjacent to the highway embankment and sports pitches for there to be a verge of 1M between the carriageway and the footpath/cyclepath. This should enable a low hedge/shrub planting of up to 600mm height (taking account of the 120m visibility splay) to be planted in this verge and therefore allow some degree of separation from traffic. However such planting has not been shown on the submitted landscape sections nor is it mentioned in the WSP Design Statement, despite discussion at an earlier application meeting regarding its provision. I would therefore seek a commitment to the provision of this planting and confirmation that there would be no objection for adoption reasons from WSCC to its provision (*This has been addressed through the DAS Addendum referred to above – the applicant has confirmed that they are willing to discuss the planting proposals further as part of the technical approval process and the landscape architect is satisfied with this response*)

Where the footpath and cyclepath in the second section runs parallel to a housing parcel to connect with Wickhurst Lane there is proposed between the edge of the carriageway and the acoustic fence a 0.5m verge, a 3m footpath and cycleway and a 0.5m width hedge against the acoustic fence. It is accepted reluctantly that due to space constraints that separation planting from the carriageway, other than low groundcover, will not be possible here and a 0.5m verge could be easily eroded. It would therefore make sense for the 0.5m width to be paved with granite setts/tegula setts to act as something of a deterrent to crossing over this area. However a 0.5m hedge adjacent to the acoustic fence will not be satisfactory to screen it. WSP should be aware by now, as a result of the discussions on priority area 1 that a 1m maintainable width is needed for hedge screening. Therefore there will be a need for a 1m hedge planting width to be provided and there will be a need for a minor adjustment accordingly to the position of the acoustic fence and boundary of the adjacent land parcel. With regard to the above matters I would again seek a commitment re the above matters including confirmation this is acceptable to WSCC, with consequent update of WSP drawings as necessary. (*This has been addressed through the DAS Addendum referred to above – the applicant has confirmed that an extra 0.5m will be allowed - the landscape architect is satisfied with this response*)

Confirmation is also sought that the footpath and cycleway will be in mastertint natural aggregate as agreed for the phase 1 priority area. (*This has been addressed through the DAS Addendum referred to above the pedestrian areas will be MASTERTINT NATURAL GRAVEL and the non-pedestrian areas will be MASTERTINT NATURAL QUARTZITE –the landscape architect is satisfied with this response*)

E-W Link Road and the relationship with Acoustic fence and associated hedge planting (where there is no footpath and cyclepath)

The WSP plans and cross sections allow for a 3m width grass verge and a 0.5m width hedge adjacent to the acoustic fence. However, as identified above, a 1m maintainable width of hedge planting is needed. Therefore a commitment is needed now either that the acoustic fence position is adjusted accordingly to allow an extra

0.5m planted width or confirmation that WSCC will accept overhang of the hedge by an additional 0.5m into the verge. *(This has been addressed through the DAS Addendum referred to above the landscape architect is of the view that sightlines do not appear to be a constraint and he is satisfied with the response)*

E-W Link road Central Reservation Planting

The WSP finishes drawing show a grass verge in certain sections of the central reservation and hard surfacing in others. However it remains a key objective to achieve where possible some greater softening of the road through planting where the central reservation is wider, particularly in some sections adjacent to Highwood Hill and in the wider section connecting to the Mill Lane crossing point (this is supported by WSCCs Landscape Architect).

I would therefore seek a commitment to provision of shrub/ornamental grass planting of naturalistic appearance and max 0.6m height in all sections of the central reservation greater than 2.5m width and a wildflower seeded grass verge in all sections 1.5-2.5m width (subject to further discussion with WSCC highways engineers), with hardsurfacing of mastertint natural quartzite (as agreed in the phase 1 priority area) in sections of central reservation less than 1.5 m width and mastertint natural aggregate at pedestrian crossing points. *(This is addressed through the DAS Addendum referred to above and a condition is attached – subject to further discussion between all parties as part of the technical approval process and the landscape architect is satisfied with this response).*

E-W Link road lighting

A commitment is sought that the lighting columns will be painted dark green as agreed for the phase 1 priority area *(This is addressed through the DAS Addendum referred to above and the applicant has confirmed that the colour of the proposed street lighting is SHERWOOD GREEN (colour 12C39) as specified by the WSCC Street Lighting PFI provider – the landscape architect is satisfied with this response).*

Drainage Basin 1

This is a steep sided basin which in landscape and biodiversity terms would be better including some more gradual slopes to provide a variety of habitats and make it more attractive. However the space available in relation to delivery of other elements of the E-W link road and the development is very constrained. Fortunately it does not have a dual function as open space, and therefore as long as the steep slopes are extensively planted up with structure planting I would not be looking for modifications to the earthworks design.

