



**Development Control (North) Committee**  
**TUESDAY 18<sup>TH</sup> JANUARY 2011 AT 6.30p.m**  
**COUNCIL CHAMBER, PARK NORTH, NORTH STREET, HORSHAM**

**Councillors:** Ian Howard (Chairman)  
Liz Kitchen (Vice-Chairman)  
John Bailey  
Andrew Baldwin  
Gordon Brown  
Clive Burgess  
Roy Cornell  
Christine Costin  
Leonard Crosbie  
Sheila Dale  
Ross Dye  
Duncan England  
Sarah Gray  
David Holmes  
Sally Horner  
David Jenkins  
Sheila Matthews  
Christian Mitchell  
Robert Nye  
Linda Pettitt  
Peter Rowlinson  
Pat Rutherford  
David Sheldon  
David Skipp  
Claire Vickers  
Belinda Walters  
Kyle Wickens

*You are summoned to the meeting to transact the following business*

Tom Crowley  
Chief Executive

## **AGENDA**

1. Apologies for absence
2. 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.***
3. To receive any announcements from the Chairman of the Committee or the Chief Executive
4. To consider the following report of the Head of Planning & Environmental Services and to take such action thereon as may be necessary:

**Application DC/09/2101** - 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) - Land South of Broadbridge Heath  
***Please bring with you the report circulated with the agenda for the meeting scheduled for 21<sup>st</sup> December 2010 but subsequently cancelled or contact Democratic Services on 01403 215465 if you require a further hard copy. The report is also available on the Council's website with the agenda at <http://www.horsham.gov.uk/council/3015.aspx>***

NOTE: The suggested conditions and reasons for refusal may alter from those set out in the agenda

5. 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.



**TO:** Development Management Committee North

**BY:** Head of Strategic Planning and Performance and Head of Planning and Environmental Services

**DATE:** 18 January 2011

**DEVELOPMENT:** 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)

**SITE:** Land South of Broadbridge Heath

**WARD:** Broadbridge Heath

**APPLICATION:** DC/09/2101

**APPLICANT:** Countryside Properties Plc

**REASON FOR INCLUSION ON AGENDA:** Category of development

**RECOMMENDATION:** To grant planning permission subject to the prior completion of a section 106 agreement and the resolution of conditions.

## **1. THE PURPOSE OF THIS REPORT**

- 1.1 A report relating to the application by Countryside Properties Plc for land to the South of Broadbridge Heath was due to be presented to the meeting of Development Control North Committee on 21 December 2010 but it was withdrawn from the Agenda to enable more time for third parties to consider the content of the report and in particular, the s106 package which was subject to negotiation at the time of the writing of the report but was not resolved until after its publication. Rather than presenting details of the s106 package as late material, the report was withdrawn from the Agenda. This report which should be read in conjunction with the original report dated 21 December 2010

(attached as Appendix A), sets out the details of the s106 package secured in connection with the application.

## **THE s106 PACKAGE**

### a) Planning Policy Framework

- 1.2 The planning framework for securing the delivery of the improvement and/or the provision of new infrastructure, services or community facilities is provided by the following policies from the Horsham District Local Development Framework Core Strategy (2007):

Policy CP 12: Meeting Housing Needs – this policy states that ‘development should provide a mix of housing sizes, types and tenures to meet the needs of the District’s communities’. The policy recognises the importance of the need to provide smaller homes for existing and new households and requires residential development of 15 dwellings or more (or an sites of 0.5 hectare and above) to include an appropriate proportion of affordable homes, with the target being 40% of the total, in order to meet the proven needs of people who are not able to compete in the general housing market.

Policy CP13: Infrastructure Requirement – this policy states that ‘the release of land for development will be dependant upon their being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development or suitable arrangements having been put in place for the improvement of the infrastructure, services and facilities made necessary by the development. Where there is need for extra capacity this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of local residents are not affected. Arrangements for provision or improvement, including in terms of access to the facilities, to the required standard will be secured by planning obligation, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to the occupation of the development, or relevant phase of the development’.

- 1.3 These Core Strategy policies are reproduced in the Land West of Horsham Masterplan and specific details on affordable housing and infrastructure provision are set out within Statement 26 and Statement 27 respectively and the supporting text. The policies within the Core Strategy the Masterplan are supplement by the guidance set out within the Supplementary Planning Document on Planning Obligations dated June 2007.
- 1.4 The national planning policy framework regarding the delivery of planning obligations is in transition with the introduction of the Community Infrastructure Levy Regulations 2010(CIL) which came into force on 6 April 2010. The CIL regulations run alongside the Councils

policy and as such planning obligations are required to adhere to the following advice set out in the guidance note 'The Community Infrastructure Levy – An overview' which states:

'From 6<sup>th</sup> April 2010 it has been unlawful for a planning obligation to be taken into account when determining a planning application for development: or any part of a development, that is capable of being charged, whether there is a local CIL in operation or not, if the obligation does not meet all the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

- 1.5 The package of benefits offered in connection with the development is designed to secure the comprehensive development of the site with the delivery of key infrastructure and facilities in line with the Horsham District Council Core Strategy, Land West of Horsham Masterplan and the Horsham District Supplementary Planning Document on Planning Obligations. The package of benefits secured in connection with the development meet the tests as set out above and the tests set out in Circular 05/05 Planning Obligations.

b) The Outcome of Negotiations

- 1.6 Whilst the broad package of planning benefits was identified through the policy framework set out above, the discussions with the developer were shaped by the viability assessment submitted in connection with the application which was subject to independent scrutiny by the District Valuer (DV). The DV examined the financial viability of the proposals and in particular the proposals to provide 20% (originally 15%) affordable housing rather than the LDF requirement of 40%.
- 1.7 As set out within the attached report, paragraph 1.14 refers, the District Valuer concluded that the scheme could support the delivery of 40% affordable housing which was the starting point for negotiations with the developer.
- 1.8 The full package of contributions including details of highway infrastructure provision are set out on the attached schedule (Appendix b) with further details set out in the attached report. With respect to affordable housing the following package has been secured:

20% affordable housing (193 units) on site;

10% (96 units) off site payable as a commuted sum to a value of £7.73 million. The £7.73m would be subject to indexation and payable in tranches.

A review mechanism which would be triggered when values reach £305 per square foot which would give the ability to earn £3.33m (indexed) in the future.

- 1.9 In summary, the package secures provision and funding for 30% affordable housing with the ability to earn £3.33m in the future through the review mechanism. In addition, on the basis of off site provision costing £40 k per unit (through Registered Providers that have secured sites but lack subsidy, and taking in to account the new regime of affordable rents related to 80% of the market rent) this would secure an additional 9% (87 units) taking the total to 39% (376 units).
  - 1.10 The Housing Development and Strategy Manager confirms that the affordable housing offer is acceptable but urges the developer to conclude discussions with Moat Housing Association in order for funding to be secured.
  - 1.11 The proposed package of contributions in respect of this development reflects the aspiration of the Masterplan and will secure the provision of infrastructure and facilities of benefit to the new development and the existing community of Broadbridge Heath.
- 2.0 Recommendation
- 8.1 It is recommended that Planning Permission be granted subject to:
- the prior completion of a Legal Agreement within 6 months of this Committee;
  - the content of the Legal Agreement being agreed by the Head of Planning and Environment and the Chairman and Vice Chairman in consultation with Local Members;
  - the conditions (as set out in the report to Development Management North on 21<sup>st</sup> December 2010) being agreed by the Head of Planning and Environment and the Chairman and Vice Chairman in consultation with Local Members.

Background Papers: DC/09/2138  
Contact Officer: Hilary Coplestone



# **DEVELOPMENT MANAGEMENT REPORT**

**TO:** Development Management Committee North

**BY:** Head of Strategic Planning and Performance and Head of Planning and Environmental Services

**DATE:** 21 December 2010

**DEVELOPMENT:** 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)

**SITE:** Land South of Broadbridge Heath

**WARD:** Broadbridge Heath

**APPLICATION REFERENCES:** DC/09/2101

**APPLICANT:** Countryside Properties Plc

**REASON FOR INCLUSION ON AGENDA:** Category of development

**RECOMMENATION:** To grant planning permission subject to the prior completion of a section 106 agreement and the resolution of conditions.

## **1. INTRODUCTION – THE PURPOSE OF THE REPORT**

- 1.1 This outline planning application seeks to establish the principle of the development of 57 hectares of land to the South of Broadbridge Heath which forms part of the strategic development of land as set out in the Horsham District Council, Land West of Horsham Masterplan. The principle of the development of the balance of the land within this strategic development location, to the east of the A24, was granted outline planning permission in August 2010 and a resolution to grant permission for the first phase of 196 dwellings was given by this Committee in October 2010 (Development by Berkeley)

1.2 This outline planning application is based upon the following land uses:

|                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>963 residential units</b>                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Neighbourhood Centre</b> – 0.51 ha allocated for a centre which would accommodate a doctors surgery 1020 m <sup>2</sup> (for up to 5 GP's); 5 small flexible units 536 m <sup>2</sup> (retail use/office); a parish office 110m <sup>2</sup> and a restaurant/public house 640m <sup>2</sup> .                                                                                                                      |
| <b>Land for primary school</b> – 2.24 ha allocated for the relocation and expansion of Shelley Primary School to provide for 2.5 forms of entry plus a new day nursery.                                                                                                                                                                                                                                                |
| <b>Youth facilities</b> - Two ball courts to be provided – 700m <sup>2</sup> - one adjacent to A24 junction and one rear of BBH Community Centre;<br>One skate park to be provided – 506m <sup>2</sup> adj. to A24 junction;<br>Two MUGA's (south of BBH Leisure centre) – totalling 1369m <sup>2</sup> .                                                                                                              |
| <b>Recreational Facilities</b> – Community sports fields 3.18 ha; 1ha allocated for the possible expansion of the leisure centre plus a pavilion with a floorspace of 500m <sup>2</sup> .                                                                                                                                                                                                                              |
| <b>Equipped Neighbourhood Play Spaces</b> – 0.12 ha to be provided in total comprising Neighbourhood Play Area (NEAP) of 0.8ha (within central area of open to the west of Mill Lane) and a Local Equipped Play (LEAP) Area of 0.04ha.                                                                                                                                                                                 |
| <b>Formal and informal open space, landscaping and environmental works</b> – 1.09 ha of informal open space; 2.38 ha public open space (excludes area of surface water attenuation basins); 10.3 ha accessible natural green space (including 2.6 ha to be allocated as a reptile reception zone); existing woodland 0.64 ha; 360m <sup>2</sup> of ponds for Great Crested Newts (GCN's) and landscape buffer 2.29 ha. |
| <b>Allotments</b> - 0.35 ha of allotments/40 plots.                                                                                                                                                                                                                                                                                                                                                                    |

1.3 Highway infrastructure would occupy 5.45 ha of the site area and would comprise the following elements:

- the east west dual carriageway link road to include the western half of the grade separated junction and associated slip roads on the A24 (the balance of the junction on the eastern side is to be provided by Berkeley's) and a new roundabout junction on the Five Oaks Road;
- the vehicular overbridge across the A24;
- the provision of buffer planting along the road corridor to include planting, banking and fencing for aesthetic and acoustic reasons;

- access to Newbridge Nurseries to include a left in/left out junction onto the new dual carriageway 50m east of the proposed new roundabout on the Five Oaks Road. The work includes the provision of a dedicated right turn in from Five Oaks Road and the closure of the existing exit;
- access arrangements along the new east west link road which would provide for left in/left out at the western access and a fully operational signalised junction at the eastern access;
- on demand signalised pedestrian crossings at Old Wickhurst Lane and Mill Lane to include a Pegasus Crossing at the Mill Lane crossing which will be moved off line to the west of the definitive line in order to retain as much vegetation as possible and to enable the planting of a semi mature tree (to ensure the existing bat corridor is maintained) in the central reservation. The Mill Lane crossing will be designed to allow the movement of equestrians; cyclists and pedestrians across the east west link road.
- the downgrading of the western end of the existing Broadbridge Heath bypass and its use by buses; cyclists and pedestrians (the development layout will provide access for local traffic to access the new neighbourhood centre);
- the provision of an at grade signalised pedestrian crossing on the existing Broadbridge Heath bypass not only to serve the occupiers of the early phases of the development but to provide connectivity to Broadbridge Heath in the longer term;
- the provision of a new cycleway route along the southern side of the existing by pass to link up with the cycleway routes through the Tesco site and the existing underpass under the bypass leading to Wickhurst Lane north.
- traffic management measures to limit the potential for rat running through Broadbridge Heath and the surrounding area.

1.4 Since the submission of the application in November 2009 the proposed access strategy and the options for traffic management to limit the impact on Broadbridge Heath and the surrounding villages has been one of the key areas of investigation and transport modelling and has 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 is set out in the 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 have been identified and have been subject to consultation which expired on 29<sup>th</sup> October 2010. A copy of the consultation leaflet is attached at Appendix 1. The consultation was carried out by the applicant and the results will be analysed by Horsham District Council and will help inform decisions regarding the scheme to be implemented. The scheme would be funded by developer contributions secured by means of the section 106 agreement and would be implemented by West Sussex County Council.

- 1.5 The proposed development is illustrated by means of an illustrative masterplan and 5 parameter plans which not only fix the development principles and land use but give 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 provide the baseline for the Environmental Assessment; the findings of which are set out in the Environmental Statement which accompanies the application. Future reserved matters applications will be required, through a statement of conformity, to demonstrate compliance with the findings as set out in the Environment Statement. The application is also supported by a Design and Access Statement, an Environmental Statement (non technical summary), Transport Assessment, Flood Risk Assessment, Drainage Strategy, Energy and Renewables Statement and Sustainability Statement and a Statement of Community Involvement.
- 1.6 The Design and Access Statement (D&A) provides key information relating to the evolution of the design concept for the development having regard to local references. The D&A examines:
- the implications for movement through the development and connectivity with Broadbridge Heath whilst having regard to street hierarchy and the principles of design guidance produced by the Department for Transport in Manual for Streets (2007);
  - the design, location and access/collection arrangements for refuse;
  - the car parking strategy with parking accommodated on plot or within parking courts (the Transport Assessment submitted in connection with the application explains that the methodology used for establishing residential demand was guided by the DCLG Report published in May 2007 entitled 'Residential Car Parking Research'; the 2003 West Sussex Country Council car parking standards and locally derived information from Broadbridge Heath and Horsham on car ownership. The car parking analysis submitted in support of the application indicate that a total of 1928 residential car parking spaces and 68 commercial car parking spaces would allow sufficient provision to cater for anticipated demand. The WSCC maximum standards would result in a total of 2187 residential car parking spaces and 136 commercial car parking spaces.

- an assessment of the environmental impact of traffic noise and the mitigation strategies including acoustic screening;
- the design of units and mix with a range of building types being provided throughout of the development. Houses would generally be 2-2.5 storeys in height with the opportunity to introduce 3 storey house types at strategic 'accent' or landmark locations and 3 storey corner apartment buildings. The overall schedule of residential mix is set out in Table 1 below:

| 2.9%        | One bed flats    |
|-------------|------------------|
| 6.9%        | Two bed flats    |
| 19.1%       | Two bed houses   |
| 37.7%       | Three bed houses |
| 28.9%       | Four bed houses  |
| 4.5%        | Five bed houses  |
| <b>100%</b> | <b>TOTAL</b>     |

TABLE 1 – OVERALL SCHEDULE OF RESIDENTIAL MIX

- sustainable design principles – through such measures as locally sourced and sustainable materials; the use of sustainable drainage systems (SuDs); taking into account the landscape character in the design of the development, the provision of suitable wildlife habitats and implementation of mitigation strategies; providing safe pedestrian and cycleways to encourage alternatives to the use of the private car; providing storage areas for recyclable waste within the home; collecting and re-using rainwater. Countryside are committed to achieving code level 3 under the Code for Sustainable Homes as a minimum standard at the commencement of the development and to complying with the requirements of the improved Building Regulations as they are introduced. The non residential elements for which Countryside will be responsible for will be built to BREEM 'very good' standard.

1.7 The proposed development would be built over a period of 7 years with the build out rate as set out in the Transport Assessment and used for the purpose of traffic modelling being as set out in Table 2 below (the applicant recently advised that the build out rate could be between 5 and 7 years depending upon economic conditions and whether Countryside develops the whole of the site or disposes of part to another developer). The development would commence on the western half of the site, with access from the A264 and the construction of the proposed Five Oaks Roundabout at the western end of the east west link road. Subject to the grant of planning permission for the development and the approval of the subsequent application for the east west link road, the projected timetable for commencement on site is May/June 2011. The link road will be constructed as the phases of development proceed eastwards and once this key infrastructure and the A24 junction has been provided the existing Broadbridge Heath bypass can then be downgraded.

| YEAR | BUILD OUT | CUMULATIVE | PERCENTAGE COMPLETION |
|------|-----------|------------|-----------------------|
| 2011 | 94        | 94         | 10%                   |
| 2012 | 143       | 237        | 25%                   |
| 2013 | 213       | 450        | 47%                   |
| 2014 | 222       | 672        | 71%                   |
| 2015 | 150       | 822        | 87%                   |
| 2016 | 90        | 912        | 96%                   |
| 2017 | 38        | 950        | 100%                  |

TABLE 2 – BUILD OUT RATES

## DESCRIPTION OF THE SITE

- 1.8 The application site comprises an area of approximately 57 hectares and is located south of Broadbridge Heath approximately 2.3km west of Horsham Town Centre. The site is located to the west of the A24 bounded by the A264 to the north west, the River Arun to the south west and the railway line to the south east.
- 1.9 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). Mill Lane, a public bridleway (BW1630) and Old Wickhurst Lane provide the key routes linking Broadbridge Heath to the countryside to the south and to Mill House and Broadbridge Farm, including the recently converted Grade II Listed Buildings. Part of the Mill Lane public bridleway runs north of the existing Broadbridge Heath by pass to Thelton Avenue and provides a key link to the village. The trees and hedgerow on the edge of Mill Lane provide an important wildlife corridor which along with field boundaries in the northern half of the site and on its edges, coupled with existing tree cover, are important to the landscape character of the area.

## PLANNING HISTORY

- 1.10 In November 2008 Countryside properties submitted two planning applications relating to the development of land south of Broadbridge Heath. The applications were for the following:
- a) Mixed use development comprising up to 1,013 residential units (Class C3), a primary school (Class D1); a neighbourhood centre including doctors surgery (Class D1), 6 No.flexible business/retail units (Class B1/A2/A1), a parish office (Class B1), a public house/restaurant (Class A4/A3) and associated car parking; open space including sports pitches and changing facilities (Class D2); allotments; and associated landscaping and infrastructure works.(Outline) (Application reference DC/08/2446)

b) Highway infrastructure work incorporating new grade separated junction on A24 south of Farthings Hill; new east west link road between Five Oaks Road and the A24; and realignment and downgrading of existing A264 Broadbridge Heath by-pass (Outline).(Application reference DC/08/2447)

- 1.11 The application was submitted almost one year before the application by Berkeley Strategic for the development of land to the east of the A24 and the associated highway improvements including the eastern half of the grade separated junction (Application reference DC/09/2138). The Countryside application was based upon a stand alone solution with a new grade separated compact junction on the A24, the downgrading of the Broadbridge Heath bypass, the provision of a new single carriageway road south of the existing by-pass and a single carriageway street between the new southern road and down graded bypass.
- 1.12 The application was contrary to the highway solution preferred by the Broadbridge Heath Parish Council and adopted within the Land West of Horsham Masterplan i.e. the provision of a new grade separated junction on the A24 with linked/overlapping slip roads to Farthings Hill interchange, the closure of the existing Broadbridge Heath southern bypass and the provision of a new dual –carriageway bypass south of the existing road. (known as Option 1).
- 1.13 The application was subject to consultation and Members of Development Control North were briefed on the application on three separate occasions at the meetings on 16 December 2008, 20 January 2009 and 17 February 2009. The application was not brought forward for a decision and has since been held in abeyance.
- 1.14 The delivery of the development in line with the strategy as set out in the Land West of Horsham Masterplan and supporting Design and Character Areas Supplementary Planning Document is however dependent upon the provision of key infrastructure. Whilst a Viability Report including proposed Heads of Terms for a s106 agreement was presented to the Council in late December 2009 this has been subject to scrutiny by the District Valuer who concludes that the scheme could support the delivery of 40% affordable housing. Discussions regarding the s106 package including the level of affordable housing are on going and the outcome will be reported to committee.

## **2.0 PLANNING POLICY FRAMEWORK**

### **STATUTORY BACKGROUND**

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

### **RELEVANT GOVERNMENT POLICY**

- 2.2 The following planning guidance is relevant in the assessment: PPS1 - Delivering Sustainable Development; PPS3 - Housing; PPS4 – Planning for Sustainable Economic Development; PPS7 - Sustainable Development in Rural Areas; PPS9 - Biodiversity and Geological Conservation; PPG13 -

Transport; PPG17 - Planning for Open Space, Sport and Recreation; PPS25 - Development and Flood Risk.

## RELEVANT COUNCIL POLICY

- 2.3 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; CP14 – Protection and Enhancement of Community Facilities and Services.

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

- 2.4 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 which are:
- the development should be integrated with Horsham and Broadbridge Heath whilst taking account of their separate identities and should reflect the needs of the communities in terms of facilities and services;
  - the impact of new development on the existing transport network should be minimised - development will require a new junction south of the existing Farthings Hill junction to be provided. In order to relieve congestion, particularly at the Farthings Hill junction, local traffic will need to be separated from through traffic using the A24 by way of a new link road from the A264, south of its junction with the A281 to the proposed new junction on the A24, which will also join the existing A264 at Broadbridge Heath close to the entrance to the Tesco superstore/Leisure Centre;
  - the current western part of the A264 Broadbridge Heath bypass will be closed or downgraded in order 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;

- development should not have a negative impact on the existing local infrastructure, services and facilities - it should provide sufficient high quality community services and facilities to serve the development and should take full account of identified leisure requirements, including enhancement to the Leisure Centre facilities and the potential for specific provision to meet the needs of both Broadbridge Heath and Horsham Football Clubs (although a Horsham facility is only a desirable objective, not related to the development);
- 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 provision as part of a mixed-use development of appropriate employment and business uses, in order to enable the opportunity of working locally and to reflect the needs of the local economy;
- the development should incorporate sustainable development principles and sustainable construction methods, including taking advantage of any changes in technology over the development period;
- the provision of improved shopping facilities to meet the additional needs of the expanded communities, subject to the nature and scale of development being justified by the need and there being no materially adverse impact on existing centres; and
- the outer boundaries of the development formed by the railway line south west of Horsham, the River Arun and its floodplain south of Broadbridge Heath, and the existing A281 and A264 roads, should provide a long term, firm boundary which can be defended against further development.

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

- 2.5 Whist Policy CP7 sets the key principles, specific guidance on the 'visions' for the development is provided in the Land West of Horsham Masterplan Supplementary Planning Document (SPD) (adopted 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.
- 2.6 The 'visions' for the Strategic Development West of Horsham as set out in the Land West of Horsham Masterplan are:
- An approach based on partnership with the local community who, through their involvement, will be in a position to be actively involved helping to ensure the long term success of this development beyond just buildings, bricks and mortar.

- An extension to the communities of both Horsham and Broadbridge Heath that reflects their differing needs, retains their characteristics and gives the expanded communities a sense of identity, which will include innovative design.
- A development that delivers a sustainable and balanced community through the provision of a wide range of housing types and tenures including affordable homes that meet housing need and demand in the District; alongside a range of business and employment opportunities.
- A development in which leisure and recreation acts as a focal point for both the new and wider communities of Horsham and Broadbridge Heath, encompassing a wide range of facilities and activities from formal sports uses to informal walks.
- A development with the minimum impact on the environment which recognises the existing pressures on the natural environment, the need to conserve resources and includes 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.
- A development which provides for the needs of the new communities without detriment to the existing, through the inclusion of education, health, infrastructure and community facilities and in which the location of such services and facilities provides lively focal points.

2.7 The Masterplan has been prepared in accordance with the Core Strategy policy for West of Horsham and identifies nine interrelated principles with statements on how the development is expected to address each principle whilst reflecting the vision for the area.

2.8 The nine key principles (which are supported by statements explaining deliverability) are summarised as follows:

**First Principle** -Integration and Sense of Community. This is of fundamental importance to the development. Whilst the character, needs and facilities of both developments will be respected and reflected in the character and form of the new development, recognition will be given to the separate identifies of village and town. Pedestrian, cycle and car linkages will be essential across the development area.

**Second and Third Principle** – Highway Network. This relates to the highway network to ensure that on the one hand the impact of the development on the existing transport network should be minimised and on the other that

obstacles to integration, such as the Broadbridge Heath A264 bypass, are closed or downgraded. The Masterplan sets out the parameters for the highway solution, explains that discussions are on going with the local community and sets out how the second and third principles can be achieved through the following highway solution:

- the provision of a grade separated junction on the A24 immediately to the north of High Wood Hill with linked/overlapping slip roads to the Farthings Hill interchange;
- the downgrading of the western end of the A264;
- the provision of a new dual carriageway south of the existing Broadbridge Heath 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 roads;
- a network of roads and bridges east of the A24 (although outside the scope of the current application these routes form part of the road hierarchy providing integration across the whole of the Masterplan area);
- the phasing of highway infrastructure including the provision of a temporary access off Hills Farm Road, to serve the development on the east of the A24 prior to the completion of the grade separated junction (although outside the scope of the current planning application the access arrangements are linked to the introduction of bus, pedestrian and cycle access to encourage the use of sustainable modes of movement across the strategic location in the early stages of development).
- the introduction of traffic calming along the rural road network.

**Fourth Principle** – Alternative to Car Travel. The development should maximise the opportunities for sustainable travel, to reduce car dependency and promote the use of alternative modes of transport, particularly for shorter journeys. This includes providing high quality links to Horsham town centre and the railway station and safe and convenient pedestrian and cycle routes.

**Fifth Principle** – Community Services and Facilities. This relates to the impact of the development on existing local infrastructure, services and facilities and the need to take full account of identified leisure requirements, including the enhancement of the Leisure Centre facilities and specific provision to meet the needs of Broadbridge Heath football club. The supporting statements set out the community services and facilities required to support the strategic location to the south of Broadbridge Heath.

**Sixth Principle** – Wildlife, Habitat and Landscape. This seeks to ensure that the development should maximise improvements to the environment – including the quality of open spaces and access to the countryside beyond.

The supporting statement explains that Mill Lane and Old Wickhurst Lane will be maintained and enhanced as green links and the area along the River Arun and the northern aspect of Highwood Hill will be retained as informal open space and managed to enhance biodiversity.

**Seventh Principle** – Employment and Business Opportunities. This seeks to provide a mixed use development to enable the opportunity of working locally. This would be delivered through the neighbourhood centre at Broadbridge Heath and also through the encouragement of home based business and other commercial activities by the provision of high speed broadband internet.

**Eighth Principle** - Sustainable Construction. The development will be required to incorporate sustainable construction methods, taking in any changes in technology over the construction period. The supporting statements explain that:

- all dwellings will be designed and built so as to fully meet the Government's national timetable of CO2 emissions reduction and should achieve a minimum of Level 3 for Code for Sustainable Homes and meet the BREEAM standard of at least 'Very Good' or its equivalent under any replacement code;
- developers will be expected to fully investigate the technical feasibility and financial viability of a range of renewable and low carbon energy options;
- developers will be expected to fully investigate the technical feasibility and financial viability of a range of water – use reduction and conservation techniques, including grey water recycling and rainwater harvesting;
- the designs for individual buildings will need to incorporate sufficient and appropriate measures to mitigate and/or exploit the effects of likely changes to the climate over the designed lifetime of the development.

**Ninth Principle** – Retail Development. The provision of improved shopping facilities to meet the additional needs of the expanded communities, subject to the nature and the scale of the development being justified by the need and there being no materially adverse impact on the existing centres. In the case of Broadbridge Heath the retail provision will take the form of approximately 4 – 6 small retail units subject to there being a market requirement for such units.

#### Constraints and Opportunities

2.9 The Land West of Horsham Masterplan SPD identifies the following key constraints to the development of the site:

- a) Topographic constraints – the River Arun and its floodzone.
- b) Existing infrastructure and buildings - this includes the statutory infrastructure of the high pressure gas pipeline (with associated easements); the location of listed buildings and retained properties in Old Wickhurst Lane.

c) Landscape constraints – this includes the Site of Nature Conservation Importance to the south of Highwood Hill, existing hedgerows and tree cover including a group of oaks to the south of Broadbridge Heath Leisure Centre.

Whilst the constraints define boundaries for the development they also provide opportunities to be configured in the detailed design work.

### **3.0 OUTCOME OF CONSULTATIONS**

- 3.1 The consultation responses in respect of the application are set out in Schedule 1 attached as Appendix 2.
- 3.2 There have been three separate briefings on the application – 19<sup>th</sup> January 2010 (joint briefing with the Berkeley development on the east of the A24; 22 July 2010 (specifically examining the highway strategy south of Broadbridge Heath including the options for the east west link road junctions and the traffic management options) and finally on 1<sup>st</sup> November 2010.

### **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 current application is seeking outline planning permission to establish the key principles as set out by the 6 parameter plans, which will inform the subsequent detailed applications for the individual planning applications. The parameter plans, the Design and Access Statement, the supporting technical reports including the Environmental Statement form the basis of the following assessment. This assessment also includes a critique of the illustrative layout. Although the layout is not a matter for determination comments made at this stage will help inform the latter reserved matters applications.
- 6.2 The key issues presented by this application are:
  - a) Compliance with the principles of policy CP7 of the Horsham District Council Local Development Framework Core Strategy and Land West

of Horsham Masterplan and supporting Design and Character Areas Supplementary Planning Document (SPD).

- b) Compliance with Core Strategy Policies and General Development Control Policies of the Horsham District Local Development Framework.
- c) The translation of the parameter plans into the detailed illustrative layout.
- d) Issues arising from public consultation.
- e) The prediction of impacts associated with the development and compliance of the Environmental Statement with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
- f) Infrastructure contributions and the Section 106 Agreement.

Each issue is addressed below.

**a) Compliance with the principles of policy CP7 of the Horsham District Council Local Development Framework Core Strategy and Land West of Horsham Masterplan and supporting Design and Character Areas Supplementary Planning Document (SPD).**

- 6.3 As set out in section 2 above the principle of the development of the application site is established by the Horsham District Council Local Development Framework Core Strategy and the supporting Land West of Horsham Masterplan Supplementary Planning Document (SPD) and the Land West of Horsham Design Principles and Character Areas Supplementary Planning Document (SPD). The specific planning policy relating to the site is also to be read in the context of the additional policy guidance provided by the Core Strategy, the Horsham District Council General Development Control Policies and the supporting Supplementary Planning Document on Planning Obligations.
- 6.4 Core Policy CP 7 sets out the ten guiding principles for development which form the basis of the following assessment, which are built upon by the statements within the Land West of Horsham Masterplan which show how the development is expected to reflect each principle and the vision for the area.
  - i) Integration with Horsham and Broadbridge Heath having regard to separate identities and needs of communities in terms of facilities and services.
- 6.5 The highway and sustainable transport strategy is fundamental in setting the framework for integration and the development of facilities and services within the new communities and creating two new communities which would be an extension to Broadbridge Heath on the west side of the A24 and to Denne Neighbourhood on the east side of the carriageway.

The following table (Table 3) provides a checklist to compare the Masterplan objectives against the elements delivered by means of this application:

| MASTERPLAN REQUIREMENT                                                                                                                                              | DELIVERY | COMMENT                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A grade separated junction on the A24 immediately north of High Wood Hill, which results in speed limits being reduced to 60mph in the vicinity of the development. | ✓        | Funding will be provided towards the implementation of the western sections of the A24 grade separated junction and the new bridge over the A24. The design of the junction provides for speed limits of 60mph.                                                                                                                                                 |
| A dual carriageway east west link road, south of Broadbridge Heath, with a speed limit of 40mph.                                                                    | ✓        | The new east west carriage way would have a speed limit of 40mph. The design, junction arrangements and crossing points along the new east west link road have been subject to scrutiny by West Sussex County Council as the Highway Authority and a number of scenarios have been modelled as set out the Alternative Transport Strategy dated September 2010. |
| Closure of the Broadbridge Heath bypass west of the Tesco roundabout.                                                                                               | ✓        | The western end of the existing A264 Broadbridge Heath bypass will be downgraded for use by buses, cyclists and pedestrians with the neighbourhood centre dividing the existing carriageway providing the opportunity for integration with Broadbridge Heath. A bus gate will be provided to prevent through traffic along the old Broadbridge Heath bypass.    |

TABLE 3 – INFRASTRUCTURE DELIVERY FOR INTEGRATION

6.6 In addition to these measures identified specifically in the Masterplan, the following measures have been identified and will be brought forward as part of the development to facilitate access between the development and Broadbridge Heath:

- a) The provision of an at grade signalised crossing on the existing Broadbridge Heath bypass. The design of the new crossing would be installed alongside measures to bring the 85%ile traffic speed down from their current 53mph to 50mph with anti skid surfacing on the approaches. The design would include speed activated warning signs until the new east west link road is open. Once the existing bypass is downgraded it would be possible to introduce a 30mph speed limit and the Pegasus Crossing would be retained to ensure on going integration between the new development and Broadbridge Heath.
- b) The provision of a new cycleway along the southern side of the existing bypass to link up to the cycleway routes through the Tesco site and the existing underpass under the existing bypass leading to Wickhurst Lane north.

- c) Improvements to Mill Lane (Bridleway 1630) to ensure that it is maintained as a recreational route but with an improved surface to the section south of the existing Broadbridge Heath bypass and also to the north of the bypass to Thelton Avenue where it is a key route between the proposed development and the existing village.
- d) The provision of a new route for Footpath 1633 on the eastern side of the development which would be affected by the transfer of land to the leisure centre. The existing route would be extinguished and the new route designed as an adoptable 3m wide cycleway along the new east/west link road to Old Wickhurst Lane. This would complement the cycleway provision on the eastern side of the A24 and connectivity to Horsham Town Centre.
- d) The provision of on demand signalised pedestrian crossings at Old Wickhurst Lane and Mill Lane to include a Pegasus Crossing at the Mill Lane crossing.

6.7 The highway strategy would be supplemented by:

- a layout that would be designed to the advice set out in the Department of Transport guidance 'Manual for Streets' to ensure a safe environment for pedestrians and cyclists to encourage modes of travel other than the private car;
- sustainable transport measures through the layout that will enable the site to be served by buses. Discussions with the existing bus operator indicate that the bus will loop through the development after visiting the neighbourhood centre using the new junctions on the east west link road. The new dedicated service will operate on a 30 minute frequency between 07.00 – 19.00hours Monday – Saturday and will stop at Horsham Town Centre, Horsham Station and Horsham Hospital on its route. This dedicated route will only be available on the completion of the A24 junction and the east west link road. A temporary arrangement is needed to serve the first two phases of the development and this will be provided by diverting the Compass service 101 into the site until such time as the dedicated bus service can be provided.

6.8 The proposed development through the delivery of key infrastructure and specific measures relating to the provision of and/or improvement to existing pedestrian and cycle networks would facilitate integration with the existing village of Broadbridge Heath, Horsham and the wider Countryside. However, these measures should not be viewed in isolation of the measures which would be undertaken to minimise the impact of the development on the wider highway network as set out below.

ii) The need to minimise the impact of the development on the existing highway network with the provision of a grade separated junction south of the Farthings Hill Interchange.

6.9 The development of land to the east of the A24 by Berkeley Strategic proposed a strategy which is subject to a legal agreement and includes (amongst other matters) a contribution to off site highway improvements to

minimise the impact of the development on the wider highway network. The scope of the improvements were subject to traffic modelling within the transport assessment which considered a stand alone scenario i.e. the development of the Berkeley site only and a cumulative scenario i.e. the development of both the Berkeley and Countryside sites.

6.10 The Berkeley scheme secured contributions for improvements at the following junctions:

- Hills Farm Lane/Guildford Road junction (these works would only be required if the full grade separated junction was not delivered and the proposed development was proceeding on the basis of a 'stand alone' solution with a left in/left out access on the A24);
- Great Daux Roundabout
- Farthings Hill Interchange
- Robin Hood Roundabout.

In addition the Berkeley scheme will deliver the new pedestrian/cycle bridge over the A24, a left in left/out junction, together with the eastern roundabout. These works are required to be implemented by the completion of the 470 dwelling on the Berkeley site. The timetable for the work is linked to the completion of the 450 dwelling on the Countryside site which has a faster build out rate. The Berkeley agreement also provides for Berkeley's to bring the A24 junction/pedestrian bridge works forward subject to agreement with West Sussex County Council as Highway Authority, to ensure that they are completed to a timetable consistent with the Broadbridge Heath works.

6.11 The Transport Assessment in respect of the Countryside development has made a distinction between those 'stand alone' works which are required in direct response to the proposed development south of Broadbridge Heath and those which support the delivery of the whole of the strategic location. Since key improvements to off site junctions has been secured through the Berkeley development, the Transport Assessment (TA) for the Countryside scheme looks specifically at:

- the highway infrastructure which is required as a response to the development and how improvements to the network can be phased in with the likely build out;
- the capacity of the new east west link road; the Five Oaks roundabout; the new western roundabout and the Farthings Hill interchange

The capacity study within the TA identified that up to 450 dwellings (projected date 2013) could be served from the new western roundabout on the Five Oaks road prior to the completion of the new east west link road and roundabout junction. However, the TA also identified that the existing Tesco roundabout would experience increased congestion with background growth at 2013 and would not be able to cope with the proposed 450 dwellings. Minor improvements are therefore proposed to this junction to mitigate the impact of the 450 dwellings in the interim

phase and identified the need for improvements to the Farthings Hill interchange.

- 6.12 The TA was prepared having regard to discussions with WSCC as Highway Authority to agree the transport modelling work required to assess the proposed development and also agree the scope of the TA. Further to consideration of the document, the need for further modelling work was identified to assess the transport implications of the development and, in particular, the impact of the changes to the local highway network and their impact on key junctions. Further transport modelling was required along with additional information that the highway proposals as set out in the planning application had been designed according to standards. These concerns have been addressed – the transport modelling work has now been validated and agreed with WSCC and a Design Statement and Stage 1 Road Safety Audit have been received and reviewed but will need to be updated to take into account the new access strategy for the east west link.
- 6.13 The development would deliver off site works to the existing Five Oaks Roundabout, Tesco roundabout and to the Farthings Hill Roundabout (involving the part signalisation of the latter) and traffic management to address the potential impact of rat running through Billingshurst Road and the rural road network. The consultation leaflet in Appendix 1 identifies the options and depending on the scheme selected this would impact on the existing Five Oaks roundabout.
- 6.14 The issues relating to the capacity of the highway network, the access strategy options for the east west link road and impact on potential rat running through Broadbridge Heath, Warnham and the lanes north of the village has been investigated along with the concerns raised through consultation on the planning application. The outcome of discussions on the issue is best summarised in the addendum response from WSCC to the planning application which explains:

*- The additional traffic modelling work of different access strategy options for the east-west link and its impact on potential rat-running through Broadbridge Heath, Warnham and the lanes north of the village was presented to HDC/WSCC/Parish members and WSCC/HDC officers on the 15<sup>th</sup> June 2010 and discussed in more detail with Parish Council members on the 17<sup>th</sup> August. As a result of this presentation and the subsequent discussions that followed, the access strategy for the east-west link has now been amended to reduce the number of traffic signal junctions along the route. Although the eastern traffic signal junction and the Mill Lane and Old Wickhurst Lane crossings will remain, the western traffic signal junction will be removed and a left in/left out arrangement introduced. This will reduce the potential delays to motorists using the east-west link and will therefore reduce the potential for rat-running.*

*- The applicant's have produced a report entitled ' South Broadbridge Heath – Assessment of Rural Roads – Countryside Properties (July 2010)' which reviews the existing speed limits on existing lanes to the north of Broadbridge Heath (namely : Bailing Hill, Robin Hood Lane and Byfleets*

*Lane) to establish whether new speed limits along these lanes would be appropriate. The conclusion of this report suggested that only Bailing Hill could be suitable for a 50mph speed limit with the other lanes already having low traffic speeds due to their width and alignment. However, WSCC did review speed related issues on these same roads a few years ago and there was general consensus at the time that the community did not want the urbanisation of this area with the necessary signing and lining required to implement a new speed limit.*

*- Local Members raised the issues of the length of queuing on the Guildford Road arm of the new western roundabout on the east-west link road as if long queues were experienced this would increase the tendency to rat-run along rural lanes to the north of Broadbridge Heath. The question was asked whether a dedicated left turn slip lane could be justified at this roundabout to reduce the queuing so as to make rat-running less likely. The applicant's subsequently produced a report 'Assessment of capacity at Five Oaks roundabout and consideration of need for left filter lane between Five Oaks Road and the new A264 east-west link dual carriageway – 16<sup>th</sup> July 2010'. This report indicates that there would be no queuing issues at the existing Five Oaks Road roundabout, but that some queuing would occur on the Guildford Road arm of the new western roundabout. WSCC noted this and asked the applicants to review the lane markings on the approach to the roundabout to allow both lanes to go ahead onto the new east-west link. The modelling of this arrangement indicated that if 15% of approaching traffic used the outside lane when approaching the roundabout then traffic queues would be reduced to acceptable levels. '*

- 6.15 The preceding paragraphs (6.9 – 6.14 above) have summarised the work that has been undertaken over several months to thoroughly consider the impact of the development on the existing highway network and consider the impact of the development on key junctions as well as an examination of the whole access strategy resulting in the justification for the junction strategy on the east west link road as set out in the 'Alternative Transport Strategy'. As a result of the additional work WSCC have raised no objection to the development on highway grounds subject to conditions and a s106 agreement to secure the delivery of necessary highway infrastructure (and also financial contributions toward essential services as set out below).

iii) The closure of the western end of the A264 Broadbridge Heath bypass

- 6.16 The proposed downgrading rather than the closure of the western end of the A264 has been addressed in section i) paragraph 6.5 above.

iv. The need to maximise opportunities for sustainable travel, encouraging alternative modes to the car, providing links to the Town Centre and the railway station from the outset and safe and convenient pedestrian and cycle routes between the development and local facilities.