A wall is proposed on the boundary with East- West Link road. A commitment is sought to appropriate cladding in brick or pre-cast stone of this wall and softening instant hedge planting. Please note considerations above with regard to sufficient space for an instant hedge. *(This is addressed through the DAS Addendum referred to above – the applicant has advised that there will be no hedge planting against this wall since it is a low wall and is not acting as a retaining structure or vehicle restraint and therefore the design/finish can be provided to suit aesthetic requirements. Whilst the landscape architect notes that a hedge would give continuity with the rest of the scheme he suggests that an acceptable alternative would be the use of Horsham Stone secured by condition. A condition is recommended to secure the treatment of the wall).*

Primary Roads and Squares

The key consideration here is securing avenue tree planting on the primary road and additional feature tree planting in the squares. It is important with regard to this that whilst a strategic utility drawing (now superseded by a later revision) has been submitted with the application that we have confirmation there are no existing services retained in verges in this area (a problem on the phase 1 priority area), as opposed to being in the footpath and that all new services will be in the footpaths. Also it will be important that there is not an excess of visitor parking proposed along the primary roads (none shown at present) as opposed to provision within the land parcels to the detriment of the overall appearance of the street scene. *(Whilst has been addressed within the DAS – the applicant has confirmed that the utilities are provided for in the footway rather than the verge – a condition is recommended to ensure that landscaping planting will be reviewed as part of the street design and ongoing dialogue with the applicant – the landscape architect is satisfied with this response).*

With regard to the squares and bearing in mind the surface water strategy will be approved as part of this application I would seek a commitment now, should this be necessary, to adjust the exact alignment of surface water drains and sewers in these areas, once the detailed tree planting proposals are proposed. This will also be covered by a note to the applicant. *(This has been addressed within the DAS and a condition is recommended to ensure that landscaping planting will be reviewed as part of the street design and ongoing dialogue with the applicant – the landscape architect has requested that when the landscaping details are submitted that it is demonstrated that the service runs have not unduly constrained an appropriate design otherwise there may need to be some adjustments to their precise location).*

The layout of the square/traffic calmed area located in the Mill Lane corridor in the north of the Phase 2 area as shown on the application area plan encroaches physically and visually to an unnecessary extent on this green corridor. This may just be an error as other plans seem to show the area set back from the corridor but nonetheless clarification is sought on the proposals. *(This has been addressed through the DAS Addendum referred to above and conditions – the landscape architect is satisfied with this response)*

Open Spaces SL7-SL9 including LEAP play areas.

Indicative landscape proposals have been provided but I am happy that the details are dealt with by conditions and the open space specification obligation of the legal agreement. There is a need to ensure LEAP buffer distances to housing are met through the consideration of the reserves matter for the relevant land parcels. *(Landscaping and details of the LEAP would be subject to condition).*

Highwood Hill

Substantial woodland and woodland edge planting at the bottom of the hill adjacent to the East-West link road is essential. This will be secured through discharge of landscape conditions. *(Landscaping would be subject to condition).*

Sports Pitches and Mugas

I am happy that the precise layout and design of this area including appropriate structure planting is dealt with through discharge of conditions and the Open Space specification requirements. *(Landscaping would be subject to condition).*

Other drainage matters

With regard to the underground storage areas where they occur beneath open spaces and also where sewers and surface water drain occur in one instance clarification is sought that there will be sufficient depth of soil cover as not to preclude tree planting (*This has been addressed through the DAS Addendum referred to above and the landscape architect is satisfied subject to it being demonstrated when the landscape details are submitted for the open space that has sewers running through it that there is sufficient cover to allow tree planting or they have not unduly constrained an appropriate design to the open space*).

Public Health and Licensing – no objection

Technical Services – Engineering Section – no objections.

Head of Housing and Community Development – no objection

Head of Economic Development and Leisure - The development proposals set out in this planning application are supported on the basis that the works, as shown, do not preclude access to the recreational open space and outdoor sports facilities as defined in the legal agreement, should it be required at a future date.

Strategic Planning Team (Senior Environmental Officer) – reports that she is am satisfied that the proposals do not raise any significant issues / concerns that would alter the findings of the EIA which accompanied the outline application.

OUTSIDE AGENCIES

WSCC – Highways Strategic Planning - reports no objection and comments are set out in two separate responses dated 5th October and 23rd November 2012. The comments received dated 5th October are re-produced below and the comments in brackets are those dated 23rd November demonstrate where additional information has been received following meetings with the applicant to address concerns raised in the initial consultation.