- 6.17 The measures to maximise opportunities for sustainable travel have been discussed in paragraph 6.6 above in the context of providing accessibility

to Broadbridge Heath and Horsham. The section also raised the issue of the layout of the development to ensure that it is attractive to pedestrians and cyclists. One of the issues examined as part of the 'Alternative Transport Strategy' is the impact of the different scenarios for the access to and from the east west link road and the level of traffic on the internal development roads. The section of strategy relating to internal development links examines the different access scenario's and the impact of traffic flow on the development layout, with particular reference to north-western open space, having regard to noise, road safety and visual amenity. The strategy concludes that:

- a) Noise - the number of vehicles forecasted on the internal link under each scenario is of a scale which would not require any specific mitigation, even against the WHO thresholds which apply only to private amenity space.
- b) Road Safety (this section examines the impact of internal links on open spaces in particular the impact in terms of road safety of children being able to access the public space). The report concludes that the levels of traffic are of a scale which would not typically be associated with specific measures to deal with road safety. On the basis of the preferred junction arrangement the maximum number of vehicles would be 4 vehicles per minute which, assuming vehicle arrival would be at regular intervals (worse case) this would give a crossing opportunity time of 15 seconds. This compares to Department of Transport advice which considers that the majority of pedestrians would accept a minimum of 4 – 6 seconds at normal urban vehicle speeds to cross two lanes of traffic and even shorter gaps at slow vehicle approach speeds. In light of this it will not be necessary to support the open space through the development by the provision of additional crossings.
- c) Visual Amenity – it is concluded that measures to mitigate the impact of the road are already addressed in the landscape strategy which will be implemented as part of the development.

6.18 The broad analysis of the impact of traffic on internal link roads when measured against identified standards whether World Health Organisation or Department for Transport is not disputed but it will be necessary to scrutinise the layout at reserved matters stage to ensure that a balance is maintained between facilitating vehicular access through the development with pedestrian/cycle access and a design which is attractive, permeable and framed by a robust landscape structure.

- v) The need for the development to have sufficient high quality services and facilities to serve the development

6.19 The key facilities included as part of the development are:

|                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Neighbourhood Centre</b> – 0.51 ha allocated for a centre which would accommodate a doctors surgery 1020 m<sup>2</sup> (for up to 5 GP's); 5 small flexible units 536 m<sup>2</sup> (retail use/office); a parish office 110m<sup>2</sup> and a restaurant/public house 640m<sup>2</sup>.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Land for primary school</b> – 2.24 ha allocated for the relocation and expansion of Shelley Primary School to provide for 2.5 forms of entry plus a new day nursery.                                                                                                                                   |
| <b>Youth facilities</b> - Two ball courts to be provided – 700m <sup>2</sup> - one adjacent to A24 junction and one rear of BBH Community Centre;<br>One skate park to be provided – 506m <sup>2</sup> adj. to A24 junction;<br>Two MUGA's (south of BBH Leisure centre) – totalling 1369m <sup>2</sup> . |
| <b>Recreational Facilities</b> – Community sports fields 3.18 ha; 1ha allocated for the possible expansion of the leisure centre plus a pavilion with a floorspace of 500m <sup>2</sup> .                                                                                                                 |
| <b>Equipped Neighbourhood Play Spaces</b> – 0.12 ha to be provided in total comprising Neighbourhood Play Area (NEAP) of 0.8ha (within central area of open to the west of Mill Lane) and a Local Equipped Play (LEAP) Area of 0.04ha.                                                                    |
| <b>Allotments</b> - 0.35 ha of allotments/40 plots.                                                                                                                                                                                                                                                       |

6.20 The delivery of community benefits would be broadly in line with the Masterplan requirements but it is important to note two significant departures as set out below.

- a) Statement 12 of the Masterplan relates to Open Space and Recreation – this requires:
  - 1 ha of land to be provided to the south of the Broadbridge Heath Leisure Centre for an extension to the premises with a further 2ha in this locality identified for formal pitches for community use and/or to facilitate the development of a new leisure centre to replace that existing.
  - 3ha of land south of the Broadbridge Heath formal sports pitches to be provided for community use linked with the Broadbridge Heath Football Club with a sports pavilion to include changing rooms, storage and social facilities and appropriate parking facilities.

The proposed development involves the provision of 3.18ha of formal sports space to the east of Old Wickhurst Lane to be accessed either via the existing leisure centre site or from the grade separated junction on the A24. In addition an area of 1 hectare has been identified to accommodate the future expansion of the leisure centre.

- b) Statement 13 of the Masterplan relates to 'Built Community facilities'.

This requires a new neighbourhood centre to be provided at south of the Broadbridge Heath Village Centre (this is part of the current application) and an extension to the existing Village Centre building. The list of facilities to be provided as part of the neighbourhood centre includes a built youth facility.

The proposed development, through the s106 agreement, would make a contribution towards a community centre but is silent on the provision of a built youth facility which (having regard to the advice provided by

the Head of Housing and Community Services) could be a separate building or an extension to the community centre.

- 6.21 The departure from the requirements of the Masterplan in respect of the land to the south of the Broadbridge Heath Leisure Centre has been subject to a Public Open Space Assessment (POSA) within the Planning Statement submitted in connection with the planning application. The POSA refers to the Horsham District Council PPG17 Planning for Open Space, Sport and Recreation Assessment which identifies that the main deficiency within the District are allotment sites but also suggests needs exist for an additional turf pitch, small play areas, bowling greens and tennis/multi courts combined with youth activity areas. The POSA analyses the provision of open space standards, the planning requirements (having regard to the HDC PPG 17 assessment) and the proposed open space provision within the planning application and the masterplan and concludes that:
- the provision of open space accords wholly with the Horsham District Council Core Strategy and HDC PPG 17 Open Space, Sport and Recreational Facilities Assessment;
  - that the requirement to provide an additional 2ha of land (over and above the public open space recreational requirements and the 1ha of land for leisure centre extension) to allow a potential extended range of facilities or formal sports pitches at the Leisure Centre is contrary to the Council's own PPG17 Assessment requirements.
  - there could be the potential to use the playing fields for community use given that the area allocated for the primary school (2.54 ha) represents a school with 2.5 FE provision against the 1 hectare of land that would be required for a development of 963 dwellings.
- 6.22 The Head of Leisure and Economic Development has been consulted on this matter and the comments will be reported to Committee.
- 6.23 With respect to the provision of built community facilities, the Broadbridge Heath Parish Council (BHPC) has expressed the view that the s106 contributions secured in respect of the development should be balanced in favour of the provision of facilities for the community and has set out, within the response to the application, the space requirements and uses for an extension to the existing community building estimating that the building will need to be trebled in size from that existing. The s106 agreement provides for a contribution towards the expanded facility but the figure allocated will be dependent upon the overall s106 package which is still subject to negotiation and the competing demands for the use of funds.
- 6.24 BHPC has also expressed concern regarding the size of the Parish office within the Neighbourhood Centre. The specific size of the office is not specified within the Masterplan but it does make clear that the neighbourhood centre should include 'flexible units for use as retail/offices' therefore there could be scope, at the reserved matters stage to review the

accommodation required within the building subject to competing demands at the time.

- 6.25 The key issue which remains to be addressed is the provision of a built youth facility. This matter is subject to negotiation as part of the s106 package and once again will depend upon the competing demands on the package on contributions overall.

v) The need for a comprehensive approach to development, enhancing the quality of the environment and open spaces.

- 6.26 The Land West of Horsham Masterplan sets out the following requirement with respect to wildlife, habitats and landscape on the west of the A24:

- The provision of a landscape buffer along the eastern boundary of the A24 to minimise the noise and visual impact of the A24 on residents of the development as well as reducing the visual impact of the development from the countryside by providing an element of screening. Furthermore, advance planting may be required to ensure that planting is sufficiently mature to mitigate any adverse impacts before the delivery of the development.
- The provision of a green network to allow for the retention of identified important wildlife, habitat and landscape features and provide opportunities for ecological enhancement particularly with regard to species such as badgers, reptiles and bats.
- The protection as far as practicable of existing hedges, lanes, important trees, field ponds and watercourses within and adjoining the site to ensure that they are connected to create wildlife corridors and habitat areas as part of the green network. Mitigation measures will be required to maintain the integrity of the hedgerow network.
- The need to enhance and not simply mitigate for the impact of the development with the protection and enhancement of areas of the site such as the river floodplain which is one of the most diverse areas in terms of biodiversity.

- 6.27 The following, more specific guidance is provided by the Design Principles and Character Areas SPD which whilst looking at the whole of the area subject to the current application also recognises the differences and opportunities within the four character areas. The SPD provides the following guidance:

- The need to provide space for planting within the layout to soften the street scene;
- The provision of open spaces around existing trees to ensure that their long term retention is feasible so that they contribute to the local amenity,

- The roads off the new A24 junction to be set down in the landscape as far as possible to help reduce visual impact. Sympathetic earthworks could be designed to help localise views of the junction and alleviate some road noise.
- Measures should be taken to mitigate the visual impact of the new east west link road between the new A24 junction and the A264, for example, by placing it in a small cutting.
- Highway lighting to be sympathetic to the countryside setting and designed to try and avoid unnecessary glare.
- Adequate planting to screen and reduce the visual impact of the new road junction and development as perceived from off site views, including Highwood Hill and the A24.
- Sensitive setting of development in the vicinity of Mill Lane to maintain/enhance its character.

6.28 The key information in respect of the proposed landscape strategy for the site is set out in the Design and Access Statement submitted in support of the application and the landscape parameter plan. This is informed by the Landscape and Visual chapter within the Environmental Statement along with the Arboricultural Report. The provision of open space; green corridors including tree and hedge retention; areas of ecological interest/protection and sustainable drainage features are shown on the landscape parameter plan which will form the baseline for the assessment of any future reserved matters application (along with the other parameter plans) and not the illustrative masterplan.

6.29 The open space provision within the development is as set out below:

|                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Formal and informal open space, landscaping and environmental works</b> – 1.09 ha of informal open space; 2.38 ha public open space (excludes area of surface water attenuation basins); 10.3 ha accessible natural green space (including 2.6 ha to be allocated as a reptile reception zone); existing woodland 0.64 ha; 360m<sup>2</sup> of ponds for Great Crested Newts (GCN's) and landscape buffer 2.29 ha.</p> |
| <p><b>Allotments</b> - 0.35 ha of allotments/40 plots.</p>                                                                                                                                                                                                                                                                                                                                                                   |

6.30 The documents referred to in paragraph 6.26 has been scrutinised by the Councils landscape architect and arboriculturalist along with WSCC's landscape architect, the County ecologist and Natural England. As a result of this scrutiny changes have been secured to the landscape parameters plan and the following undertakings have been secured in writing from the applicant:

- Trees and hedgerows will be retained wherever possible throughout the development site and houses and garages will have sufficient set back along the existing hedgerows (additional plans have been

submitted to demonstrate the proposed treatment in relation to Mill Lane to safeguard the existing hedgerow line).

- Tree loss through the development will be compensated for with around 14 semi mature trees of approximately 50-60cm in girth which will be placed in areas of public open space and given sufficient space to grow.
- The existing hedgerow on the eastern half of the site will be retained.
- Hedgerow planting will be undertaken at the base of Highwood Hill.
- Tree planting will be undertaken on the central reservation of the east-west link road at the junction with Mill Lane (the tree is required to ensure the continuity of the bat corridor).
- Planting/landscaping and tree species will be commensurate with the climate of West Sussex and top soil will be reused where possible.
- The cellular underground storage units (to be used as SuDs) will be positioned in a way to allow for some tree planting within these areas.
- The western balancing pond will be a gateway to the new community and will not encroach on the root protection area of the large oak tree adjacent to the pond;
- The overhead 11KV cables which cross the development will be diverted below ground within the area of new infrastructure or incorporate them into the below ground development supplies as required to service the site.

6.31 Whilst the written undertaking combined with the revised parameter plan have addressed a number of the concerns raised by the Councils landscape officer and others, a set of robust conditions are recommended to ensure that the development will deliver the comprehensive landscape strategy required by the SPD.

vii) The provision of a mixed use development of appropriate employment and business uses.

6.32 The proposed development delivers a mix of retail and office uses within the neighbourhood centre which will be a focus for both the new development and the existing community of Broadbridge Heath. The detailed design of the neighbourhood centre to incorporate these facilities will be addressed at reserved matters stage.

viii) The incorporation of sustainable development principles and construction methods.

6.33 The Masterplan requires the development to incorporate sustainable development principles and construction methods, including taking advantage of any changes in technology over the development period.

The Masterplan sets out the following principles and requirements that are considered essential for development across the whole of the Masterplan location:

- the reduction in CO2 emissions in line with the Governments target of zero carbon development by 2016 and development which achieves a minimum of level 3 of the Code for Sustainable Homes.
- the improvement of sustainable construction over the lifetime of the development to reflect changes in the Building Regulations which ramp up the level of CO2 reductions to ensure that each phase of the development reflects the very best practice in sustainable construction;
- non residential development to meet BREEAM standard or at least 'Very Good' its replacement under any code;
- the incorporation of a range of renewable and low- carbon energy generation options, including micro generation and CHP district heating schemes;
- the need for the developers to fully investigate the technical feasibility and financial viability of a range of water-use reduction and conservation techniques, including greywater recycling and rainwater harvesting;
- the need for the design of the development and for individual buildings to incorporate sufficient and appropriate measures to mitigate and/or exploit the likely changes to the climate over the lifetime of the development.

6.34 Details of the sustainable strategy for the development are set out in the Design and Access Statement and the Sustainability Statement. The Sustainability Statement identifies that the proposed development would be progressed on sustainable principles through the following:

- the provision of a mixture of residential units ranging from 1 bedroom flats to 5 bedroom houses with a percentage (to be determined through the viability assessment) to be affordable units;
- homes to be built to a minimum of Level 3 Code for Sustainable Homes and the non residential buildings will conform the BREEAM Very Good;
- the provision of a package of community facilities to meet the needs of new residents and the nearby communities;
- measures to integrate the new community with the existing village such as the layout of the new neighbourhood centre and the location of the new primary school;
- natural surveillance of the area by occupants of residential properties;
- the retention of mature vegetation and key landscape features throughout the site;

- the provision of recreational activities and access to the surrounding countryside through existing rights of way;
- measures to improve the biodiversity of the site such as replacing ponds lost to development with a better quality environment for Great Crested Newts;
- the introduction of SuDs features;
- the downgrading of the existing A264 bypass which will provide a traffic calmed environment and ease of access to the neighbourhood centre;
- good transport links, including a new bus service and a comprehensive network of Public Rights of Way;
- the efficient use of land achieving an average density of 45 dwellings per hectare (dph) with residential buildings generally 2.5 to 3 storeys in height;
- the provision of allotments;
- a commitment to achieve a 10% reduction in CO2 emissions through the development using a combination of micro renewable energy technologies;
- the provision of approximately 138 full time equivalent jobs through the non residential uses within the development;
- the new neighbourhood centre which includes several small flexible units (providing approximately 500m<sup>2</sup> of floorspace).

6.35 The measures identified are consistent with the strategy to promote sustainable development on this site and will be enhanced through the construction period by measures incorporated into the design of the development, such as the use of sustainably sourced/locally sourced materials and construction of the homes to Lifetime Homes Standards. . The commitment to build to Code Level 3 or the relevant code in force at the time of construction will be secured through the s106 agreement.

ix) The provision of improved shopping facilities to meet the additional needs of expanded communities

6.36 New shopping facilities would be provided within the new neighbourhood centre.

x) The outer boundaries of the development to provide a firm boundary which can be defended against further development.

- 6.37 The land to the south of Broadbridge Heath has clear physical boundaries to further development marked by the A24 to the east; the A264 to the west; the existing village to the north and the River Arun and its floodplain to the south.

**b) Compliance with Core Strategy and General Development Control Policies of the Horsham District Council Local Development Framework**

- 6.38 The strategy set out in the Masterplan has to be read in the context of the wider planning policy framework set by the Core Strategy and the General Development Control Policies of the Horsham District Local Development Framework. The Masterplan requires the scheme to demonstrate compliance with the broader planning framework having regard to key policies from the Core Strategy relating to environmental quality (Core Policy CP2), the quality of the development (Core Policy CP3); housing needs (Core Policy CP12) and infrastructure provision (CP13).
- 6.39 The delivery of the detailed environmental and design quality issues of the development will be matters to be pursued in the context of future reserved matters applications. Section a) above has shown how the parameter plans have established the principles of the Masterplan whilst section c below identifies matters which will need to be addressed in the detailed layout. The infrastructure needs of the development have been identified and will be secured as part of the s106 package which is currently subject to negotiation.

**c) The translation of the parameter plans into the detailed illustrative layout.**

- 6.40 The illustrative Masterplan seeks to demonstrate how the layers set by the parameter plans would be translated into a layout for the development area. Table 3 below compares the density and building heights within the application against that specified within the Design and Character Areas SPD.
- 6.41 The table illustrates that across the development the density is higher than specified within the Masterplan with the most significant change being to the south of the proposed east west link road where densities are denoted as being up to 50 dph. The density levels across the site are a reflection of the schemes viability whilst at the same time seeking to incorporate the key design features such as open space; retention of landscape features; landscape buffers to the east west link road and the development of a legible layout which is manual for streets compliant.

TABLE 3 – DENSITY

| Land West of Horsham Master Plan | Character Area | Density                                                                                                                                                        | Building Height                                                                                                                                                                                                                             |
|----------------------------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  | 3              | 60 – 65 dph                                                                                                                                                    | 2 - 2½ storey buildings mixed or residential use.                                                                                                                                                                                           |
|                                  | 4              | 40 – 45 dph                                                                                                                                                    | 2 - 2½ storey buildings (incorp.accommodation in roofspace)                                                                                                                                                                                 |
|                                  | 5              | 40 – 45 dph with lower densities (30 – 35 dph on western edge including the 'gateways' from the A264 to provide visual transition from countryside to village. | 2 storey buildings along A264 (Billingshurst Road) set back to retain existing frontage trees and vegetation.<br><br>Short terraces of 2 - 2½ storey houses mixed with detached and semi detached buildings along main distributor streets. |
|                                  | 6              | Densities up to 25 dph                                                                                                                                         | Larger buildings of individual design - importance of landscape setting                                                                                                                                                                     |
| Countryside Properties Plc       | Character Area | Density                                                                                                                                                        | Building Height                                                                                                                                                                                                                             |
|                                  | 3              | 60 – 75 dph (max)                                                                                                                                              | 1 and 2 storey primary school and 1 – 3 storey dwellings with continuous building form 2.5 – 3 storey along north south link road                                                                                                           |
|                                  | 4              | 60 dph (max)                                                                                                                                                   | 1 – 3 storey dwellings                                                                                                                                                                                                                      |
|                                  | 5              | 60 dph (max)                                                                                                                                                   | 1 – 3 storey dwellings                                                                                                                                                                                                                      |
|                                  | 6              | 50 dph (max)                                                                                                                                                   | 1, 2, 2½ and 3 storey dwellings                                                                                                                                                                                                             |

6.42 The Councils Design and Conservation Officer reports no objections to the general design approach as set out within the Design and Access Statement including the landmark and accent buildings concept, density framework and building heights. Whilst it is appreciated that the layout is illustrative, specific issues raised by the layout which will need to be addressed at reserved matters stage are:

- the number and size of rear parking courts and the potential for overlooking between units;
- the impact of the access routes through the development on the quality of open spaces and landscape features;
- the design of the neighbourhood centre and the associated car parking which could erode the quality of this as a space for the community and the need for further consideration to be given to the design and function of this space, the linkages with the existing village to the north and from within the new development to the south.
- the need for further information on the materials to be used with the development – this is not adequately shown within the Design and Access Statement.

6.43 The issues raised above are matters which can be pursued at reserve matters stage but it is important that they are identified here since the applicant will not only need to reconcile the urban design and layout issues but also address parking; servicing; landscaping and community safety issues in the detailed design of the scheme

#### **d) Issues arising from public consultation**

6.44 The key issues arising from public consultation, including the responses from Broadbridge Heath, Warnham and Slinfold Parish Councils are set out within the consultation schedule attached as Appendix 2. The lettering in italics includes a response to the issues raised or cross reference to this report where the issue has been discussed.

#### **e) Infrastructure Contributions and the s106 Agreement**

6.45 The infrastructure contributions to be secured through the s106 have yet to be resolved since the overall package of contributions has to be judged in light of the report from the District Valuer (DV). The findings of the DV's report are currently subject to consideration.

### **7.0 RECOMMENDATION**

7.1 It is recommended that subject to:

- the prior completion of a Legal Agreement within 6 months of this Committee;
- the content of the Legal Agreement being agreed by the Head of Planning and Environment and the Chairman and Vice Chairman in consultation with Local Members and
- subject to the final resolution of the conditions as listed below

that planning permission be granted for the development.

## **Draft Outline Planning Conditions**

1. Applications for the approval of reserved matters shall be made to the LPA before the expiration of 5 years from the date of this permission.
2. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission or before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.
3. The submission of reserved matter applications pursuant to this outline application shall demonstrate compliance with the following parameter plans submitting as part of the outline application to fix the development principles:

(List parameter plans)

4. a) approval of the details of the layout of the development, the scale of each building, the appearance of each building, access to and within the site and the landscaping of the development (hereinafter referred to as the 'reserved matters') shall be obtained from the LPA in writing before the relevant phase of the development is commenced.

b) Plans and particulars of the reserved matters referred to in condition (a) above relating to the layout of the development, the scale of each building, the appearance of each building, access to and within the site and the landscaping of the development shall have regard to the approved parameter plans which establishes the principles of the development, shall be submitted to the LPA.

c) The reserved matters application for the landscaping referred to in condition (a) above shall be submitted concurrently with the plans and particulars relating to the other reserve matters.

d) The landscaping scheme to be submitted pursuant to condition (a) above shall include the following information:

- Location of existing trees, hedges, shrubs and other vegetation
- The layout, structure and character of the proposed planting, together with an Indicative Schedule of planting species and an outline planting specification
- The layout and type of all hard landscape features including paving, walls, fences and street furniture
- Details of any earthworks proposed including information on levels and contours to be formed and representative cross/long sections.

The scheme shall be in accordance with the approved landscape strategy submitted pursuant to condition 19 and where it incorporates landscape proposals for open spaces and retained green corridors it shall also be in accordance with the

approved landscape and open space masterplan submitted pursuant to condition 20.

5. All Reserved Matters applications (whether by phases as indicated on the attached phasing plan or sub-phases) shall be supported by a detailed green infrastructure analysis plan demonstrating how a network of existing/new landscape and habitat features, footpath/cyclepath provision in green corridors, and SUDs drainage features will be provided for multifunctional benefits and will be integrated throughout the development, linked to other phases of the development and provide external links to the surrounding countryside

## 6. Dual Carriageway Access and Junctions

The reserve matters application for the provision of the east-west link dual carriageway access, and the A24 and A264 junctions shall include design details of the following:

- a) Detailed layout, alignment, long and cross sections of the road, roundabout junctions and slip roads
- b) Details of the treatments of embankments, acoustic bunds/fencing and retaining walls
- c) Signage proposals
- d) Lighting proposals
- e) Details of the Pegasus and Pedestrian/Cycle crossings

as well as include the landscape proposals information identified to be submitted pursuant to conditions 4c and 4d.

The planting and seeding proposals for the central reservation and boundary planting shall also be in accordance with the landscape strategy submitted pursuant to condition 19.

## 7. Surface Water and Water Reduction Strategy

Development shall not begin on any phase of the development until a surface water drainage scheme for that phase of the development has been submitted to and approved in writing by the LPA. The submitted scheme shall

- a) Demonstrate compliance with the sustainable drainage principles including sustainable urban drainage systems (SuDs)
- b) Include an assessment of the hydrological and hydro geological context of the development (showing compliant with the FRA prepared in connection with the outline connections)
- c) Include details on how the SuDs shall be maintained and managed after completion
- d) Include details of how the development has been designed for exceedence events and flood flow paths
- e) Demonstrate in the case of those open spaces where cellular underground storage is proposed how these have been designed to

leave space for small areas of specimen tree planting, to be coordinated with the landscape and open space masterplan submitted pursuant to condition 20 .

Above addition re trees subject to confirmation from Countryside that they are able to make allowance for this

Note EA recommended condition wording seems to be updated from the one previously used above with additional requirements

A water reduction strategy shall be submitted and agreed by the LPA in accordance with the recommendations in the ES to minimise water consumption and contribute towards achievement of the CfSH Level 3. Level 3 should be achieved as a minimum unless Government requirements have imposed higher levels at the commencement of development in which case the higher levels should be achieved. This level should be agreed in writing at each of the reserved matters stage as part of the agreed strategy and each phase of the development shall demonstrate compliance with the strategy.

## 8. Contamination

Prior to the commencement of each phase of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the LPA) the following components of a scheme to deal with the risks associated with the contamination of the site each be submitted to and approved in writing by the LPA.

a) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site

b) A site investigation scheme based on a) to provide information for a detailed assessment of the risk to all receptors that may be affected including those off site.

c) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the LPA. The scheme shall be implemented as approved.

9. A verification report shall be submitted to and approved, in writing, by the LPA at each phase of the development. The verification report shall:

- a) Demonstrate the completion of the works set out in the approved remediation strategy;
- b) Demonstrate the effectiveness of the remediation strategy;
- c) Include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met;
- d) The plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action (i.e. a long-term monitoring and maintenance plan) as identified in the verification plan, and for the reporting of this to the LPA.

#### 10. Ecology

Development shall not begin in any of the phases of the development as indicated on the phasing plan until a scheme for the provision and management of a buffer zone of at least 8 metres, or within the extent of the floodplain (whichever is greater) alongside all watercourses and wetlands is submitted to and approved in writing by the LPA. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the LPA. The scheme shall include:

- Plans showing the extent and layout of the buffer zone
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term
- Details of any footpaths, fencing, lighting etc

11. Development shall not begin until an up to date Water Vole, Otter, Dormice, Badger pre-construction survey has been carried out prior to any construction phase, as recommended in the Landscape Framework and Biodiversity Management Plan, dated Nov 2009. Survey details, and if the presence of any of the above species is confirmed, appropriate mitigation details (as set out below), shall be submitted to and approved in writing by the LPA. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be approved in writing with the LPA.

The survey and mitigation details shall:

- Identify the presence or absence of these species
- Identify the impacts of the scheme
- Demonstrate how the development will avoid adverse impacts
- Propose mitigation for any adverse ecological impacts or compensation for loss;

- Propose wildlife/habitat enhancement measures;
- Propose post-project appraisal, management plans and management responsibilities with details of how biodiversity enhancement for this species will be incorporated into the development and maintained over the long term, to be incorporated in the overall Landscape Management Plan.

12. Each reserved matters application shall include evidence that the trees identified for removal in the supplementary statement on bat survey methodology dated January 2010 and plan titled "Bat Roosting habitat and development proposals" dated January 2010 have been subject to survey to determine the presence of bat roosts and the outcome of the survey shall be submitted to the LPA as part of the baseline information for the detailed bat mitigation strategy pursuant to Condition 12.

13. Prior to the commencement of any works which may affect bat species and to support all Reserved Matters applications, detailed bat mitigation plans in accordance with the Bat Survey Report, chapter 10 of the Environmental Statement, and the submitted Framework Biodiversity and Landscape Management Plan dated Nov 2009, shall be submitted to and approved in writing by the LPA. The mitigation plans shall include:

- Measures to be implemented during tree felling works to reasonably avoid injury or killing of bats present.
- Measures to protect and enhance bat foraging habitat.
- Design of green corridors and how these will be protected against impacts such as disturbance. This design shall include planting and tree protection barrier details (collision restraint system) for the provision of 1 no semi-mature size oak tree (to be a minimum of 50-60cm girth) to be planted in the widened central reservation of the east-west link dual carriageway at the Mill Lane Pegasus crossing and provision of appropriate planting of the severed ends of hedgerows, along the line of the Mill Lane Bridleway ( to be coordinated with the landscape details submitted pursuant to conditions 4d and 6 )
- Provision of a bespoke bat house and of bat boxes (to be erected on retained trees within the green corridors and on new properties close to these corridors)
- Lighting scheme, including measures to prevent light spill into areas of bat habitat.
- Proposals for any monitoring or long term management of habitats.
- Following the approval of bat mitigation plans all works shall proceed in accordance with the approved plans with any amendments agreed in writing.

14. Prior to the commencement on any works which may affect reptile and amphibian species or their habitat, detailed translocation and habitat mitigation plans, together with a programme for these works, shall be submitted to, and approved in writing by the LPA. These plans shall be

in accordance with the mitigation measures identified in Chapter 10 of the environmental Statement, the submitted Framework Biodiversity and Landscape Management Plan, dated Nov 2009, including translocation to receptor sites on Highdown Hill and East of Wickhurst Lane and associated habitat creation and management measures at these sites. All works shall then proceed in accordance with the agreed plans and programme, unless otherwise agreed in writing by the LPA

15. The reserve matters submission for the proposed east-west link dual carriageway shall include details of a culvert terrestrial connection suitable for wildlife species such as badgers, otters and amphibians to be provided and located where the central watercourse passes under the East-West link road in the east of the site near Old Wickhurst Lane. All works shall proceed in accordance with the approved details, unless otherwise agreed in writing by the LPA

16. Each phase of the development shall demonstrate how the ecological mitigation proposed for the individual phase complies with the ecological mitigation set out in Chapter .... of the Environmental Statement and how this will contribute to the overarching strategy for the ecological mitigation for the site.

17. Development within each phase shall not begin until the following additional details of habitat enhancements and their long term management have been submitted to and approved in writing by the LPA at each reserved matters stage:-

- Enhancements to existing wetland features
- Creation of new wetland features
- Provision of habitat enhancements through SUD's. These may include swales, dry and semi-dry wetland area and balancing ponds incorporating species rich grassland, native flood plain scrub, emergent plant communities and reed beds which will help store and clean surface water.

These habitat enhancements details shall be with coordinated with the landscape and open space masterplan proposals, and landscape management plan details, submitted pursuant to conditions 20 and 21. Thereafter the scheme shall be completed in accordance with the approved plans.

18. Any removal of bird breeding habitat shall be undertaken outside the bird breeding season (March-August inclusive), unless a suitably qualified ecologist confirms absence of breeding birds. Prior to the commencement of each development phase details of appropriate mitigation measures to replace and enhance nesting opportunities ie new tree, shrub, hedge planting and bird boxes to be located on retained mature trees or on buildings close to green corridors will be submitted to and approved by the local planning authority.

## 19. Landscape Strategy

Notwithstanding the landscape design principles identified in chapter 7.0 of Design and Access Statement within 6 months of the date of this permission a comprehensive landscape strategy for the site shall be submitted to and approved by the Local planning Authority, This landscape strategy document shall set out the guiding landscape design and sustainable landscape construction principles to be followed for all landscape proposals submitted as part of reserve matters applications for each residential development phase, the leisure site and associated sports pitches , the neighbourhood centre, and for the primary school.

The landscape strategy shall include:

- Landscape design principles for green corridors, open spaces, streets, mews, and lanes, squares and car parking areas
- A diagram to show the different heights of planting that can be achieved within the central reservation and at roundabouts of the east-west link road ,taking account of highway visibility requirements
- Sustainable design principles and themes for street tree, amenity, naturalistic and native species structure planting, wildflower seeding
- A site wide soil re-use and conservation strategy in accordance with the relevant codes of best practice
- Hard landscape palette for paving, fencing, walls, street furniture, lighting columns/lanterns
- Sustainable sourcing of hard and soft landscape materials
- Approach to be adopted for equipped play areas to include opportunities for provision of natural play features

## 20 Landscape and Open Space Masterplan

Within 6 months of the date of the outline planning permission a landscape and open space masterplan shall be submitted to and approved in writing by the LPA. The masterplan shall cover all proposed open spaces within the development, including the retained green corridors of Mill Lane and Wickhurst Lane, the open space of Highdown Hill, the allotments and the open space area adjacent to the mill pond at Broadbridge Farm.

The masterplan shall :

- Show the layout, types and character of the proposed planting and include an indicative planting species list
- Make provision for further structure and succession planting within the existing retained green corridors, together with the inclusion of a significant number of large growing native trees- located to allow the development of their full, natural shape.
- Show locations for 10 large semi-mature size ( min 50-60cm girth) oak trees to be planted in the green corridors and open

spaces in compensation for those lost along the east-west link road route

- Maximise opportunities for native structure planting
- Incorporate details of the design and layout of balancing ponds submitted pursuant to conditions 7 and 17
- Provide details of the location, layout and surfacing of paths, street furniture, interpretation boards and any low level lighting

The reserved matters applications shall demonstrate compliance with the approved Landscape Masterplan..

## 21 Landscape Management and Maintenance Plan

Within 6 months of the commencement of the development a long term Landscape Management and Maintenance Plan for the whole development site covering its amenity green spaces, sports pitches, allotments, retained green corridors and other natural greenspaces, structural landscaping, and street tree and other amenity planting shall be submitted to and approved in writing by the LPA.

The plan shall include:

- Aims and Objectives
- A description of Landscape Components
- Management Prescriptions- incorporating measures identified in the submitted Framework Biodiversity and Landscape Management Plan, dated Dec 2009
- Details of maintenance operations and their timing
- Details of the Parties who will be responsible for maintaining different areas of the site

It shall demonstrate full integration of landscape, biodiversity and arboricultural considerations.

The areas of landscaping and open space shall thereafter be maintained in accordance with the approved Landscape Management and Maintenance Plan, unless any variation is approved in writing by the LPA.

## 20. Tree and Hedge Protection

Prior to the commencement of each phase of the development (as show on the phasing plan numbered 1709-A-1128M) details of the tree and hedge protection proposal shall be submitted to and approved in writing by the LPA along with details of existing levels in the vicinity of existing trees and hedges to ensure that the vertical alignment of no-dig construction areas relate to surrounding finished levels. No-dig construction techniques in the RPA of existing trees and hedges to be retained must be carried out in accordance with BS5837 and the methods set out in the Arboricultural Survey are adequately followed through into the detail design stage to the satisfaction of the LPA.

Will you may want to look at this in relation to what they have already submitted.

21. Other than agreed as part of this planning application no trees, hedges or shrubs on the site, shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the LPA until 5 years after completion of the development hereby permitted. Any trees, hedges or shrubs on the site, whether within the tree protective areas or not, which die or become damaged during the construction process shall be replaced with trees, hedging plants or shrubs of a type, size and in positions agreed by the LPA.

## 22. Archaeology

The Developer shall arrange for an archaeological organisation or appropriately qualified archaeologists to observe the excavations and record archaeological evidence that may be uncovered as a result of the development in accordance with a written scheme of investigation which shall be submitted to and approved by the LPA prior to the commencement of development.

## 23. Highway, Access and Rights of Way

No more than 200 dwellings shall be occupied on the development unless and until drawings and specifications for the new A24 junction arrangement serving the site to include a detailed construction programme for these highway works has been submitted to and approved in writing by the LPA.

## 24. Public Transport Provision and Green Travel Plan

Prior to the implementation of each phase of the development hereby approved on the attached Phasing Plan, the following details relating to bus provision shall be submitted to and approved in writing by the LPA:

- Full design details of the width, alignment and construction of the proposed bus access routes to serve each phase of the development showing compliance with the vehicular access and circulation parameter plan (Drawing number 1709-A-13020L);
- The location of bus stops and bus shelters to serve each phase of the development;
- The design of the bus stops and shelters and timetable for deliver
- The delivery of "Real Time Passenger Information" to be provided as part of the Green Travel Plan for the development.

25. Prior to the occupation of any dwelling, a Green Travel Plan shall be submitted for approval by the LPA setting out details of the proposed sustainable transport initiatives.

## 26. Parking and Cycle Parking Facilities

Each phase of the development as shown on the phasing plan numbered 1709-A-128-M shall not be commenced until plans have been submitted indicating the location of car, motorcycle and cycle parking spaces to serve each phase of the development in accordance with the parking strategy as set out in the Transport Assessment. The parking spaces shall be designed, laid out and constructed in accordance with details to be submitted for approval to the LPA.

## 27. Construction Programme

Prior to the commencement of each phase of the development a 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. The CEMP shall include:

- Details of the design and location of the construction access;
- Details of proposed wheel washing facilities located adjacent the construction site access;
- Details of an area for the storage of materials, parking for construction traffic and an appropriate turning area has been provided within the site clear of the public highway;
- Details of a routing agreement for the site construction traffic and HGV traffic associated with the movement of bulk material to and from the site;
- Details of means of suppressing dust during the construction process to include the regime for dust deposition measurement at the site boundaries;
- Measures for tree and hedgerow protection throughout the development programme.

28. No work for the implementation of the development hereby permitted shall be undertaken on the site except between the hours of 08.00 and 18.00 on Mondays to Fridays inclusive and 08.00 hours and 13.00 hours on Saturdays, and no work shall be undertaken on Sundays, Bank and Public Holidays unless otherwise agreed in writing by the LPA.

29. No burning of materials shall take place on the site- Will has a better condition to use

30. No external lighting or floodlighting in connection with the construction process shall be installed without prior written approval of the LPA. Any that is installed with the permission of the LPA shall be maintained in accordance with the approved details.

31. Details of the service strategy and details of the underground services at each phase.

NOTES TO APPLICANT

NOTES TO BE ADDED

## **8. 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/09/2138  
Contact Officer: Hilary Coplestone

## **APPENDICES**

1. Leaflet on consultation on traffic calming options
2. Consultation Responses

# **Consultation on proposed traffic management options for Broadbridge Heath**

This leaflet seeks your views on the choice of proposals for traffic management on Billingshurst Road to limit the potential for rat running through the villages of Broadbridge Heath and surrounding area. This consultation is part of the outline planning application recently submitted for housing and community development on land south of Broadbridge Heath by Countryside Properties Plc.

The current planning application, submitted in November 2009, continues the consultation process with local stakeholders, including Horsham District Council (HDC), West Sussex County Council (WSCC) and Broadbridge Heath Parish Council. This led to the preparation of an adopted Masterplan for West Horsham on which the subsequent planning application has been based.

The South Broadbridge Heath development comprises up to 963 new homes, a new local centre including land for a new primary school, formal and informal open space for recreation. It will also involve the construction of a new dual carriageway link road, new access on to the A24 and other transport Improvements. As part of the proposals, the existing A264 (the Broadbridge Heath bypass) which runs to the south of the Broadbridge Heath Village will be closed to traffic except for buses and cycles, connection for local traffic to the new local centre will be provided for within the development layout. Instead, a new dual carriageway will be constructed to connect the A264 Five Oaks Road with a new two-level junction with the A24. This will provide a direct connection and more capacity for both existing and new traffic. A traffic model has been produced to understand the impact that the new dual carriageway will have in the area and the new vehicle movements being generated by the development.

This leaflet is to consult on proposals to manage traffic within Billingshurst Road by making it quicker and more convenient for vehicles to use the new East-West link and, as a consequence, limit the potential for rat-running through the villages of Broadbridge Heath and Warnham.

A number of different traffic management schemes have been developed in consultation with the stakeholders. All have the common aim to discourage rat running through Billingshurst Road and the surrounding rural roads and to instead use the new East-West dual carriageway for non-local traffic.

## **Option 1:**

- ◆ Traditional traffic calming scheme
- ◆ Gateway entrance to Billingshurst Road from the west.
- ◆ Priority give way entrance from the east
- ◆ Traffic calming features along Billingshurst Road including:-  
Raised surface junctions and speed cushions (exact location to be determined)

## **Option 2:**

- ◆ Redesign of Five Oaks roundabout to a 3 arm roundabout
- ◆ Realignment of Billingshurst Road to join downgraded existing bypass
- ◆ Limited number of speed cushions along Billingshurst Road
- ◆ Change priority at junction of Billingshurst Road and Shelley Drive

## **Option 3:**

- ◆ Five Oaks roundabout replaced with a give way junction on the A281
- ◆ Realignment of Billingshurst Road to join downgraded existing bypass

- ♦ Limited number of speed cushions along Billingshurst Road
- ♦ Change priority at junction of Billingshurst Road and Shelley Drive

## **OPTION 1**

### **Advantages Disadvantages**

- ♦ Least costly ♦ Numerous traffic calming measures for local traffic to negotiate
- ♦ Limited effectiveness in reducing traffic flows in Bailing Hill, Robin Hood Lane and Strood Lane
- ♦ Easy access to Billingshurst Road from the west for through traffic
- ♦ Reduction in traffic flows on Billingshurst Road
- ♦ Improvements limited to Billingshurst Road

## **OPTION 2**

### **Advantages Disadvantages**

- ♦ Minimal number of traffic calming measure for local traffic to negotiate
- ♦ Most Costly
- ♦ Reduction in traffic flows on Billingshurst Road
- ♦ Moderately effective in reducing traffic flows in Bailing Hill, Robin Hood Lane and Strood Lane
- ♦ New “gateway” to Broadbridge Heath from the west
- ♦ Less attractive for potential rat running traffic from the west

## **OPTION 3**

### **Advantages Disadvantages**

- ♦ Minimal number of traffic calming measure for local traffic to negotiate
- ♦ Requires third party land
- ♦ Modest reduction in traffic flows on Billingshurst Road
- ♦ Requires additional speed management on A281 corridor
- ♦ New “gateway” to Broadbridge Heath from the west
- ♦ Less attractive for potential rat running traffic from the south/west
- ♦ Most effective in reducing traffic flows in Bailing Hill, Robin Hood Lane and Strood Lane

## **INFORMAL DROP IN EVENING**

Broadbridge Heath Parish Council has arranged an informal drop-in evening for the public on:

**Tuesday 19th October**

**From 7.30pm to 9.30pm**

**At St. John's Church hall, Broadbridge Heath**

This will be an informal drop-in session, where members of the parish council will be on hand to explain and discuss the different traffic calming options as put forward in this leaflet.

## **EXPRESS YOUR OPINION**

This consultation period ends on **Friday 29th of October** so please tear off this response sheet to Horsham District Council and post using the stamped addressed envelope or to the address below.