‘This is a reserved matters application for Phase 2 of the essential infrastructure supporting the development South of Broadbridge Heath as approved under outline planning application DC/09/2101. In addition to the submitted drawings, I have reviewed the Design and Access Statement and Planning Statements. However, no Stage 2 Road Safety Audit (RSA2) has been submitted in support of the design and, in particular, the Wickhurst Lane junction design.

In terms of the highway works, I understand that the reserved matters include the following :

- The western section of the new A24 grade-separated junction which includes the western roundabout and the associated northbound slip roads (within the red line of the original outline application).
- The eastern section of the main east-west dual carriageway link from the western roundabout of the A24 grade-separated junction to a point just to the east of the proposed new four arm traffic signal serving the development (ie. the central section of the east-west dual carriageway link that includes the four arm traffic signal junction or the Mill Lane Pegasus Crossing was included as part of the Phase 1 infrastructure application to be approved).
- The on-site access roads to serve the eastern residential phases and local centre as identified by the red line of the application including bus stops.

Comments on A24 western roundabout and A24 slip roads

The design of the A24 western roundabout and slip roads design is being carried out by consultants Halcrow, on behalf of Countryside and Berkeley, as part of the A24 grade-separated junction scheme. It is being designed as a four arm roundabout which be finalised in the near future. Detailed Discussions have take place with Horsham District Council's Landscape Officer to agree the landscaping associated with the A24 grade-separated scheme. Clearly the Halcrow and WSP design for the A24 junction and east-west link road needs to complement each other to deliver the key piece of infrastructure necessary to support the development. A Stage 2 Road Safety Audit (RSA2) is being prepared for the A24 scheme separate to the east-west link road.

East-West Link Road

The design of the east-west link road as a dual carriageway would appear acceptable but is not supported by a RSA2. As part of the design, the diversion of Public Footpath 1633 must be taken into consideration (see below). The design principles of the new link road must be consistent with that for Phase 1 to achieve visual fluency along the route. As the Berkeley public footpath diversion route is to be upgraded to become a 3m cyclepath there, again, needs to be design consistency on the Countryside development. It would appear that the width of the route between the A24 western roundabout and Wickhurst Lane is 3m as required, with a 0.5m wide verge between the cyclepath and carriageway at its eastern end. WSCC's Public Rights of Way Team (WSCC PRoW) has expressed concern that the public footpath is being diverted adjacent to a busy road and is seeking at least a 2m separation from traffic if any diversion is to be supported by them. The proposed 0.5m verge width is really something and nothing in terms of usefulness and maintenance. The cyclepath should therefore be set back and connect into the green lane along the southern boundary of land parcel 12 rather than adjacent to the carriageway.

(A Stage 1 Road Safety Audit (RSA1) was completed at the outline planning stage and raised no fundamental problems with the road design that cannot be addressed as part of the Section 38 road agreement process. The only areas that may need to be reviewed in more detail are the minor changes to the Wickhurst Lane (south) junction and new cyclepath link where it varies from the outline planning consent (see comments below). However, I am generally satisfied that this is unlikely to result in any significant problems at the RSA2 stage which cannot be addressed through the road agreement).

Comments on Wickhurst Lane junction

It was understood at the outline planning application stage that Wickhurst Lane has to remain open to vehicles along its complete length, including at the point where it crosses the east-west link road, as property owners to the south of the link road have existing legal rights of access. This is not an ideal situation as it means that provision has to be made within the east-west link road design for vehicles to cross the new road safely. There is also a definitive public footpath along Wickhurst Lane which appears quite well used and also needs to be safely accommodated.

The proposal put forward at the outline stage was to introduce a signalised pedestrian crossing to safely accommodate pedestrians crossing the new link road. Vehicular access rights along Wickhurst Lane would be maintained by incorporating the vehicular crossing of this road with with the pedestrian crossing and then co-ordinating the signals with those at the proposed main traffic signal junction serving the development further to the west.

In terms of the design shown on the application drawings, I do have some concerns. Whilst the pedestrian crossing element is slightly offset to the east of Wickhurst Lane and appears acceptable, I do question the proposed junction arrangement serving properties on the south side of Wickhurst Lane. As I understand it, the only property owners with legal rights across the east-

west link are those living south of this road. Therefore, a junction arrangement which only allows a straight across movement on the north side of the link road should be fine. However, in my view, it is unlikely that property owners living on the south side of the new link road will want to negotiate

Wickhurst Lane on a regular basis and will no doubt prefer to have more convenient direct access onto the east-west link. The junction design on the south side of the link actually precludes this due to the lack of any junction radii.