Please indicate your preferred option by numbering each option in order of preference (1 = most preferred and 3= least preferred)

Option 1

Option 2

Option 3

**Emma Parkes**

**Strategic Planning**

**Horsham District Council**

**Park North,**

**North Street,**

**Horsham,**

**West Sussex RH12 1RL**

With many thanks for taking the time to take part in this consultation.

## CONSULTATION SUMMARY – COUNTRYSIDE DC/09/2101

| CONSULTEE<br>OUTSIDE AGENCIES | SUMMARY OF FORMAL RESPONSE TO CONSULTATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Natural England</b></p> | <p>Natural England advises:</p> <ul style="list-style-type: none"> <li>• links to green networks or urban fringe areas should be explored to help promote the creation of wider green infrastructure;</li> <li>• that the development may have the potential to adversely affect woodland classified on the ancient woodland inventory; namely the southern boundary of the development is adjacent to High Wood;</li> <li>• the Local Planning Authority will need to assess the removal of hedgerow against the Hedgerow Regulations 1997. It is against the law to remove or destroy certain hedgerows without permission from the local planning authority. Permission is required before removing hedgerows that are at least 20 metres in length, over 30 years old and containing certain species of plant; <b>(the issue of hedgerow loss has been picked up by the Council's landscape officer and arboriculturalist and amendments made to the landscape parameter plan to provide clarity regarding hedgerow loss/retention).</b></li> <li>• Sussex Wildlife Trust should be consulted given the location of the site adjacent to High Wood site of Nature conservation importance. <b>(Consulted – management of Highwood Hill would be secured as part of the legal agreement).</b></li> </ul> <p>With respect to protected species, Natural England advises:</p> <ul style="list-style-type: none"> <li>• Bats – the results presented in the Environmental Statement (ES) and the Faber Maunsell Bat Survey Report are inconsistent and misleading (this relates to the number, timing and weather conditions at the time of survey). The LPA is strongly advised not to determine the planning application until the necessary survey work has been carried out. <b>(Bat survey has been carried out - consultation in process with Natural England).</b></li> <li>• Reptiles - Natural England is satisfied that the proposals will not be detrimental to the population of Common Lizard, Slow Worm and Grass Snake provided that the mitigation outlines in the application is adhered to.</li> <li>• Great Crested Newts – the proposals set out in the application appear sufficient to mitigate any potential impacts on the GCN population provided that the mitigation outlined in the application is adhered to.</li> <li>• Birds - mitigation proposed is acceptable.</li> <li>• Biodiversity enhancements – the application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bat boxes. If the LPA is minded to grant permission, measures to enhance biodiversity should be secured.</li> </ul> <p><b>15/11/10 – Natural England have read through the updated bat report for application DC/09/2101. Natural England</b></p> |

|                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                 | <b>support the mitigation proposals made in the report and recommend that they are secured using appropriately worded conditions.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Sussex Police</b>                            | <p>The location is in average crime risk area – there are no major concerns with the proposals. Key areas of advice in respect of the detail design element relate to:</p> <ul style="list-style-type: none"> <li>• The use of a mix of materials/surfaces to create awareness of a semi public area and create a sense of ownership;</li> <li>• There is a need for a clear boundary between public and private areas – openness with low boundary treatment to front but defensible boundaries to rear (fences 1.8m in height) and side fences close to front building line and in public view;</li> <li>• There is a need to avoid windowless side elevations adjacent to space where there is public access and to incorporate buffer zones;</li> <li>• Cars should be within garages or on a hard standing within the dwelling boundary – window in gable would enable view of the parked vehicle;</li> <li>• Communal car parking should be overlooked;</li> <li>• The Local Equipped Areas of Play (LEAP) and Neighbourhood Equipped Areas of Play (NEAP) – must be selected with care. Key considerations are fencing; landscaping; lighting and natural surveillance.</li> <li>• Reference is made to the importance of compliance with standards for security of dwellings and lighting.</li> </ul> <p><b>(The Police raise matters of detail to be addressed at detailed design stage)</b></p> |
| <b>Countryside Access Forum for West Sussex</b> | <p>Considers that the green credentials of the plan which refers to access to the countryside and the village of Broadbridge Heath is not justified having regard to:</p> <ul style="list-style-type: none"> <li>• Pedestrian, cyclist and equestrian movement routes through the development. <ul style="list-style-type: none"> <li>◦ Mill Lane and Old Wickhurst Lane will be severed by the dual carriageway.</li> <li>◦ Mill Lane is to be offered a Pegasus Crossing.</li> <li>◦ Old Wickhurst Lane 'on demand' traffic lights with no mention of the lights also being operable by pedestrians or equestrians.</li> <li>◦ The phasing of the lights will be designed to minimise the interruption to traffic flow which will result in long waits and an unpleasant experience for rights of way users.</li> <li>◦ The green credentials of the developer could only be satisfied by putting the E-W link road in a cutting so that Mill Lane and Wickhurst Lane could be carried across the road with a green bridge which would also</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                                                      |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>act as a corridor for wildlife and would assist in the masking of traffic noise.</p> <ul style="list-style-type: none"> <li>• The inclusion of a large area of open space up to Highwood Hill is to be applauded but it is remote from the residential area separated by the E- W carriageway. It would only be made accessible by a grade separated crossing.</li> <li>• More detail is required for the replacement bridge between Tesco's and Tanbridge House School.</li> <li>• Access could be improved by the addition of an extra route running south between the indoor bowls centre and the hard surface multi-pitches then west to the southern part of the new housing.</li> <li>• The banning of through traffic from the current BBH southern by pass should result in a reduction in traffic using the Farthings Hill junction but the only safe solution for cyclists would be the provision of lights protected crossings.</li> <li>• The 'dumbell' design for the new junction will not make it easy for use by pedestrians and cyclists.</li> <li>• The retention of the existing at grade footpath across the A24 is dangerous</li> <li>• Access to the west by the footpath past Lower Broadbridge Farm – although mention is made to the existence of the footpath network to the west, no provision is made for any improved pedestrian access to Lower Broadbridge Farm.</li> <li>• Access to the South of Mill Lane – Mill Bridge is where both Mill Lane and Old Wickhurst Lane converge to give excellent pedestrian, cyclist and equestrian access to the Downslink long distance bridleway/cycleway to the local footpath network.</li> <li>• Mill Bridge is the main gateway of the development to the wider countryside and it is therefore unfortunate that this is severed from Mill Lane and Old Wickhurst Lane by the east west link road. In order to give real meaning to the phase 'green corridor' Mill Lane and preferably Old Wickhurst Lane should be given a grade separated crossing.</li> <li>• The current Permissive Linear Access to High Wood itself and along the water meadows below it will clearly become very popular with local children and dog walkers: the opportunity should be taken to convert the permissive right into a permanent one. The opportunity should be taken to negotiate with Southern Water to extend the riverside path on the east side of the A24 along the left riverbank north of the Water Treatment Works to connect up with the existing footpath which runs from Mill Bridge to Christ's Hospital.</li> </ul> <p><b><i>(The issues of integration with Broadbridge Heath and the wider countryside is address within the report within crossings now provided along the western end of the downgraded A264 and the west link road. The diversion of the existing footpath (Footpath 1633) is addressed within the report along with connectivity between the development and the existing cycle network at tescos).</i></b></p> |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Sustrans</b></p>              | <ul style="list-style-type: none"> <li>• A request is made for an enhanced and proper raised crossing of the Tesco entrance linking it to Old Wickhurst Lane and cycle track access to the store; <b>(the link to the existing cycle network is addressed within the report).</b></li> <li>• The plan to make the existing A264 a no through road to traffic is welcomed but the new E-W link road is not satisfactory for a Greenway route;</li> <li>• It is recommended that non motorised user crossings (NMU) should be single stage;</li> <li>• Reference to the fourth principle of the land West of Horsham Masterplan and the reference to the provision of attractive, safe and convenient pedestrian and cycle routes within the development and linking the development areas to local facilities in Horsham and Broadbridge Heath.</li> <li>• Sustrans would like to see these linkages being more explicitly linked to facilities both in Broadbridge Heath and Horsham via continuous NMU routes.</li> <li>• It is advised that comprehensive greenway links within and through the development should also be provided and NMU's should be given preference in scheme design.</li> <li>• Particular attention should be given to links to stations in the Horsham area including Christ's Hospital which at less than 2km distance, offers the possibility of a rail link for the new development served by carefree access on a Greenway route;</li> <li>• It is suggested that the planning guidance developed as part of the Eco Towns Transport Worksheet should be considered to ensure that local facilities are available with access to minimise the need for private car journeys and that consideration is given to a car free element within the development;</li> <li>• Given that the impacts of the development will be felt beyond the boundary of the development itself – provision should be made for upgrading and enhancing of the walking and cycling network outside of the site;</li> <li>• An upgraded NMU bridge crossing of the A24 to link the school and Tesco/leisure centre site should be provided,</li> <li>• An additional north south link alongside the bowl centre should be provided,</li> <li>• It is suggested that a contribution towards the cycle route from Washington to Findon is provided</li> <li>• It is suggested that there is an NMU linking alongside the A281 to link the quiet lanes of Strood Lane and Rowhook Road.</li> </ul> |
| <p><b>British Horse Society</b></p> | <ul style="list-style-type: none"> <li>• The British Horse Society considers that access to the countryside will not be improved given the existence of a dual carriage way running through the development.</li> <li>• This will not promote accessibility to the countryside and will be a significant loss of amenity to residents (walkers, cyclists and equestrians) both existing and new.</li> <li>• It states that Mill Lane bridleway is the main route to the Downs Link from the north. Mill Lane and Old Wickhurst Lane are also used as amenity routes to Christ's Hospital Station and into Tesco's.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        | <ul style="list-style-type: none"> <li>• The stopping up of the present A264 will restore the bridleway link to the north for all NMU's and is welcomed and supported.</li> <li>• There is a high level of equestrian activity in the area and whilst a Pegasus crossing would be acceptable on an existing road all new roads are expected to have a grade separated facility, either subway or bridge.</li> <li>• The new A264 link will be a very busy road, carrying a large number of HGV's and it would be unsafe for horse riders.</li> <li>• Should the proposal to install a Pegasus Crossing remain, the timing on the lights would need to ensure that riders were able to cross continuously.</li> <li>• Mill Lane is a pleasant traffic free route with rural character and is well used at present.</li> <li>• The use of the route will dramatically increase with the completion of the development.</li> <li>• Crossing the link road will be an unpleasant experience for all NMU's and will result in constant interruptions to traffic flow.</li> <li>• The British Horse Society strongly objects to the application and recommends refusal on the grounds of: <ul style="list-style-type: none"> <li>○ The development is shown to divert additional background traffic to the lanes and roads of Warnham;</li> <li>○ No traffic calming measures are proposed for the rural road network</li> <li>○ The application fails to comply with Statement 9 of the SPD West of Horsham Masterplan (this refers to the implementation of traffic calming measures along the rural road network).</li> <li>○ The Environmental Statement fails to recognise the existence of a conservation area within the area of study which is an omission since much of Warnham Village has conservation area status.</li> </ul> </li> </ul> <p><b><i>(The need to reconcile competing needs for access by different users of the bridleway network has been examined in the assessment of the application along with the impact of traffic on the rural roads network)</i></b></p> |
| <b>Highways Agency</b> | <p>The Transport Assessment (TA) concludes for this planning application concludes that there would be a non-material impact of the development on the strategic road network. The HA is content with the robustness of the TA and does not object to this application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Southern water</b>  | <p>Southern Water objects to this application unless or until an agreed legal mechanism and level of funding is secured, together with agreed details of phasing and implementation of odour control measures to ensure their implementation is in line with the proposed development. Such phasing must take account of the necessary time periods for securing planning permission for the odour control measures and their subsequent implementation. The key issues resulting in this objection</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>are set out below:</p> <ul style="list-style-type: none"> <li>• There is the need to secure the implementation of additional odour control measures at Horsham's Wastewater Treatment Works (WwTW).</li> <li>• The WwTW is a critical part of Southern water's wastewater infrastructure. It is essential that it is able to continue to operate.</li> <li>• The submitted Environmental Statement (ES) identify that without additional odour mitigation odour could be experienced to varying degrees across the application site when the wind is from a south south/east direction. The ES identifies that these meteorological conditions are experienced 25% of the time.</li> <li>• The ES states that with mitigation the odour constraint will be removed, but acknowledges that this is not within the control of the applicant but would require funding by OFWAT and a developer contribution.</li> <li>• Southern Water do not consider that they would be able to seek funding for the odour control measures, as they stated within the outline application, which would be necessary to facilitate the development as OFWAT do not fund such infrastructure.</li> <li>• Southern Water considers that this proposal is contrary to Policy A1A of the West Sussex Waste Local Plan which states "development which would prevent or prejudice the use of the following sites (Horsham WwTW being one) for waste management uses will not be permitted unless sufficient operational capacity remains within the County to meet identified waste management needs or a replacement site has been identified and permitted."</li> <li>• Southern Water considers that in the absence of funding and odour controls the proposal would prejudice the use of the WwTW.</li> <li>• Southern water note that this was also the opinion of the Council's Environmental Health department when commenting on the outline application.</li> </ul> <p>Further to the above Southern Water have <b>withdrawn their objection</b> and have now stated: In light of the agreement reached over the implementation of the odour mitigation measures at the Horsham Waste Water Treatment Works Southern Water withdraws its objection to the application.</p> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Gatwick Airport</b></p>                                                              | <p>The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.</p> <p>I have had a look through the 'Drainage Strategy' and as the scheme currently stands it will not cause any bird strike issues. Should the 'Drainage Strategy' have any increase in amount of open water then we would wish to be consulted.</p> <p>I note that in the 'Energy &amp; Renewables' statement, it states that micro turbines and large scale wind turbines have been ruled out. If the situation should change please let us know, as wind turbines can impact on the safe operation of aircraft through interference with aviation radar and any turbines must be assessed in more detail to determine the potential impacts on aviation interests.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>PARISH/NEIGHBOURHOOD COUNCILS</b></p> <p><b>Broadbridge Heath Parish Council</b></p> | <p><b>Background:</b></p> <ul style="list-style-type: none"> <li>• During January 2010 Broadbridge Heath Parish Council (BBHPC) presented some draft provisional comments to Horsham District Council in response to the Countryside outline application DC/09/2101.</li> <li>• Given the process of working through an outline application, it has become clear that it would be more straightforward to present our response topic by topic, so this is the approach we will now take.</li> <li>• Given that Countryside has been asked to carry out further work by HDC and West Sussex County Council, especially in relation to the transport/traffic infrastructure we have called our current response an INTERIM response, as we are waiting to see the outcome of the further work by Countryside.</li> <li>• We also agree with many of the concerns and issues that others such as the Environment Agency, WSCC and HDC have raised.</li> </ul> <p><b>Integration of the old and new parts of Broadbridge Heath:</b></p> <p>Policy CP7 of the Core Strategy states: "the development should be integrated with Horsham and Broadbridge Heath ...."</p> <p>We do not believe that the design proposed by Countryside provides for that integration to anywhere near the degree required, for the following reasons:</p> <ul style="list-style-type: none"> <li>• Although all traffic except buses will be barred from travelling along one short section of the current bypass (A264), the treatment of the current bypass and the road circumventing the new community hub is only a token downgrading - not a closure. For most of the current bypass, people will still have to cross at grade a highway that will be used by much through traffic to move between the existing and new parts of Broadbridge Heath (BBH). This road only gets</li> </ul> |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>downgraded after half of the development has been built. It will also be reinforced as a route for through traffic from Tesco, as the roundabout will be improved to allow more traffic to access Tesco from the west before the bypass is downgraded.</p> <ul style="list-style-type: none"> <li>• There is very little provision for safe pedestrian or cycle crossing points across the current bypass, and only one by the proposed new school.</li> <li>• People in the new development have limited access to safe crossing points to cross the busy A264 to reach the existing Village Centre – which will be the heart of the community of Broadbridge Heath.</li> <li>• Very few people today come into contact with the existing bypass. Under Countryside's proposals, many villagers will be crossing busy roads at grade.</li> <li>• The current limit of the village is the bypass. The bypass goes around the village and the community is integrated. With Countryside's proposals the A264 will effectively bisect the community and thus work against integration of the existing and new parts of the village.</li> <li>• In comparison with their first application, we still feel that the Countryside main roads layout results in the new development backing onto the existing settlement rather than linking into it and does not reflect the spirit of HDC's Masterplan, i.e., offering more potential to create a new centre for the community with a better connected street layout as well as improved visual and physical linkage. Countryside's proposal still effectively realigns the A264 around the new community hub, even though there has been a token 'closing of the current bypass' by barring vehicles except buses from the short middle section of the A264.</li> <li>• We sincerely trust that the underpass (under the A264) would be retained. It is essential to keep the underpass to provide linkage between the old and the new parts of the village.</li> <li>• The fact that Countryside is still calling its proposal "South Broadbridge Heath" tends to imply that they consider it to be a separate community from the existing village of Broadbridge Heath. The whole point of working for integration is that one new community called Broadbridge Heath is created – not two communities!</li> </ul> <p><b>Traffic/Transport Strategy – separation of through and local traffic:</b></p> <p>Policy CP7 of the Core Strategy states: ".....local traffic will need to be separated from through traffic .....". This is essential to minimise impact on the existing network. We do not believe that the design proposed by Countryside provides for that separation to anywhere near the degree required, for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposed E-W new link road, with all the stopping points, and extra distance required is too slow to be considered the primary route by future motorists. We do not believe the system will be able to take the volumes of traffic without grinding to a halt. There are too many junctions and crossing points along the new link road. The model predicts average speeds of 28mph (depending on time and direction) at rush hour, in neutral months. With traffic travelling at only 30mph or less, significant congestion will be inevitable, with through traffic incentivised to explore rat run routes.</li> <li>• The access strategy now being proposed for the development is not close enough to that shown in the approved Masterplan.</li> </ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>• The traffic model predicts a future 10% reduction in traffic volume along the Billingshurst Road but modelling is least accurate for lower flow rates. Billingshurst Road will need traffic calming (see point 6), to stop excess traffic going through the old village, right from the first day of development.</li> <li>• With the inadequacy of the new southern E-W route and the predicted increase on the A24 south of Great Daux, we believe the predictions of little increased rat running due to narrowness of country lanes to be highly questionable. We have serious concerns that the modelling did not include the impact on the wider road network – a point where the views of Crest Nicholson coincide with ours.</li> <li>• With the advances in modern technology, e.g., SAT-NAV, we believe that reliance on road signs to help achieve balanced flows is unrealistic. Many road users will not follow the guidance of road signs to get to their destinations.</li> <li>• Far more sophisticated traffic calming on Billingshurst Road than bumps, speed tables etc. will be required to prevent rat-running. The proposed traffic calming scheme has not been subject to local consultation as indicated in the Masterplan (5.23) and neither we nor WSCC support the proposed scheme. A more innovative solution is therefore required to try and deter through (i.e., non local) traffic from entering Broadbridge Heath. The potential for an increase in rat-running traffic would affect Broadbridge Heath, Warnham and roads north of the village. Traffic calming consultation with local residents has just commenced this month but will take quite some time to be concluded.</li> <li>• The impact of the proposed roads layout will result in clogging up of traffic at many points around the area with the associated increase in noise and pollution.</li> <li>• The number of traffic signals required will result in large volumes of stationary traffic at many points around the area (increase in noise and pollution at those points) with less opportunity for pollution and noise to disperse due to the built up nature around the roads.</li> <li>• The fact that the proposal, in reality, leaves BBH without any <u>effective</u> bypass means that the separation of through and local traffic will actually be worse than it is at present. At the moment we have a fast flowing by-pass (A264) with just one roundabout (Tesco). The external bypass does not interact with the village and the bypass is faster than going through the village. However, even with this set-up there is still rat-running through Warnham and there are still back-ups on the A264 and the A281. We believe that the proposals being put forward by Countryside will lead to horrendous congestion, rat-running and, at times, gridlock.</li> <li>• We think it is very likely that the downgraded old bypass (A264) will be the busiest and most congested road through the village. It will be relying on parked cars and pedestrian interaction to calm the through traffic. In addition, traffic exiting Tesco will use the downgraded bypass (Tesco users outnumber residential users) and could weave their way through the new development to avoid using the congested major roads. A 'no left turn' for traffic exiting Tesco on to the A264 would prevent this.</li> <li>• The travel surveys and analysis do not seem to have taken account of week-end levels of traffic, for example, shoppers going to Tesco and the Retail Park, people going to the Leisure Centre. We question if the true size of Tesco been accounted for, given that it has already approximately doubled its floor space since 2006, and may well do so again in the near future.</li> </ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>• The design of the roads network in Countryside's outline application is a bad deal not only for BBH but also for Horsham, neighbouring villages and the whole District.</li> <li>• What is the definition of minimising impact on existing traffic? Speed limits will be reduced on the strategic A24. Extra traffic lights will be in place and the strategic E-W route, currently supported by the A264, will be made slower and with additional junctions to negotiate. Has sufficient consideration of the future improvements to the A24 north of Horsham to Capel been considered?</li> </ul> <p><b><i>(There has been on going consultation with the Parish Council on highway/ traffic related matters –details are provided in a report prepared by the applicant titled Post Application response to transport comments raised by stakeholders dated March 2010 and also in the more recent report on the 'Alternative Transport Strategy' dated September 2010. The report examines the highway strategy and explains that the scheme has been agreed by WSCC)</i></b></p> <p><b>New Primary School:</b></p> <ul style="list-style-type: none"> <li>• Driving, walking and cycling in the area of the new school will still be dangerous, even though there is now a proposal for a small one-way system immediately outside. We support the creation of a school safety zone, with the associated 20mph speed limit.</li> <li>• For safety reasons, the new E-W link must be completed and open for traffic and the old bypass downgraded before the school opens.</li> <li>• Countryside's assumption that most parents and guardians will escort nursery/infant pupils to the primary school on foot or by cycle is a totally false and very naive assumption.</li> <li>• There will be a large number of children of all ages taken to and from school by car, due to time constraints of busy parents and number of busy roads to negotiate</li> </ul> <p><b>Cycling, walking, equestrian modes of travel:</b></p> <p>We do not believe the proposed design for pedestrian/cycle and equestrian route and road crossing points is well enough designed, for the following reasons:</p> <ul style="list-style-type: none"> <li>• The interruptions to traffic flow along the new east-west link road should be kept to an absolute minimum. Therefore, some of the crossing points should NOT be at grade. We agree with WSCC that it would be far better to have a grade-separated arrangement at both Mill Lane and Wickhurst lane. This would keep the traffic moving and be far safer for cyclists, walkers and horse-riders. Also, without some grade-separated crossings, the E-W link road will act as a barrier to creating a walking/cycling community as residents living on both sides will experience some delays in crossing it.</li> <li>• There should be some more crossing points provided on the current bypass (A264).</li> <li>• A primary distribution street crosses Mill Lane – which has been retained as a green corridor. It is not acceptable for a</li> </ul> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>primary distribution street to cross a green corridor.</p> <ul style="list-style-type: none"> <li>Given Countryside's proposed road network, we agree with WSCC regarding safety concerns about future random and unauthorised use of Old Wickhurst Lane. In addition, this would result in the disruption of a tranquil green corridor.</li> <li>For that section of footpath BW 1630 that runs north of Broadbridge Heath bypass to Thelton Avenue, it is essential that this is upgraded as it will become one of the main routes between the existing village and proposed development. This section of the route would have to be a minimum of 3m wide, have a bound surface, proper drainage and be street lit over its complete length.</li> </ul> <p><b>( The implications for non motorised modes of travel have been taken in to account by WSCC in the response to consultation and also in the design comments in the report).</b></p> <p><b>Phasing:</b><br/>We have serious concerns about the phasing of the development and strongly suggest that it needs to be re-worked. Our concerns include the following:</p> <ul style="list-style-type: none"> <li>The community facilities need to be brought on stream far earlier.</li> <li>A faster E-W link and A24 new junction need to be operational earlier.</li> <li>The new primary school should not be opened until the completed E-W link and A24 new junction are operational.</li> <li>The traffic calming in the old part of the village needs to be in place from the start of the development.</li> <li>The traffic implications throughout the construction need to be better considered.</li> <li>How the timing of the highway infrastructure will dovetail with the development by Berkeley's on the east of the A24, especially the provision of the A24 new junction needs to be explained.</li> </ul> <p><b>Affordable Housing:</b></p> <ul style="list-style-type: none"> <li>Countryside's Viability Report (paragraph 4b) states that "As funding for Affordable Housing is currently uncertain in the current climate we will require a cascade provision in the S. 106 agreement which will ensure viability if Affordable Housing Income reduces."</li> <li>We would say that this cascade provision should also work in reverse i.e. if Affordable Housing Income increases, that there would be a requirement for a higher percentage of affordable homes.</li> <li>In the "Good Practice Note", HCA Investment and Planning Obligations responds: to the Downturn, paragraph 33, by stating:<br/> <i>"Where a development can be built out in phases, policy requirements for planning obligations for affordable housing could be deferred in early phases, and the viability of achieving them in subsequent phases in a recovering market considered before the commencement of each phase. LPAs which adopt this approach will have considered that the benefits of achieving delivery now are outweighed by the potential uncertainty of</i> </li> </ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><i>achieving the deferred obligations in a changing market.”</i></p> <ul style="list-style-type: none"> <li>• We would therefore support an approach of negotiating the planning obligations in relation to affordable housing phase by phase.</li> </ul> <p><b><i>(level of affordable housing is still subject to negotiation).</i></b></p> <p><b>Sports Ground for the Local Community:</b></p> <ul style="list-style-type: none"> <li>• There are several problems associated with the design of the sports ground for the local community, including vehicular access, parking provision, space available for the Broadbridge Heath Football Club (BBHFC) County League requirements and the siting of open access ball courts and the skate ramp.</li> <li>• The site area is 3 hectares, so it would be expected that more than 2.5 football pitches could be provided. With a larger population in BBH in the future, more teams will be playing. As shown, on Countryside's illustrative masterplan drawing, it does not appear that the space is being allocated in the best possible way to provide the necessary facilities.</li> <li>• BBHFC has to meet the Sussex County Football League Division One requirements e.g. fixed tiered seating on one side of the pitch for First Team matches, rules about the minimum distance between different pitches.</li> <li>• The available space is partly taken up by landscaping features - banking, trees and the SUDS (surface water attenuation basin) but also by the extra spur coming off the new junction on the A24. We do not understand why this spur has been included in the design. It uses up valuable land that, if reconfigured, may be sufficient for a better-located second full-size football pitch. The spur could also pose an increased risk of travellers getting onto the sports ground. The spur off the new A24 roundabout must be removed and the leisure area for BBHFC covenanted for only use for leisure by the BBH local community. There must be protection put in place so that future road access to Tesco and/or an expanded District Sports Centre does not jeopardize land available to BBHFC.</li> <li>• Vehicular access to the sports ground must be achieved from the new development – not from the Leisure Centre (because of competition for access with Tesco shoppers) and not from any spur road coming from the new A24 junction (because of potential future development jeopardizing land available for BBH FC).</li> <li>• It is not clear how the requirement for MUGAs is being met – the locations need confirming.</li> <li>• The location of the skateramp needs further discussion – the location shown is too remote from natural surveillance by adults. Ideally, it needs to be sited somewhere in the middle of the whole of BBH – not at the extreme south of the expanded community.</li> </ul> <p><b>Community Building:</b><br/>In the West of Horsham Masterplan SPD, in paragraph 4.5 it states: “The development also requires a contribution towards the provision of a community building south of Broadbridge Heath but in recognising a well used and located existing Village Centre, the Masterplan requires financial contributions towards the expansion of the existing facility rather</p> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>than the provision of a new one.”</p> <ul style="list-style-type: none"> <li>• It is essential that, in the negotiation of section 106 contributions, this requirement for local people is given a high priority.</li> <li>• The village of Broadbridge Heath is to undergo massive expansion. We believe that we will need a trebling of community building floor space. Also, we need to factor in operations or organisations for residents which currently have to meet outside the village due to lack of local space.</li> <li>• With the expanded community, the current Village Centre (VC) will need to be larger and also need to be developed further so as to be the community heart for the whole village. The following are the current ideas for enhancement of the Village Centre: <ul style="list-style-type: none"> <li>◦ Extend the Committee Room to the side - to triple the space of that room.</li> <li>◦ Extend the rear of the building to the side to mirror the expansion of the Committee Room.</li> <li>◦ Landscape the side of the VC between the two extensions just mentioned.</li> <li>◦ Create a larger area for the Social Club plus an outside sitting area.</li> <li>◦ Create a new kitchen (that is fit for purpose).</li> <li>◦ Consider providing a café serving light refreshments.</li> <li>◦ Provide separate toilets for the Social Club.</li> <li>◦ Within the modifications, create a medium-sized room for hire.</li> <li>◦ Remove the leylandii on the southern border of the VC building and open up the area in order to ease integration between the old and new communities.</li> <li>◦ Consider putting on a second storey to the building, (the foundations will support it).</li> <li>◦ Make an extra access point to the VC car park e.g., make an extra access to the current VC via a minor road from the Tesco roundabout. New access road possibly to run parallel to the VC before joining up with the VC car park.</li> </ul> </li> </ul> <p><b>Parish Office:</b></p> <p>The allocation of space for a Parish Office and associated facilities is woefully inadequate (just 25 sq. m proposed). In order to serve the needs of the expanded community, the following is the minimum requirement:</p> <ul style="list-style-type: none"> <li>• A large multi-use room, approximately 65 -70 sq. m. This could be used for Parish Council and Committee meetings, as well as by other community groups.</li> <li>• An office for the Clerk.</li> <li>• Space for a small kitchen.</li> <li>• Toilets for the Clerk, visitors and for use at public meetings.</li> <li>• Storage space for the Parish Council.</li> <li>• Disabled access to all facilities.</li> <li>• Parking (sufficient for the Clerk, parish councillors and visitors).</li> </ul> <p>There is no trigger point in the Section 106 agreement for when the Neighbourhood Centre should be ready. This in turn has an impact on when the Parish Office will be ready for use. The Parish Office can serve as an essential point of</p> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>information to residents during the development, so it needs to be ready at least by the occupation of the 450<sup>th</sup> dwelling. This should be written in to the S106 agreement.