(An amended design for the Wickhurst Lane (south) junction has now been submitted which includes the following :

- *Kerb radii of 8m and 5m on the eastern and western side of the junction respectively to permit the left turn in/left turn out and straight across movement onto the east-west link. The right turn in/right turn out will be prohibited by a Traffic Regulation Order (TRO)*
- *The central reservation width has been reduced slightly and its design modified slightly to deter the right turn out*
- *The stop line will remain as previously proposed as there is very little risk of potential conflict between cars and HGV's at this junction which serves two dwellings only*

As regards the Wickhurst Lane (north) junction, this only needs to cater for the straight across movement. Therefore all other movements will be prohibited by a TRO

- *The small kerb radii are to be removed to deter other turning movements with the junction being dealt with as a dropped crossing rather than a bellmouth.*

The Wickhurst Lane junctions will have to be traffic signalised in the interests of road safety in order to permit the straight across movement which forms part of the legal right of way for those two properties south of the east-west link road. These signals would also incorporate the pedestrian crossing immediately to the east of the junction).

Diversion of Public Rights of Way

As part of the works to construct the east-west link and create an unencumbered site to be transferred to Horsham District Council for sports pitches, it will be necessary to legally divert Public Footpath 1633 from its definitive route. This has already been done for that part of the footpath that crosses the Berkeley site and it is essential that the Countryside diversion meets up with the Berkeley diversion for continuity purposes. As previously mentioned, the application plans would appear to show the diverted route running immediately adjacent to the northern side of the east-west link. WSCC PRoW has indicated that this would not make a desirable alternative new route and it would have to be set further back from the carriageway to make it more pleasant and safer to use. It should also connect into the green lane along the southern boundary of land parcel 11 to take it away from live traffic.

(Following further consideration on alternative options for accommodating the diverted PRoW and new cyclepath route, it has been agreed that the new route will run along the top of the embankment adjacent to the east-west link from the new A24 western roundabout to Wickhurst Lane (north). The design will now incorporate a 1.0m separation verge between the east-west link and cyclepath across the sports pitches frontage reducing to 0.5m across the development frontage. This is considered an acceptable compromise and would not require the construction of large retaining structures. At the point where the new cyclepath joins Wickhurst Lane (north) there would have to be a cyclepath link back into the development at some point to provide connectivity as Wickhurst Lane presently has only public footpath status. This can be reviewed once the details of land parcels 10 and 11 come forward. However, it is understood that the applicants own parts of Wickhurst Lane, so it should be possible to agree an upgrade to public bridlepath status where necessary to achieve this connectivity and provide an element of flexibility as to where such a connection is made).

In the light of the amendments WSCC – Highways Strategic Planning has confirmed ‘that the outstanding design issues have now been satisfactorily addressed. The specification and construction details submitted will be reviewed through the Section 38 road agreement process and are not agreed as part of the planning process due to the amount of information that needs to be reviewed and the tight planning deadlines’.

In the event of approval it is recommended that the following condition be attached:

The dwellings served by the access roads hereby permitted shall not be occupied unless and until such access roads have been designed, laid out and constructed in accordance with a detailed specification to be submitted to and approved by the LPA**.

Reason : To ensure that a satisfactory means of access has been provided to serve the development

(** The applicants will be required to enter into a Section 38 road agreement with WSCC for the construction of the access roads to discharge this condition).

WSCC Archaeology - No objection on archaeological grounds is raised to these proposals, subject to the sustaining of Condition 27 (Archaeology) of Outline permission DC/09/2101, in respect of this Reserved Matters application.

WSCC Ecology – reports no objections

Natural England – no objections.

Environment Agency – reports no objections to the surface water strategy (*The Environment Agency has also been consulted on revisions to the strategy and in the event observations being received they will be reported to Committee*)

Southern Water – reports no objections

Gatwick Airport – no objections

Highways Agency – no objections

Broadbridge Heath Parish Council - has made the following comments in respect of the application:

Signage - There are some concerns with regard to signage. WSCC to be requested to consult fully when detailed signage plans available from Countryside/WSCC for Phase II infrastructure. The plans received are not detailed enough to comment upon

Design & Access Statement – objects to Page 6 of the DAS – This document is fundamentally inaccurate when it states that the Billingshurst Road is a strategic vehicle route.

Traffic Movement - There is concern with regard to traffic movement in Wickhurst Lane to the north of the link road and to the south of the development (i.e. allotments)

Open Spaces - object - SL8 – Closely mown grass is not a viable option, use hogging on paths and around the seats

SL6 – Once again no wood, there is a general lack of equipment and ranges of equipment to suit all ages. Find an alternative to the Zenith bench. Banks should be avoided.

The Parish Council would like to be consulted on all Open Spaces as a one off/single consultation. Please send detailed plans for SL1 to SL9

Would question whether a sensory garden within a play area is the correct location. Consider relocation.