</p> <p><b><i>(The s106 agreement is still subject to negotiation)</i></b></p> <p><b>Surface Water Drainage:</b><br/>We have serious concerns about ongoing maintenance and management of the SUDS. We would like to see more details on this, including information on the water flows. Also, what are the safety implications? We would like re-assurance of the safety of the SUDS.</p> <p><b><i>(The SUDs would be subject to a head within the legal agreement and a specification for design would be required)</i></b></p> <p><b>Prioritisation of S106 Allocations:</b></p> <ul style="list-style-type: none"> <li>• BBHPC is very concerned that the local community do not miss out in the way that Section 106 contributions are allocated to different requirements.</li> <li>• We request that BBHPC is included in the discussions concerning the prioritising of Section 106 resources, as we are very well placed to understand the views of local residents. For example, we consider that enhancing the existing Village Centre should be placed high on the priority list.</li> </ul> <p><b>Miscellaneous Items:</b></p> <ul style="list-style-type: none"> <li>• In several places in the 'Proposed Heads of Terms for S106 Agreement' it is mentioned that a specific resource will be handed over to the LPA (Local Planning Authority). We would like clarification of the process whereby certain facilities then get transferred to BBHPC, e.g., the Parish Office (see item 10.4) and the sports pavilion (item 11.4).</li> <li>• We are concerned about the severance of the landscape and wildlife corridors by the new east – west link road.</li> <li>• In their Planning Statement, Countryside states that the overall residential density of the site will average 45 dwellings per hectare. We would like to see further details on the figures for housing densities because this does not seem to tie in with the information provided on Parameter Plan 4 drawing – Density/Character Areas.</li> <li>• What is the status of High Wood Hill? Are there proposals for any changes to that area?</li> <li>• There is currently no proposal for a playground to the south of the E-W link. We believe a small playground should be included there, as the E-W link will be a barrier to children accessing the other playgrounds in the village.</li> <li>• The provision of the doctor's surgery within the CP7 area should be covered mainly by a strategic fund for health, e.g., the PCT. Only a small contribution from the S106 monies being made by Countryside should go towards the doctor's surgery because it is a resource that will also be used by patients outside the area. This will not only include patients from Denne neighbourhood, but as we understand that an existing practice from Horsham will be transferring to the</li> </ul> |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>new surgery, they will doubtless bring many of their existing patients who live in and around Horsham. Hence the already tight provision for the Village will be reduced in order to fund a wider area facility. Berkeley's should be making a small S106 contribution to the surgery, given it will serve people living in the Denne neighbourhood.</p> <ul style="list-style-type: none"> <li>• The Landscape concept for the proposals rests largely on the retention of existing features; many of which are mature trees within an existing established landscape framework. It is not known how well these trees and hedgerows will adapt to their new environment within a suburban setting with its associated potential issues. In addition, most of these elements are mature and therefore do not have an infinite lifespan regardless of how they adapt to the new environment. We think it is important that there is a plan for succession planting within the retained corridor areas to ensure their longevity. In addition, we would want to see existing trees to be retained via the granting of TPOs.</li> <li>• The location of bus stops/lay-bys and shelters will need further consideration. Is it the case that buses will not run along the new E-W link? It has now been confirmed that buses will run along the new E-W link.</li> <li>• How will the management and enforcement of triggers in the phasing schedule be handled by HDC, i.e., how will it be checked that a particular facility is ready for use/operation after the xxth dwelling has been occupied?</li> <li>• Is the mix of housing, as outlined in Countryside's Market Research Report, appropriate?</li> <li>• Is there sufficient parking provided for residents throughout the development?</li> </ul> <p><b>Traffic around the Development South of BBH:</b></p> <p>This is a response to the comments made by West Sussex County Council (WSCC) regarding an analysis of the traffic modelling for the new development south of Broadbridge Heath (BBH).</p> <ul style="list-style-type: none"> <li>• Broadbridge Heath Parish Council (BBHPC) request grade separated junctions on the new E-W link road. Grade separated junctions separate pedestrians, cyclists and horse riders from through flowing strategic traffic and gives the best integration to the part of the development south of the E-W link road and countryside beyond. <ul style="list-style-type: none"> <li>◦ Grade separated junctions will allow the smoothest flow for through traffic, with lowest incentive to rat run.</li> <li>◦ The limitations of the site chosen for the development south of Broadbridge Heath mean that the southern E-W link road cannot be made to lie outside of the new development. Addressing this issue is part of the cost of choosing that location.</li> </ul> </li> <li>• BBHPC currently prefer the Option 2 ("John Male Scheme") of traffic calming. <ul style="list-style-type: none"> <li>◦ Traffic modelling clearly shows that his scheme reduces the amount of rat running traffic in the existing village. However, a public consultation has been promised so that all residents in the village have the opportunity to participate in the choice of scheme (Masterplan 5.23). BBHPC does not feel that it can commit definitively to any scheme until this has occurred.</li> <li>◦ <i>The recent traffic calming initial consultation of options exhibition with local residents has resulted in many well-considered views on traffic calming solutions. The Parish Council strongly recommends that sufficient time is allowed for residents to submit their views to HDC and then further discussion, analysis and consultation take place between all the stakeholders.</i></li> </ul> </li> </ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                | <ul style="list-style-type: none"> <li>• Further Modelling and Explanation <ul style="list-style-type: none"> <li>◦ The response from WSCC states that WSP have been asked to do modelling with fewer junctions on the E-W link leading into the development.</li> <li>◦ BBHPC also ask that a model is carried out for the highest throughput scenario with no junctions on the E-W link road. It would be good to know how much of a compromise is being made in any proposed scheme compared to the best possible. In particular, what would be the best possible speed of through traffic and minimum amount of rat running in the lanes north of BBH and through Warnham?</li> <li>◦ Should the area considered by the traffic model be extended so that the rat running around Warnham can be more accurately calculated? The alterations in traffic flow outside of the present area surely of interest. Inside the present area, traffic numbers taking the road over Knob Hill are not calculated.</li> </ul> </li> <li>• WSCC state in two places that congestion on the A24 will affect traffic, particularly that approaching the Great Daux roundabout from Dorking. What are the criteria for the development not overly affecting the strategic road network? Has this development exceeded these criteria? Should the Great Daux roundabout be further improved as a consequence of this development?</li> </ul> <p><b>E-W link junction arrangements and bus movements</b></p> <ul style="list-style-type: none"> <li>• It is vital that traffic is kept as free-flowing as possible along the new E-W link to the south of the development. We believe that the most free-flowing arrangement is Option 2 (dual left-in, left-out junctions) and this would be our preferred solution.</li> <li>• The next most free-flowing arrangement is Option 4 (western left-in left-out, eastern signalised junctions). This arrangement does have some advantages for integration of the community, albeit at some expense to traffic flow. In order to make this option viable, we believe it will be essential to invest in the most effective traffic calming solution that will deter traffic from rat-running through both the existing village and the new part of the community.</li> <li>• We feel that the design policy which has resulted in the buses only being able to travel in one direction around the new development, to be short-sighted and inflexible. In order to future-proof the development, we feel it is vital that the buses could physically be able to travel in either direction around the development.</li> </ul> |
| <b>Slinford Parish Council</b> | <p><b>December 2008 and February 2009</b></p> <ul style="list-style-type: none"> <li>• The proposed community on the Land West of Horsham will be urban. In contrast, Slinfold is a rural one with significant history back to 1600.</li> <li>• We are very concerned that urbanisation up to our Parish boundary will be in conflict with our aim to preserve the rural feel to Slinfold.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>• We believe it will be the transport infrastructure which will impinge on Slinfold to a greater degree than the development itself.</li> <li>• We question the rationale in the allocation of housing densities in relation to the balance between area three and area one. If this were to be reversed the flood plain area 6 could remain undeveloped all together?</li> <li>• We consider area one to be an extension of the existing town and therefore more suitable for the highest densities proposed. We would ask Horsham District Council to look closely at the balance between urban and rural development.</li> <li>• We have particular concerns that the new east west axis road will isolate the community from its present pedestrian and cycle access to both Tesco and Horsham via the Downs Link, Mill Lane and Old Wickhurst Lane and access to the nearest railway station at Christ's Hospital. We therefore consider it vital to have grade separation of both Old Wickhurst Lane and Mill Lane from this east west axis. In addition close attention should be given to the surface of this new road to ensure any noise generated be kept to a minimum. The proposed traffic light controlled crossings for equestrians are neither acceptable nor will they do anything to encourage pedestrian and cyclists. Indeed, this is a two way process as we consider it essential that residents north of the east west axis have proper pedestrian access to the south side of this axis and the Downs Link.</li> <li>• We are very concerned that the proposed new road structure with two roundabouts in close proximity on the A264 will lead to increased traffic congestion at the junction with Lyons Road. This is already a major problem at rush hour and the addition of an additional 2000 homes seems likely to exacerbate the problem. We see nothing in the plan to address this issue.</li> <li>• We believe the development will lead to additional rat running/traffic flow through the village connecting the A264 to the A29. This would apply to vehicles exiting the A24 northbound and heading for Guildford or vehicles coming from either Guildford, Ockley or Billingshurst wishing to circumvent any build up of traffic at the proposed new roundabout adjacent to Newbridge Nurseries. We therefore request some form of guarantee that the developer will pay for any necessary traffic calming measures to discourage such an eventuality.</li> <li>• In order that the development is sustainable residents will need access to employment. We suggest that access to employment would be best served by a use of the rail service both north and south along the Arun Valley. We therefore consider that close attention be given to proper pedestrian and cycle access from the development to Christ's Hospital Station. This would benefit both the Parish of Slinfold and the Town of Horsham itself. On most days the car parking facilities at Horsham Station are already at capacity, to such an extent that the overspill at Littlehaven Station is causing congestion in this area as well.</li> <li>• Improvement at Christ's Hospital has the potential to reduce the number of cross Town journeys. Indeed consideration should be given to moving Christ's Hospital Station to a position closer to the A24 in order that adequate car parking can be provided.</li> </ul> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>February 2010</b></p> <ul style="list-style-type: none"> <li>• Slinfold Parish Council strongly objects to the proposed outline Transport Plan.</li> <li>• From a 'parish' perspective one of the most striking aspects is that the Transport Plan completely overlooks the proximity of Christ's Hospital Station, particularly in relation to the bridle path, which now links Mill Lane with the Station.</li> <li>• We suggest that the statement that Christ's Hospital Station is less accessible via public transport and by walking and cycling when compared to Horsham Station is an error of fact, as walking and cycling is already linked by the use of a public bridle path. We consider the station to be very accessible as this is located within the 5 to 10 minute isochrones.</li> <li>• The Parish Council can see no reason why better use of this facility is not employed given the acknowledged shortage of parking facilities at Horsham Station and the fact that in its current form the transport plan effectively ignores the existence of the proximity of the railway to the site all together.</li> <li>• The Parish Council would like to reiterate their concerns that the new east west axis road will isolate the community from access to the nearest railway station at Christ's Hospital both for cycle and pedestrian access. We therefore consider it vital to have grade separation of both Old Wickhurst Lane and Mill Lane from this east west axis. As proposed only a Pegasus Crossing is to be used at Mill Lane.</li> <li>• The Parish would also reiterate concerns regarding the new road structure with two roundabouts in close proximity on the A264. This will lead to increase traffic congestion at the junction with Lyons Road. This is already a major problem at rush hour. Furthermore, <i>in order that the development is sustainable residents will need access to employment. We suggest that access to employment would be best served by a use of the rail service both north and south along the Arun Valley. We therefore consider that close attention be given to proper pedestrian and cycle access from the development to Christ's Hospital Station.</i></li> <li>• Whereas the cycling and pedestrian issues we have already referred to may be relatively minor, this latter subject does appear to have a major potential for disruption caused by vehicles 'rat running' through the Village.</li> <li>• Horsham's SPD Land West of Horsham Master plan identified potential problems of rat running for which relevant aspects are reproduced below: <ul style="list-style-type: none"> <li>○ 5.110 - any planning application for the development of this site will be supported by a full Transport assessment and associated travel plan in accordance with WSCC guidance and to include (inter-alia). Measures to minimize rat running on local roads including those in Warnham and Slinfold Parishes.</li> <li>○ 31 - it is important that traffic generated by the development does not cause any significant adverse aspects along the local road network particularly the rural roads in the area which are not designed to accommodate high volumes of traffic</li> <li>○ 5.32 - the strategic network will be improved so that additional flows can be accommodated safely whilst also</li> </ul> </li> </ul> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | <p>implementing measures to deter existing and future rat running along the rural network by attracting traffic back on to the principal roads.</p> <ul style="list-style-type: none"> <li>• The Transport Plan provides no traffic calming measures to control traffic on roads outside Broadbridge Heath.</li> <li>• At this stage it is extremely difficult to judge exactly what effect the Countryside plan will have, however given the major errors of fact already highlighted, what confidence can we have that the rest of the plan has been properly engineered?</li> <li>• Slinfold Parish Council has an objective to provide lanes and country roads along which it is safe to walk, cycle and ride horses. The potential intimidating effect of fast traffic is therefore a paramount consideration. It is all too easy to see that if the proposed increase in housing leads to major queues northbound on the A264, rat running along Hayes Lane and Lyons Road could occur.</li> <li>• Our concern is that in relation to matters of fact regarding cycling and walking to Christ's Hospital Station, particularly in the failure to provide grade separation of Mill Lane, the transport assessment has been carried out in order to make the facts fit the situation and not as it should be i.e. the other way round.</li> <li>• We are particularly concerned that no provision has been made within the entire application for truly sustainable development. The transport plan submitted as part of DC/09/2101 makes little or no attempt to mitigate the use of the private car.</li> <li>• Within twenty years the train has to once more become the transport of choice and in this development this has been ignored. Instead of utilising the proximity of Christ's Hospital "relief roads" are to be constructed which will shift the extra fifteen hundred cars generated by this development on to the local roads which are already over used.</li> <li>• The Parish Council feels that imaginative plans should be drawn up to utilise the railway. HDC should be requiring the developers to actively promote the use of Christ's Hospital station by means of enhanced access (the ability to drive to the station without having to access either main through routes or local relief roads). The carot should be the improved and much enlarged car parking facilities at Christ's Hospital and at reasonable parking rates.</li> <li>• The construction of safe cycle ways to the station with new and secure covered cycle parking plus safe pedestrian access should also be a top priority. Such provision should be accessible to the entire development not just the section west of the A24.</li> <li>• The impact of this development on the villages to the West of Horsham including Slinfold is made far worse by allowing much denser development on the land west of the A24 instead of insisting that the dense development area is that abutting the existing housing developments east of the A24. Urban development is shifting away from the existing footprint of Horsham to land abutting the rural fringes. It is the least environmentally friendly use of the land available; will produce the least social housing and is urban sprawl at its worst.</li> </ul> |
| <b>Warnham Parish Council</b> | <p>Warnham Parish Council have been involved in discussions in respect of the application for some three years but believe that the closure of the existing Broadbridge Heath by-pass will cause some through traffic to seek alternative (rat-run)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | <p>routes on the lanes and roads of the Parish. The PC is seeking traffic management and highway engineering measures to deter traffic from potential rat –runs and encourage traffic to use the principal road network including the new East – West link road forming a key part of the planned development.</p> <ul style="list-style-type: none"> <li>• The PC refer to the monitoring of traffic in the parish over many years which show increasing volumes of rat running commuter traffic over time and key morning peak rat runs: <ul style="list-style-type: none"> <li>○ from BBH via Warnham Road and Broadbridge Heath Road to Robin Hood Lane or Bell Road o the A24 Crawley direction; or to Knob Hill and the A24 in the northward direction, and</li> <li>○ from A281 Guildford Road via Strood Lane and Byfleets Lane to similar destinations.</li> </ul> </li> <li>• The application provides no traffic calming measures to control traffic outside Broadbridge Heath.</li> <li>• The application documentation acknowledges the importance of Warnham Road as a key route through the settlement but it does not feature in the capacity analysis in the transport assessment.</li> <li>• Traffic forecasts for Broadbridge Heath Road and turning movements at the Warnham Road junction are as important to the scheme as the forecasts for Billingshurst Road and Old Guildford Road.</li> <li>• The indicative traffic calming scheme for Broadbridge Heath has 14 traffic calming features along the length of Billingshurst Road and Guildford Road. There is the potential for traffic to leave the calmed route to the free flow conditions of Broadbridge Heath Road via Robin Hood Lane and Warnham Village and then to the A24.</li> <li>• The traffic calming should be extended to Warnham Road and Broadbridge Heath Road northwards to the 30mph zone of Broadbridge Heath.</li> <li>• The PC refers to the traffic flow models used within the transport assessment which, through the examination of traffic flows, demonstrates that there will be an increase in rat running through Warnham as a result of the development.</li> <li>• Concerns are also expressed regarding the comparison of traffic flows in 2006 and 2009 and the data relating to traffic growth between 2006 and 2009 which requires explanation.</li> <li>• Traffic flows and speed are a key issue for Warnham Parish. The commentary states that traffic flows will be well within the capacity of the road network but the environmental capacity of the lanes and the key links such as Church Street need to be considered.</li> <li>• The proposal is contrary to the objectives of WSCC Quiet lanes Scheme.</li> </ul> |
| <b>DISTRICT COUNCIL</b>       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Arboricultural Officer</b> | <p>An objection was recorded on the previous scheme DC/08/2446. I have noted the alterations made pursuant to the revised scheme, and comment accordingly.</p> <ul style="list-style-type: none"> <li>• A key difference from the previous plans is the upgrading of the central arterial roadway to a dual carriageway.</li> <li>• I have objected to the proposal for a new roadway through this site as it breaks through a number of important hedgerows, and will result in the loss of a number of large old trees central to the amenities of the site. These</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>include 6 oak trees and a group of alders.</p> <ul style="list-style-type: none"> <li>• Further trees are purportedly safe from development, but are likely to be under threat of harm from the road. Typical is the massive old oak T357, close to the western roundabout. Works attendant to the road bring the closest point of development to 8m. This is likely to result in long term harm to this veteran tree. A similar situation exists in regard to tree T354.</li> <li>• A number of off-site trees are also likely to be affected, some of which have not been included within the survey. These include the massive oak tree within the internal property Fairview. This is possibly the finest tree in the area, and although it is technically 'off-site', it is only 5m from the edge of Old Wickhurst Lane, and cannot fail to be affected by the development scheme one way or another.</li> <li>• Although I record no objection to the proposal to plant a specimen tree (or trees) within the centre of the highway, I advise that this is no recompense for the many large old specimens to be lost.</li> <li>• Despite the general retention of the hedgerows on the site, two of the principal hedges, rated as 'important' when measured against the criteria used under the Hedgerows Regulations 1997, are to be severed, to facilitate the construction of the A24/A264 link road (hedges 13 and 15).</li> <li>• Notwithstanding the Masterplan commitment to this bypass road, this will have a clear negative effect on the hedges, whose principal environmental feature is their linear integrity, so important to their role as wildlife corridors.</li> <li>• Hedge 13, by way of example, follows the bridleway from Mill Cottage to the existing village, and has already been bisected by the present A264.</li> <li>• Para. 3.2 of the masterplan document clearly sets out the requirement, in this particular case, that "<i>it is important that this link is retained both for public access and to retain and enhance the biodiversity of the area</i>". The driving of even a single carriageway road through this hedge conflicts with this requirement, and is in my view unsatisfactory. Mitigation measures for this have not been submitted.</li> <li>• The omission of the north/south link road to the west of Old Wickhurst Lane is a positive benefit, as it allows the retention of a small number of trees along the hedge line.</li> <li>• I am concerned that although trees are shown to be retained along this line, the hedgerow is not, contrary to the requirements of the Masterplan SPD.</li> <li>• I have concerns at the lack of detail regarding ditch retention (or use alteration), which could adversely affect the larger trees in the vicinity by changing the hydrology in the area.</li> <li>• Although the scale of the drawing (1:2500) precludes close examination of the proximity of buildings to the Root Protection Area's of trees, it is clear that the development has been planned in a manner largely respecting such RPA's, a positive attribute.</li> <li>• However, in many places internal roadways and hard surfaces are in close proximity to boundary trees, or the trees and hedges within the site. Although the use of special surfaces could be conditioned to minimise root damage, in some cases it may befit to require that no disturbance is permitted within the RPA of certain trees.</li> </ul> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Hence at this stage there is little assurance that certain trees will not become under threat from such proximity.</p> <ul style="list-style-type: none"> <li>• There are a number of places on the site where the existing trees and hedges are likely to result in post development pressure for surgery or felling to improve light levels in residential gardens.</li> <li>• Of particular concern are the properties along the southern site boundary adjacent to the River Arun, where trees and hedgerow specimens line each side of the small beck marking the boundary.</li> <li>• In general terms, one of the greatest threats to trees and hedges on the site comes from the considerable and extensive caveats included within the application such as 'will not preclude minor variations' and 'where possible.'</li> <li>• A number of trees are threatened by recommendations within the Tree Survey. These include 10 small groups of trees and 28 individual trees where the recommendation includes the caveat "<i>if retained</i>". These are generally smaller trees within the site, which it is accepted will have to be removed to facilitate development; however, they includes 5 trees with stem diameters in excess of 800mm, including one veteran oak exhibiting a trunk diameter of 1380mm. All are considered to fit category Cmbut are in some cases trees of considerable age and beauty contributing much to the visual landscape amenities of the area and representing excellent wildlife habitats.</li> <li>• A further concern is the future positioning of the retained large trees on the site. The details of the Structural Landscape Mitigation, set out in the DAS Vol II, page 23, sets out the principal that category A and B trees will be retained "<i>along the sites boundaries and within green corridors and public open spaces</i>" within the masterplan. But again, this firstly comes with the caveat of "<i>where possible</i>", and secondly there appears little detailed comfort at this stage that such trees within the site will end up on land which becomes public open space (POS), or that this land will become within the ownership of HDC.</li> <li>• Further threats to trees come from service requirements on the site. It is accepted that at this outline stage precise details of ground excavations pursuant to all services are not available, but at the very least assurance is required that none of these services shall run through the RPA of any tree nor across any important hedgerow.</li> </ul> <p><b>Conclusions</b></p> <p>Notwithstanding the detail submitted, it remains unclear at this stage which trees, and how many trees, are under threat from this development. In summary, I noted the following:</p> <ul style="list-style-type: none"> <li>• A number of trees of high amenity value will be lost as a result of the scheme;</li> <li>• A greater, and unclear, number of trees shall be lost than shown on the drawing;</li> <li>• Certain other trees, illustrated as being retained, shall come under direct threat of harm from adjacent structures and or the requirement for hard surfaces within their RPA's;</li> <li>• Further trees are likely to come under threat from post development pressures;</li> <li>• A number of off-site trees have not been taken account of, and could also become under threat of damage;</li> <li>• A number of trees shown to be retained on the drawing appear to be targeted for removal under recommendations within the submitted Tree Survey;</li> <li>• Details of service requirements – most particularly in regard to the burying of the 10,000 V cables – have not been</li> </ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                            | <p>satisfactorily submitted, and could result in further tree loss;</p> <ul style="list-style-type: none"> <li>• Two hedgerows rated as 'important' are to be bisected and parts removed, without suitable mitigation.</li> <li>• I remain of the view that the proposals do not meet with the requirements of the Council's Masterplan or design principles, as there is insufficient comfort that they are not likely to result in a significant denudation of the amenities and character of the landscape. I thereby raise an objection to the scheme.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Landscape Architect</b> | <p>I remain concerned about adverse landscape and visual impact (especially as seen from Highdown Hill) and adverse wildlife impact (due to hedgerow severance and fragmentation) from the proposed East-West dual carriageway road. Quantification of the loss of trees and hedgerows and assessment of the resulting impact still needs to be dealt with in amended sections of the landscape and ecological chapters in the ES</p> <p>Through discussion with the applicants and submission of revised Plans I am however now satisfied that the Landscape Parameter Plan maximises the retention of existing hedgerows and mature trees within the constraints of a major development of this nature. It will now be critical that effective retention is carried through in the subsequent detailed reserve matters applications to actual implementation on site.</p> <p>A robust set of landscape and ecological conditions have also been prepared, including requirements for a landscape strategy, a landscape masterplan for open spaces and a long term landscape management plan and specific habitat enhancement and species protection requirements which should again provide a basis to maximise as far as possible landscape and ecological mitigation.</p> <p>An important compensation measure for the loss of the oak trees on the dual carriageway has been secured from the applicants in a written commitment- namely the provision of some very large semi- mature oak trees in the open spaces as well as a large specimen for bat mitigation at the Mill Lane crossing.</p> <p>The sustainable drainage measures of underground storage and balancing ponds located in all the public open spaces (it is understood as a result of development viability issues) does give rise to concern that they may conflict with their recreational use or ability to carry out tree planting. However through the imposition of appropriate conditions as set out and also an informative to the developers on issues to consider it is hoped that as part of the detailed design any potential conflict can be reduced.</p> <p>With regard to the visual impact of reptile mitigation measures extending up Highdown Hill a pre reserves matter application discussion is currently taking place with the applicant to locate these on the lower slopes of the hill.</p> |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Other issues such as the landscape strategy in my previous comments are now being dealt with by means of conditions and informatives.</p> <p>One outstanding concern is the integration of the development with the existing Broadbrige community. Whilst land ownership issues are not helpful in this regard to achieve this, I would like to see the authority enter discussions with WSCC and the adjoining landowner to see if a footpath route could be established for the future.</p> <p>Conditions regarding to the following are recommended by the Landscape Architect:</p> <ul style="list-style-type: none"> <li>○ The submission of reserved matter applications shall demonstrate compliance with the landscape parameter plan.</li> <li>○ Approval of the details of the layout of the development, the scale of each building, the appearance of each building, access to and within the site and the landscaping of the development shall be obtained from the LPA in writing before the relevant phase of the development is commenced.</li> <li>○ Plans and particulars of the reserved matters referred to above shall have regard to the approved parameter plans which establishes the principles of the development.</li> <li>○ The reserved matters application for the landscaping shall be submitted concurrently with the plans and particulars relating to the other reserve matters.</li> <li>○ The landscaping scheme shall include the location of existing trees, hedges, shrubs and other vegetation; the layout, structure and character of the proposed planting, together with an indicative Schedule of planting species and an outline planting specification; the layout and type of all hard landscape features including paving, walls, fences and street furniture; details of any earthworks proposed including information on levels and contours to be formed and representative cross/long sections.</li> <li>○ All Reserved Matters applications (whether by phases as indicated on the attached phasing plan or sub-phases) shall be supported by a detailed green infrastructure analysis.</li> <li>○ The reserve matters application for the provision of the east-west link dual carriageway access, and the A24 and A264 junctions shall include design details of the detailed layout, alignment, long and cross sections of the road, roundabout junctions and slip roads; details of the treatments of embankments, acoustic bunds/fencing and retaining walls and of the central reservation; signage proposals; lighting proposals; details of the Pegasus and Pedestrian/Cycle crossings as well as include the landscape proposals information identified to be submitted pursuant to other conditions.</li> <li>○ Development shall not begin on any phase of the development until a surface water drainage scheme for that phase of the development has been submitted to and approved in writing by the LPA.</li> <li>○ A water reduction strategy shall be submitted and agreed by the LPA in accordance with the recommendations in the ES. Level 3 should be achieved as a minimum unless Government requirements have imposed higher levels at the commencement of development.