Warnham Parish Council - objects and the comments are as follows:

‘Warnham Parish Council has repeatedly raised concerns over the developments at Broadbridge Heath in respect of the likely consequential increase in traffic flows on the roads and lanes of Warnham. The initial HDC SPD Masterplan for the development specified at paragraph 5.10 that, inter alia, the development should include: "...measures to minimise rat-running on local roads in Warnham and Slinfold parishes." The developers have not addressed this issue, have not consulted with Warnham Parish Council on the matter, nor proposed measures to control the likely traffic increases in Warnham. The potential problems have been recognised by WSCC and Warnham PC has been invited by WSCC to agree with residents traffic management measures that could be introduced in Warnham to control increases in traffic consequent upon the Broadbridge Heath development. A public consultation exercise has now been conducted throughout the parish. This has shown significant majority support for an identified package of measures.

Warnham Parish Council request that DC/12/1255 be refused until such time as the required traffic management measures in Warnham are agreed with the parish council and the Highway Authority, and that implementation of the measures is agreed by the applicant to be part of the development proposals.’

PUBLIC CONSULTATIONS

One letter of objection has been received from an occupier of a property in Singleton Road who raises objections of the following grounds:

- the principle of the development;
- the impact upon the countryside;
- the impact of flooding.

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS

Article 8 (right to respect of a private and family life) and Article 1 of the First Protocol (protection of property) of the Human Rights Act 1998 are relevant to the application. Consideration of Human Rights forms part of the planning assessment below.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

It is not considered that the proposed development would have any impact on crime and disorder.

6. PLANNING ASSESSMENT

6.1 The delivery of highway infrastructure is fundamental to bringing forward the development of Land to the South of Broadbridge and is an integral part of the infrastructure delivery for the wider strategic location which includes the development to the east of the A24 by Berkeley's. The main issues in respect of the consideration of this reserved matters application are:

- a) Compliance with planning policy framework provided by the Core Strategy Policies and General Development Control Policies of the Horsham District Local Development Framework along with the West of Horsham Masterplan and associated Design and Character Areas Supplementary Planning Document

- b) Landscape Impact
- c) Surface Water Drainage Strategy and Drainage Basins.
- d) Issues arising from consultation
- e) Environmental impact and conformity with Environmental Statement submitted in connection with the outline application.

Each issue is addressed below.

- a) Compliance with planning policy framework provided by the Core Strategy Policies and General Development Control Policies of the Horsham District Local Development Framework along with the West of Horsham Masterplan and associated Design and Character Areas Supplementary Planning Document

6.2 The delivery of infrastructure to support the development of the land to the South of Broadbridge Heath was agreed as part of the outline planning application. The outline application established the principle of:

- a) the alignment of an east west link road comprising a dual carriage way and associated access junctions (2 x signal controlled and 2 x left in, left out) including a Pegasus crossing at Mill Lane;
- b) improvements to the existing Five Oaks Roundabout;
- c) the provision of the western roundabout junction;
- d) the provision of the eastern grade separated junction by the 450th dwelling;
- e) off site works including the provision of a Pegasus crossing on the existing A264 by the occupation of the first dwelling; a traffic management scheme on Billingshurst road; signalisation of Old Guildford Road and associated pedestrian and cycle routes; down grading of the existing A264 and minor improvements to the Tesco roundabout and pedestrian and cycle links along the southern edge of the existing A264.

6.3 The s106 attached to the outline application included concept drawings relating to the provision of the western and eastern roundabout and off site works including, at the eastern end of the east west link road, the grade separated junction linking the strategic sites either side of the A24. Conditions attached to the outline planning application require the following details to be submitted for approval:

- the design details of the dual carriageway access and junctions;
- the details of the surface water and water reduction strategy
- the details of underground services;
- the details of the landscaping relating to the drainage basins (surface and underground) and aligning the east west link road including details of embankments, acoustic bunds/fencing and retaining walls and central reservation planting;
- the details of landscaping as part of an overarching landscape strategy for the site to include landscaping within the green corridors, open spaces, streets, mews, lanes, squares and parking areas.

6.4 The scope of the conditions are designed to address the technical requirements of WSCC as highway authority as part of the highway adoption process whilst ensuring that details are provided to the Local Planning Authority to enable the design and landscaping detail to be assessed to ensure compliance with the principles established at outline stage. The submitted information provides details of the road alignment; roundabout junction; the landscaping and acoustic fencing either side of the carriageway; the measures for controlling traffic management at

the junction between the east west link road and Old Wickhurst Lane; the alignment of the footpath/cyclepath to replace FP 1633 and the location of lighting and highway signage. The content and location of highway signage is however a matter to be determined by the highway authority as part of the technical approval process.

6.5 The submitted scheme departs from the outline approval with respect to the option to include a fifth arm on the eastern roundabout. The potential for a fifth arm to serve the sport pitches, pavilion, skate park and MUGA to the south of the existing leisure centre was identified within the Land West of Horsham Masterplan and the Design and Access Statement submitted in connection with the outline scheme but the delivery of the access was not a specific requirement with the design of the eastern junction being subject to condition (Condition 6 – application DC/09/2101 refers). The junction design is being carried out by Halcrow on behalf of Countryside and Berkeley's in consultation with West Sussex County Council who are progressing (and will deal with) the technical highway approvals. Whilst the fifth arm was included in the capacity assessments which informed the outline application, the benefits and disadvantages of retaining this junction has been explored further as part of the technical design process. Whilst the fifth arm would provide the potential for access to the facilities south of the leisure centre its deletion is acceptable since its delivery would:

- require changes to the eastern roundabout;
- necessitate engineering works through the existing embankment separating the proposed sport pitch area and the east west link road;
- encroach upon the area available for the sport pitches;
- impact upon the surface water drainage to the south of the leisure centre introduce vehicular activity closer to the residential parcel to the east of Old Wickhurst Lane

6.6 One of the key requirements of the Masterplan, as secured through the outline planning application, was the need to provide for the replacement of FP1633 which currently runs through the land which forms part of the proposed sports pitches. As explained in paragraph 1.3 above a footpath/cyclepath this would be provided adjacent to the east west link road. During in the course of the assessment of the application the potential for this route to be relocated away from the road edge was explored. The options included:

- a wider separation to be provided between the cyclepath and the road but this would impact upon the residential land parcel to the east of Old Wickhurst Lane, the sports pitches and drainage from the A24 slip road.
- the relocation of the footpath/cyclepath along the toe of the embankment through the residential land parcel to the east of Old Wickhurst Lane and the sports pitches with a reduction in the embankment width but this would have implications for the connection with Old Wickhurst Lane and the A24 junction and would require a retaining structure to be provided to route the footpath/cyclepath from the lower level of Old Wickhurst Lane up the to east west link road, a vertical distance of 8m. The difference in height and the distance would result in the requirement of a ramp of 190m. If this was be provided the embankment width would need to be increased by 4m at its base impacting on the sports pitch land and require the provision a retaining wall creating a hard edge to the pitches.

6.7 The proposed solution is acceptable having being agreed by Highways Strategic Planning and the Councils landscape architect subject to sufficient distance being provided to secure the planting adjacent to the accoustic fence.

6.8 The other change from the outline application is the design of the Old Wickhurst Lane junction with the east west link road. The original design for this junction was for a straight across junction and the junction radii had been designed with tight radii to restrict the unauthorised movements. The design of this junction has been amended (as described in paragraph 1.5 above) to accommodate left in/left out movements to the southern section of Old Wickhurst Lane with the use of a Traffic Regulation Order (TRO) and signage to prohibit right hand right turns in/out. The junction to the north side has been designed to prohibit left/right turns off the east west link road reinforced by a TRO. The modification of the design is acceptable and would have the benefit of serving properties to at the southern end of Old Wickhurst Lane whilst preventing movement to the north.

b) Landscape Impact

- 6.9 The importance of the retention of existing landscape features and the incorporation of additional landscaping as part of the design detail of the east west link road and with the internal street network is recognised within the Design and Access Statement (DAS) submitted in connection with the outline planning application. This recognises the importance of the existing trees, hedges and understorey vegetation to the character of the area and the need to maintain existing key groups of trees wherever possible and to incorporate the existing key groups of trees wherever possible into areas of open space, green corridors and structural landscape. The DAS specifically refers to the importance of landscaping along the east west link road and states '*The character of the link road and grass verges and the edges of the carriageway and tree-lined hedgerow borders will be sympathetic to the character of the landscape along the A264 Five Oaks Road*'. With respect to the residential gateways from the east west link road the DAS recognises the importance of these streets as gateways created by a combination of built form, landscape and highway arrangements.
- 6.10 The landscape treatment to the edge of the east west link road has been the subject of detailed discussion between the applicant, your officers and WSCC to ensure a landscaped edge to the carriageway in connection with the discharge of conditions attached to the Phase 1 infrastructure application which has informed the current application. As a result a combination of instant hedge screening, acoustic fence and low level landscaping to soften the edge to the east west link road and the central reservation (subject to the constraints imposed through the highways technical approval process) has been incorporated into the design.
- 6.11 The integration of landscaping is key to softening the key highway infrastructure and at this stage and in the event of approval it is recommended that landscaping details relating to the following zones be subject to condition:-
- the eastern roundabout and slip roads associated with the A24 junction
 - the diverted footpath and cycleway between the A24 junction and Wickhurst lane
 - east-west link road
 - primary streets and primary street squares
 - drainage basin 1
- 6.12 In addition to the need to ensure the highway infrastructure the detailed design layout it is similarly recommended that the landscaping of the key open spaces within the area of the current application be conditioned so that the specification and design of these spaces can be considered and alongside the overarching management and landscape specifications secured within the s106 agreement attached to the outline planning application.

c) Surface Water Strategy and Drainage Basins

6.13 The infrastructure application has been supported by the surface water drainage strategy submitted pursuant to Condition 7 attached to the outline application which is an integrated strategy for the whole site. The strategy has been reviewed by the Environment Agency and the Council's own technical advisor and both confirm that the strategy is acceptable. (It should be noted that the Strategy submitted and approved pursuant to condition 7 has been subject to modification with additional information submitted on flow rates and whilst a response to the amended is awaited from the Environment Agency the Council's own technical adviser reports no objections). The strategy identifies six minor sub catchments collecting rainfall run off and discharging from the overall site. It is based upon the use of Sustainable Urban Drainage Solutions (SUD's) in the form of basins to ensure that surface water discharge rates from the site are no greater than pre-development agreed rates. The use of drainage basins was identified at outline stage with a combination of basin and underground attenuation storage areas (drainage crates) being agreed in principle. The s106 agreement attached to the outline scheme requires the submission and approval of an Attenuation and Drainage Basin Specification and secures a contribution for future maintenance of basins with the underground storage areas being the responsibility of the applicant.

6.14 The current application incorporates a drainage basin below the open space to the east of Old Wickhurst Lane (the site of the LEAP) with a pond being located to the east of the allotments. Both areas would be subject to condition secure the landscaping details as part of the overarching strategy for landscaping set out in paragraph 6.8 above.

d) Issues arising from consultation

6.15 The application has been subject to internal and external consultation and the outcome is reported in section 4 above. Key issues raised as a result of consultations (in addition to those which have been raised in respect to specific details relating to highway; landscaping and drainage issues above) are:

i) The principle of the development/impact on the Countryside and the impact of flooding.

Response: The principle of the development of this site is established through the outline planning application and the management of surface water drainage and hence the impact of the development on flooding is assessed through the surface water strategy. The surface water strategy has been agreed. The impact of the development on the landscape would be mitigated by the retention of existing tree and hedge cover and incorporation landscaping into the development and at its boundaries with the Countryside.

ii) The need for the traffic management measures in Warnham to be agreed with the Parish Council and the Highway Authority before planning permission is granted.

Response: The precise traffic management measures have yet to be agreed but the traffic calming proposals for Warnham and the rural road network is in WSCC's resource plan for implementation in 2014/15. The work should be completed prior to the completion of the new A24 grade separated junction in summer 2015. The redesign of the Five Oaks and Fathings Hill roundabouts will be delivered by 2015.

iii) The need for Broadbridge Heath Parish Council to be consulted on the open spaces, signage details the concern regarding traffic movement in Old Wickhurst Lane.

Response: The details of the open spaces will be subject to condition. Whilst there is no statutory requirement to consult in conditions, the Parish Council will be given the opportunity to comment on the details submitted. With respect to traffic

movement at Old Wickhurst Lane this management of traffic and the use of the junction with the east west link road is explained within the report (para 1.5 refers).

e)Environmental impact and conformity with Environmental Statement submitted in connection with the outline application.

- 6.16 The Councils Senior Environmental Officer has raised no objections in principle to the Statement of Conformity submitted in connection with the Phase 1 application.

Conclusion

- 7.1 The application for the second phase infrastructure is consistent with the principles set out within the outline planning application and the Phase 1 infrastructure application to the west and would secure the framework to serve the development parcels being brought forward through the reserved matters submissions.

RECOMMENDATION

- 8.1 It is recommended to planning permission is GRANTED subject the following conditions:

1. Within a period of 2 months of the date of this decision (or such other period as shall be agreed in writing) the landscape details relating to the following zones shall be submitted to the local planning authority for approval in writing :

- the eastern roundabout and slip roads associated with the A24 junction
- the diverted footpath and cycleway between the A24 junction and Wickhurst lane
- east-west link road
- primary streets and primary street squares
- drainage basin 1

The details shall include the following information :

- Location of existing trees, hedges, shrubs and other vegetation;
- Planting and seeding plans and schedules specifying species, planting size, densities and plant numbers
- Tree pit and staking/underground guying details;
- A written hard and soft specification (National Building Specification compliant) of planting (including ground preparation, cultivation and other operations associated with plant and grass establishment)
- Hard surfacing materials: layout, colour, size, texture, coursing and existing and proposed levels (footpath and cyclepath, pedestrian crossing points, central reservation and primary street squares only);
- Walls, retaining walls, headwalls and control structures, railings, and fencing- location, type, height, materials, colour

The approved scheme shall thereafter be implemented in full accordance with these details . Planting shall be carried out according to a timetable to be agreed in writing with the Local Planning Authority prior to commencement of the development.

Any plants which within a period of 5 years die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason : To ensure a satisfactory development in the interests of amenity in accordance with Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007)

2. Within a period of 3 months from the date of this decision (or such other period as shall be agreed in writing) the landscape details relating to open spaces SL7, SL8, SL9, the sports pitch area SL10 and Highwood Hill SL11 shall be submitted to the local planning authority for approval in writing

- Location of existing trees, shrubs and other vegetation
- Planting and seeding/turfing plans and schedules specifying species, planting size, densities and plant numbers
- Tree pit and staking/underground guying details
- A written hard and soft specification (National Building Specification compliant) of planting (including ground preparation, cultivation and other operations associated with plant and grass establishment)
- Hard surfacing materials: layout, colour, size, texture, coursing and levels
- Fencing and railings: location, type, heights, materials, colour
- Location, type, size and colour of play equipment and details of the MUGAs

The approved scheme shall thereafter be implemented in full accordance with these details . Planting shall be carried out according to a timetable to be agreed in writing with the Local Planning Authority prior to commencement of the development.

Any plants which within a period of 5 years die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason : To ensure a satisfactory development in the interests of amenity in accordance with Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007)

3. No works or development shall take place in the open spaces, primary streets and squares, and the eastern roundabout until full details of underground services, dimensions and depths, including the positions of manhole covers and utility boxes, have been submitted to and approved by the Local Planning Authority in writing. These details shall demonstrate effective coordination with the landscape scheme submitted pursuant to conditions.

Reason : To ensure the underground services do not conflict with satisfactory development in the interests of amenity in accordance with Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007)

6. Within a period of 2 months of the date of this decision (or such other period as shall be agreed in writing) details of street lighting to include design and specification (including lux levels) shall have been submitted to the Local Planning Authority for approval in writing. The lighting shall thereafter be implemented in accordance with the approved details and painted SHERWOOD GREEN (colour 12C39).

Reason: To enable the Local Planning Authority to control development in detail and to comply with Section 92 of the Town and Country Planning Act 1990

7. Within a period of 2 months of the date of this decision (or such other period as shall be agreed in writing) a drawing showing the location of the fence and associated planting shall have been submitted to the Local Planning Authority for

approval. The scheme shall thereafter be implemented in accordance with the approved details.

Reason : To ensure a satisfactory development in the interests of amenity in accordance with Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007)

8. Within a period of 2 months of the date of this decision (or such other period as shall be agreed in writing) details of the design and materials to be used in the construction of the wall to the northern edge of Pond 1 shall have been submitted to the Local Planning Authority for approval. The scheme shall thereafter be implemented in accordance with the approved details.

Reason : To ensure a satisfactory development in the interests of amenity in accordance with Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007)

9. The prior to the commencement of engineering works in connection with the eastern junction and embankment details of the extent of earthworks to include the extent of cut and fill across the area (including change of levels) to provide material for the embankment and junction shall be submitted to and approved in writing by the Local Planning Authority.

Reason : To ensure a satisfactory development in the interests of amenity in accordance with Policy DC9 of the Horsham District Local Development Framework: General Development Control Policies (2007)

10. The dwellings served by the access roads hereby permitted shall not be occupied unless and until such access roads have been designed, laid out and constructed in accordance with a detailed specification to be submitted to and approved by the LPA.

Reason : To ensure that a satisfactory means of access has been provided to serve the development

Notes to applicant

1. With regard to conditions 1 and 2 the applicant is strongly recommended to ensure prior discussion with HDC's Landscape Architect in respect of detailed landscape requirements prior to submission of details. With regard to condition 2 the approved plans and written specifications will constitute a part of the OPEN SPACE SPECIFICATION obligation set out in the S106 agreement

2. With regard to condition 3 the applicant is strongly advised to ensure primary street and primary square tree planting is not prevented by underground services and that adjustments are made to proposed routes of services and positions of manhole covers where necessary.

9.0 REASONS

The proposal does not materially affect the amenities of neighbouring occupiers or the character and visual amenities of the locality.

The proposed works to form the access would not affect the character and amenity of the area or the convenience and safety of other highway users.

The proposal includes satisfactory provision for the parking, loading and unloading of vehicles and would not impinge upon the safety and convenience of other highway users.

The proposal is consistent with the provisions of the development plan.

Background Papers: DC/09/2101
Contact Officer: Hilary Coplestone