</li> <li>○ Prior to the commencement of each phase of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the LPA) a scheme to deal with the risks</li> </ul> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>associated with the contamination of the site each be submitted to and approved in writing by the LPA.</p> <ul style="list-style-type: none"> <li>○ A verification report shall be submitted to and approved, in writing, by the LPA at each phase of the development.</li> <li>○ Development shall not begin in the any of the phase of the development until a scheme for the provision and management of a buffer zone of at least 8 metres, or within the extent of the floodplain (whichever is greater) alongside all watercourses and wetlands is submitted to and approved in writing by the LPA.</li> <li>○ Development shall not begin until an up to date Water Vole, Otter, Dormice, Badger pre-construction survey has been carried out prior to any construction phase.</li> <li>○ Each reserved matters application shall include evidence that the trees identified for removal in the supplementary statement on bat survey methodology and plan titled "Bat Roosting habitat and development proposals" have been subject to survey to determine the presence of bat roosts.</li> <li>○ Prior to the commencement of any works which may affect bat species and to support all Reserved Matters applications, detailed bat mitigation plans shall be submitted to and approved in writing by the LPA.</li> <li>○ Prior to the commencement on any works which may affect reptile and amphibian species or their habitat, detailed translocation and habitat mitigation plans ,together with a programme for these works, shall be submitted to, and approved in writing by the LPA.</li> <li>○ The reserve matters submission for the proposed east-west link dual carriageway shall include details of a culvert terrestrial connection suitable for wildlife species such as badgers, otters and amphibians to be provided and located where the central watercourse passes under the East-West link road in the east of the site near Old Wickhurst Lane.</li> <li>○ Each phase of the development shall demonstrate how the ecological mitigation proposed for the individual phase complies with the ecological mitigation set out in the ES.</li> <li>○ Development within each phase shall not begin until details of habitat enhancements and their long term management have been submitted to and approved in writing by the LPA.</li> <li>○ Any removal of bird breeding habitat shall be undertaken outside the bird breeding season Prior to the commencement of each development phase details of appropriate mitigation measures to replace and enhance nesting opportunities shall be submitted to and approved by the local planning authority.</li> <li>○ Notwithstanding the landscape design principles identified the Design and Access Statement within 6 months of the date of this permission a comprehensive landscape strategy for the site shall be submitted to and approved by the Local planning Authority.</li> <li>○ Within 6 months of the date of the outline planning permission a landscape and open space masterplan shall be submitted to and approved in writing by the LPA.</li> <li>○ Within 6 months of the commencement of the development a long term Landscape Management and Maintenance Plan for the whole development site covering its amenity green spaces, sports pitches, allotments, retained green corridors and other natural greenspaces, structural landscaping, and street tree and other amenity planting shall be submitted to and approved in writing by the LPA.</li> <li>○ Prior to the commencement of each phase of the development details of the tree and hedge protection proposal</li> </ul> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>shall be submitted to and approved in writing by the LPA along with details of existing levels in the vicinity of existing trees and hedges to ensure that the vertical alignment of no-dig construction areas relate to surrounding finished levels. No-dig construction techniques in the RPA of existing trees and hedges to be retained must be carried out in accordance with BS5837 and the methods set out in the Arboricultural Survey are adequately followed through into the detail design stage to the satisfaction of the LPA.</p> <ul style="list-style-type: none"> <li>○ Other than agreed as part of this planning application no trees, hedges or shrubs on the site, shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the LPA until 5 years after completion of the development hereby permitted. Any trees, hedges or shrubs on the site, whether within the tree protective areas or not, which die or become damaged during the construction process shall be replaced with trees, hedging plants or shrubs of a type, size and in positions agreed by the LPA.</li> <li>○ The Developer shall arrange for an archaeological organisation or appropriately qualified archaeologists to observe the excavations and record archaeological evidence.</li> <li>○ No more than 200 dwellings shall be occupied on the development unless and until drawings and specifications for the new A24 junction arrangement serving the site to include a detailed construction programme for these highway works has been submitted to and approved in writing by the LPA.</li> <li>○ Prior to the implementation of each phase of the development hereby approved on the attached Phasing Plan, the details relating to bus provision shall be submitted to and approved in writing by the LPA:</li> <li>○ Prior to the occupation of any dwelling, a Green Travel Plan shall be submitted for approval by the LPA setting out details of the proposed sustainable transport initiatives.</li> <li>○ Each phase of the development shall not be commenced until plans have been submitted indicating the location of car, motorcycle and cycle parking spaces to serve each phase of the development in accordance with the parking strategy.</li> <li>○ Prior to the commencement of each phase of the development a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented and maintain throughout the construction period.</li> <li>○ No work for the implementation of the development hereby permitted shall be undertaken on the site except between the hours of 08.00 and 18.00 on Mondays to Fridays include and 08.00 hours and 13.00 hours on Saturdays, and no work shall be undertaken on Sundays, Bank and Public Holidays unless otherwise agreed in writing by the LPA.</li> <li>○ No burning of materials shall take place on the site.</li> <li>○ No external lighting or floodlighting in connection with the construction process shall be installed without prior written approval of the LPA.</li> <li>○ Details of the service strategy submitted prior to the submission of phase 1.</li> <li>○ Details of Underground services with each phase</li> </ul> <p>The following informatives are recommended by the Landscape Architect:</p> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>○ Tree and Hedge Protection – There a number of locations on the submitted illustrative masterplan eg along Wickhurst Lane and in the north west part of the site which show unacceptable relationships between buildings and existing trees and hedges (both on and offsite) – including insufficient attention to root protection areas, insufficient space to construct buildings without damage to trees and hedges, or where there is likely to be undue future resident pressure for works to trees. The applicant is advised it will be essential in future reserve matters applications to demonstrate these issues have been fully taken account of. With regard to the treatment of green corridors that include the retained hedgerows we will also use the illustrative submitted Mill Lane Landscape Plan as a benchmark for assessment of future reserve matters applications.</li> <li>○ Planting at the bottom of Highdown Hill- The provision of thick hedgerow and copse planting to provide long term visual screening of the east-west road link in views from the hill will be required as part of the reserve matters submission for the east-west road link.</li> <li>○ Central Reservation/Roundabout Planting- In addition to the single tree for bat mitigation purposes at the Mill Lane Pegasus crossing it is expected that central reservation wildflower seeding, groundcover shrub planting and hedge planting will be provided in wider sections of the central reservation, subject to visibility constraints. Similarly tree and shrub planting should be provided on the roundabouts. This is important to maximise the greening of the road environment and it will be expected that the landscape strategy to be submitted by condition and the reserve matters application for the east-west road link will address this.</li> <li>○ Community Hub- A high quality design for the 'square' will be vital. At present HDC's Landscape Architect and Design and Conservation Officer are not satisfied that the illustrative material provided in the design and access statement and the layout shown on the illustrative masterplan gives confidence in this regard. In particular the potential visual dominance of this space by car parking is a concern. Pre- application discussion with these officers is recommended.</li> <li>○ Ball courts/Skate Park in Leisure/sports area- Further discussion on the location of the these features should be undertaken with HDC's Landscape Architect, as well as the relevant HDC leisure officers, prior to the submission of a reserve matters application. This is necessary to ensure any potential adverse visual impact on the wider countryside resulting from these features or their associated fencing and lighting is minimised, which is a concern with the current layout on the submitted illustrative masterplan.</li> <li>○ Balancing/Detention Ponds- At present the design of these areas, as illustrated in the submitted Drainage Strategy, appears very engineered. Given that most of these features are proposed in public open spaces it will be essential for future reserve matters applications to demonstrate that landscape and biodiversity enhancements are an integral part of the final designs. In this regard it is expected that the applicants landscape architect will fully input into this.</li> <li>○ Traffic Management Measures- HDC's landscape architect should be fully consulted by Countryside or WSCC on the detailed design for the downgrading of the existing bypass and for traffic calming on Billingshurst Road (measures being provided by the section 106 agreement as outside the application boundary). Sensitive integration of the traffic management features into the existing streetscape and landscape will be essential</li> </ul> |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             | <p>through appropriate planting, surface treatments and minimising visual clutter of signage will be essential.</p> <ul style="list-style-type: none"> <li>○ Submission of a Landscape Strategy by condition- The applicant is advised that it will be acceptable for the landscape principles in chapter 10 of the design and access statement to be incorporated into the landscape strategy, but additional information as set out by the condition will be required. This is necessary to provide a robust strategy against which future reserve matters applications can be judged. HDC's Landscape Architect is happy to advise further on the requirements if necessary.</li> <li>○ East- West Link Rd - The illustrative cross sections in the design and access statement show the use of gabion walling as a retaining structure to the proposed acoustic bunding. Notwithstanding this, when the reserve matters application for the road is submitted it will be expected that the applicant gives consideration to greener alternatives such as steel grid reinforcement of steep slopes which can be more easily planted into and successfully established. If vertical gabion walls prove necessary the use of local stone should be considered. This is important as part of the mitigation measures to maximise the landscape integration of the road.</li> <li>○ Primary School- As and when a reserves matter application comes forward to provide this a strong sustainable landscape design approach will be expected to include consideration of green and brown roofs, storm water planters, rain water gardens, wildflower meadow and vegetable gardens which can also provide exciting learning opportunities.</li> </ul> <p><b><i>(A revised parameter plan has been issued along with details to show the relationship of the development to Mill Lane. Conditions are recommended to address a number of points raised)</i></b></p> |
| <b>Conservation Officer</b> | <p>Urban design framework:</p> <p>The general principles of the urban design framed in section 2.3.0 is supported, including the landmark, accent and gateway buildings concepts, density framework &amp; building heights.</p> <p>Parameter Plans</p> <p>Generally the parameter plans are acceptable and supported. In previous conversations it was noted that the only pedestrian link to Broadbridge Heath centre would be to the east of the proposed neighbourhood centre and this lack of links is considered poor. It was noted previously that the bridal way could be used and it was requested that this also be marked as a pedestrian link. It is disappointing to see that this has not happened. This places uncertainty on the links into Broadbridge Heath.</p> <p>Illustrative layout</p> <p>In general, the layout, relationship of buildings to streets, size of blocks and location of buildings throughout the site is sensible. The street hierarchy is legible and the spaces distributed throughout the site in a logical way, using the natural</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>form and existing surrounding character.</p> <p>Specific issues:<br/>Layout: It is appreciated that the layout is illustrative. There are few areas/corners/ spaces that will need revision at reserved matters in order to design out blank elevations. We anticipate a positive conversation regarding this at reserved matters stages, prior to the documents being submitted.</p> <p>Rear Parking Courts:<br/>Concern was raised previously regarding the number of rear parking courts, their sizes and overlooking issues. There are a number of areas that will need to be addressed at reserved matters stages in order to create a satisfactory and safe layout.</p> <p>Alteration of east/west link road entrance to the north of the site and knock-on impact:<br/>The central green space in the north section reflects the existing tree belt and hedge in the area. There is concern however that if the direction of traffic in the northern part of the site is changed, the flow of traffic through this area could detrimentally alter the character of this space as this will result in more traffic being routed through this area. This has been discussed at various meetings, but I am unaware that a written or drawn assessment of this matter has been submitted as part of the application. At present, I am unconvinced that this alteration will achieve the desired green and quiet impact required for this particular space.</p> <p>Design of the community hub:<br/>The design and access statement details the closure of the former A264 and states how the community hub area will be designed. The movement of vehicles and pedestrians in this area and the amount of car parking was previously discussed. A previous meeting was helpful in understanding the concept; however a greater level of detail, in written and drawn form is required to give the LPA some degree of understanding and certainty of the design principles in this area. The main concern is that the area will be dominated by car parking, rather than be used as a community hub and public space. The "square" section (marked "I" on page 59 of the DAS vol II) is a little disconnected from the buildings. There could be potential for this particular area to become future car parking if underused as a public space and this should be avoided.</p> <p>Materials pallet:<br/>It is appreciated that the specific design of the buildings are to be at reserved matters stage. It would be useful to have an idea of the type of materials, specifically textures, colours, general concepts for the development. Different character areas within the development may need a different strategy. This is not adequately reflected in the DAS at present.</p> <p><b><i>(A number of key issues will be addressed a reserved matters stage and/or through conditions)</i></b></p> |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Public Health and Licensing</b> | <p>Provides the following comments on the application:</p> <p><u>Construction Noise</u></p> <p>The applicant shall prepare a Construction Environmental Management Plan that shall incorporate the mitigation measures identified in section of the Environmental Statement. The Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The requirements of the Construction Environmental Management Plan shall be met for all works associated with the construction of the proposed development.</p> <p><u>Noise</u></p> <p>The applicant shall prepare a Noise Mitigation Strategy that shall incorporate the mitigation measures identified in sections 7.5.35 to 7.5.59 of the Environmental Statement. The Noise Mitigation Strategy shall identify the dwellings or other noise sensitive buildings to receive noise mitigation measures and shall be submitted to and approved in writing by the Local Planning Authority. The dwellings or other noise sensitive buildings identified in the noise mitigation strategy shall not be occupied until the mitigation measures as set out in the Noise Mitigation Strategy have been implemented in full. The mitigation measures' shall hereafter be maintained.</p> <p><u>Land Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a Method Statement which details how this unsuspected contamination shall be dealt with. The Method Statement shall be approved in writing by the Local Planning Authority and shall be fully implemented before occupation of any dwellings on the site.</p> <p><u>Air Quality and Odour</u></p> <p>The air quality assessment has identified at least one location where air quality is likely to exceed the Air Quality objective for Nitrogen Dioxide as a result of the development. It also likely that air quality at other locations in Horsham will degrade as a result of the development.</p> <p>The cost of post-completion monitoring that will necessary to determine the extent and size of any future Air quality management areas arising from the West of Horsham developments should be met by the developers.</p> <p>With respect to dust emissions it is recommended that the measures to control dust emissions detailed in Section 8.5.7 of</p> |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                          | <p>the Environmental Statement be incorporated into the Construction Environmental Management Plan</p> <p>The potential of odour from Horsham waste water treatment works to impact the development is identified in the report. This Department has previously made comments in respect of the sensitivity of this issue. However as this matter subject to detailed ongoing negotiation no further comment is offered.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b>WEST SUSSEX COUNTY COUNCIL</b></p> | <p>WSCC has a number of concerns that need to be satisfactorily resolved before planning permission can be granted for this development. These concerns being :</p> <ul style="list-style-type: none"> <li>• The severance of the landscape and wildlife corridors by the new east – west link road.</li> <li>• The severance of the first two phases of the development from the existing village by Broadbridge Heath bypass and the difficulty in providing safe crossing facilities on this busy road.</li> <li>• The Transport Assessment has been reviewed and further information and clarification has been requested from the applicants on a number of points.</li> <li>• The transport modelling work has not yet been agreed by WSCC and therefore the junction assessments cannot be checked.</li> <li>• On the basis of the information submitted, the highway proposals have not been presented in sufficient detail to establish that they have been designed according to standards.</li> <li>• The potential for an increase in rat-running traffic through Broadbridge Heath, Wamham and all roads north of the village as a result of the proposed development and revised access strategy.</li> <li>• The proposed traffic calming scheme has not been subject to local consultation and is not something WSCC would support. A more innovative solution is therefore required to try and deter traffic from entering Broadbridge Heath.</li> <li>• WSCC has safety concerns about future random and unauthorised use of Old Wickhurst Lane and for pedestrians crossing the east/west link road using the public footpath.</li> <li>• The Passenger and Revenue Forecast Demands for public transport need to be re-assessed and the level of public transport subsidy increased.</li> <li>• The Green Travel Plan needs further work.</li> </ul> <p><b>LANDSCAPE</b></p> <ul style="list-style-type: none"> <li>• The primary issue with this development proposal is the provision of the new east/west link road which will result in a significant severance of the existing landscape features along Mill Lane and Old Wickhurst Lane.</li> <li>• This will have an impact on biodiversity as these lanes are both important green corridors with increased biodiversity.</li> </ul> |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>• The proposed Pegasus crossing where BW1630 (Mill Lane) meets the proposed dual carriageway and the proposed pedestrian controlled crossing where FP1632 (Old Wickhurst Lane) are not considered to be a solution to these issues and doubt remains whether the proposed trees shown planted in the central reservation at the Mill Lane crossing can be achieved from a highway safety viewpoint.</li> <li>• The preference is for a grade-separated arrangement at both Mill Lane and Old Wickhurst Lane so that the impact of the east/west link road can be mitigated as much as possible.</li> <li>• It should also be appreciated that the east/west link road also acts as a barrier to creating a walking/cycling community as residents living on both sides will experience some delays in crossing it.</li> <li>• BW 1630, in particular, offers significant sustainable transport benefits as it can be used by equestrians, cyclist and pedestrians to join the Downlink to the south which in turn provides access to Christs Hospital railway station, the South Downs Way and the coastline beyond.</li> <li>• This significance does not appear to be acknowledged in the EIA.</li> <li>• For this reason WSCC has concerns about the severance of these important landscape and wildlife corridors.</li> <li>• It is not known how well the existing trees and hedgerows will adapt to their new environment within a suburban setting, given that the landscape proposal largely rests with these.</li> <li>• Most of the existing features are mature and do not have an infinite lifespan regardless of how they adapt to the new environment.</li> <li>• Further consideration should be given to succession planting.</li> <li>• The proposal to TPO those existing trees to be retained is supported.</li> <li>• There is a reliance on street tree planting in the masterplan which looks appealing and is important.</li> <li>• Street trees are often subject to continued pruning and rarely are allowed to develop into specimen trees. It is therefore important to ensure that there are sufficient numbers of native trees planted in open settings to ensure that the site will contain mature, natural tree specimens in the future.</li> <li>• No specific reference is made to pollarding as a management technique for suitable species within wetland areas. It is recommended that this is included in the management plan.</li> <li>• There do not appear to be any Local Equipped Play Areas south of the proposed east/west link road. This is likely to be a drawback for families in this location.</li> <li>• It is recommended that conditions are imposed relating to: <ul style="list-style-type: none"> <li>○ Detailed level information in the vicinity of trees to ensure the alignment of no-dig construction areas.</li> <li>○ Details of further structural and succession planting within existing retained corridors.</li> <li>○ A detailed Landscape Management Plan.</li> </ul> </li> </ul> <p><b>ECOLOGY</b></p> <ul style="list-style-type: none"> <li>• The development represents a significant landscape change affecting bats with the potential to harm the local bat population. It is essential that all recommended mitigation within the Environmental Statement (ES) and relevant</li> </ul> |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>appendices are implemented in full.</p> <ul style="list-style-type: none"> <li>• With regard to bats, lighting will be a major issue particularly where the new east-west link road bisects the existing hedgerow corridors. It is recommended that mitigation and enhancement efforts are focussed on the hedges identified as being of importance.</li> <li>• Further bat surveys are planned for spring 2010 and these surveys should be completed to inform the detailed applications. Failure to do so may result in refusal.</li> <li>• Surveys should be repeated if construction and/or demolition do not proceed within two years of the completion of these surveys.</li> <li>• Retained ecological networks throughout the development appear weak and encroached upon from all sides. The ecological network must be strengthened.</li> <li>• In summary, the development's green infrastructure with regard to biodiversity should to be strengthened.</li> <li>• It is recommended that conditions are imposed relating to: <ul style="list-style-type: none"> <li>○ Detailed bat mitigation matters to be submitted.</li> <li>○ Detailed general biodiversity mitigation plan to be submitted.</li> <li>○ Detailed mitigation strategy for any works which may affect reptile species.</li> <li>○ Green infrastructure plan showing how biodiversity will be incorporated and a functional ecological network established.</li> <li>○ Removal of bird nesting habitat outside of the bird nesting season.</li> </ul> </li> </ul> <p><b>ARCHAEOLOGY</b></p> <p>No objection on archaeological grounds is made to the proposals, subject to suitable archaeological safeguards to ensure the recording of any buried archaeological remains on the site, so far unknown, and the recording of superficial geological deposits that may contain ancient artefacts or material relevant to understanding the local environment of ancient local communities. It is recommended that a condition is imposed relating to:</p> <ul style="list-style-type: none"> <li>• The Developer shall arrange for an archaeological organisation or appropriately qualified archaeologists to observe the excavations and record archaeological evidence that may be uncovered as a result of the development in accordance with a written scheme of investigation.</li> </ul> <p><b>PUBLIC RIGHTS OF WAY</b></p> <ul style="list-style-type: none"> <li>• There are three Public Rights of Way (PRoW) that are affected by the development.</li> <li>• The definitive line of Footpath 1633 crosses the eastern part of the site east/west between the A24 and Footpath 1632 which runs north/south along Old Wickhurst Lane.</li> <li>• Although FP1633 will not be affected by the early phases of the development, it will be affected by the transfer of land to the leisure centre for playing pitches and will therefore need to be extinguished and alternative provision made as part of the development.</li> </ul> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>• The new route should be designed as an adoptable 3m cycleway (to complement the cycleway provision on the east side of the A24) and should run along the new east/west link road to Old Wickhurst Lane, but be remote from the main carriageway.</li> <li>• The developer would have to ask HDC to apply for an extinguishment and make provision for an alternative route to be provided in the Section 106 agreement as soon as reasonably possible and no later than 5 years from the extinguishment order being made.</li> <li>• It must be stressed, however, that the definitive route of FP1633 must remain open for public use until such time as the extinguishment order is granted and that the applicant will be responsible for that safety of the public should building works have commenced on the site.</li> <li>• Bridleway BW1630 (known as Mill Lane) runs north/south through the development site and is a well used route between the existing village and Downslink. To the south of Broadbridge Heath bypass, the route is lined by trees and hedgerows on its eastern side, but is generally more open on its western side with only a boundary fence for much of its length. As there are bats and other wildlife species that forage along this green corridor, this bridleway should remain as a recreational route but with an improved compacted granular surface, increased width (3m where possible) and proper drainage. To encourage wildlife, it is essential that the route remains unit and that alternative provision is made within the development layout to provide safe and secure alternative routes for pedestrians and cyclists.</li> <li>• The section of BW1630 runs north of Broadbridge Heath bypass to Thelton Avenue It is essential that this is also upgraded as it will become one of the main routes between the existing village and proposed development.</li> <li>• This section of the route would have to be a minimum of 3m wide, have a bound surface, proper drainage and be street lit over its complete length. It is currently outside of the site boundary, so any improvements would have to be subject to a negative or Grampian condition.</li> <li>• For this reason, WSCC does have serious concerns about the severance of the first two phases of the development from the existing village by Broadbridge Heath bypass and the difficulty in providing safe crossing facilities on this busy road.</li> <li>• It is expected that all new and existing PRoW routes within the development will be improved to appropriate standards and maintained by WSCC for adoption where appropriate.</li> <li>• It is essential that BW1630 and FP1632 are resurfaced using appropriate materials throughout the site to ensure that the path is accessible to all, in accordance with the corridor being located within a new urban environment. Section 106 Requirement</li> <li>• The existing PRoW's that are affected by the development shall be protected and open for public use until such time as legally extinguished with the developer being responsible for public safety during construction works. Upon extinguishment of the PRoW, the developer shall provide an acceptable temporary footpath route across the site to the satisfaction of the LPA. The developer is also required within 5 years of the extinguishment to provide and dedicate an acceptable replacement footpath/cyclepath route through the development to the</li> </ul> |
|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>satisfaction of the LPA.</p> <ul style="list-style-type: none"> <li>It is recommended that conditions are imposed relating to: <ul style="list-style-type: none"> <li>Prior to the transfer of the playing pitches a new east/west cycleway link shall be provided.</li> <li>The existing public footpaths across the site shall be improved.</li> <li>BW1630 (Mill Lane) shall be upgraded and improved between Broadbridge Heath bypass and Thelton Avenue.</li> </ul> </li> </ul> <p><b>HIGHWAYS AND TRANSPORT</b></p> <ul style="list-style-type: none"> <li>The TA has been reviewed and further information and clarification has been requested from the applicants on a number of points.</li> <li>At the present time, further work is required on the Model Forecasting Report and until such time as this has been agreed by WSCC, it is not possible to carry out capacity assessments of the key junctions or assess the likely impact of rat-running traffic through Broadbridge Heath, Warnham and the country lanes to the north.</li> <li>Once this modelling work has been agreed by WSCC this assessment work will commence and appropriate trigger points for both the on and off-site highway improvements secured in the Section 106 agreement associated with the development.</li> <li>With regard to the on and off-site highway improvements, WSCC is not satisfied that the highway proposals have been submitted in sufficient detail to establish that they have been designed according to standards.</li> <li>A Design Statement will be required setting out the design standards used and clearly identifying any departures from these standards.</li> <li>Stage 1 Road Safety Audits will also be required for the highway proposals to ensure that they can be delivered safely and on land within the applicant's control.</li> <li>The transport modelling work has not yet been agreed by WSCC and therefore the junction assessments cannot be checked.</li> <li>The highway proposals have not been presented in sufficient detail to establish that they have been designed according to standards. – this would need to be addressed before planning permission is granted.</li> </ul> <p><b>Access Strategy</b></p> <ul style="list-style-type: none"> <li>It is proposed that up to 450 dwellings will be completed and served by the new western roundabout on Five Oaks Road prior to the completion of the new east-west link road and A24 junction.</li> <li>The trigger points for the other highway works are also being informed by the transport modelling work, but it has been established that the improvements to the Farthings Hill and Tesco roundabouts will be needed at an early stage in the development to improve capacity.</li> <li>The TA for this development also includes a possible requirement for additional off-site highway works to Robin Hood roundabout and Great Daux roundabout on the A24, but these works will be delivered by the Berkeley</li> </ul> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>development on the east side of the A24.</p> <ul style="list-style-type: none"> <li>• The access strategy now being proposed for this development is somewhat different to that shown in the approved Masterplan.</li> <li>• The Masterplan indicated a single roundabout access onto the east/west link whereas the latest plans indicate two new traffic signal junctions on the new east/west link road together with an at-demand Pegasus crossing (equestrian/cycle/pedestrian) at Mill Lane and an at-demand pedestrian crossing at Old Wickhurst Lane.</li> <li>• Although it is appreciated that traffic signals will help connectivity between development on both sides of the new east/west link road, it will also result in greater delays on the new strategic route. This in turn could increase the likelihood of rat-running along other roads which needs to be evaluated and deterred.</li> <li>• The proposed traffic calming scheme through Broadbridge Heath has not been discussed or agreed with anyone at WSCC and a comprehensive scheme of humps and speed cushions is not something that WSCC would want to support as this type of scheme is of more relevance to accident reduction rather than as a rat-running deterrent. I am also aware that Broadbridge Heath Parish Council and the bus companies have expressed concern about such a scheme and, indeed, the presence of high levels of on-street parking along the road can interfere with the safe use of the features being proposed.</li> <li>• It is understood that there are rights of access along Wickhurst Lane for the dwellings to the south which have to be maintained. However, it is not clear how these access rights will be restricted to the authorised users and the route will not be used as a short cut by traffic from the new development onto the east/west link road.</li> <li>• It is uncertain how authorised users are to be deterred from turning left or right in from or out onto the east/west link road, or how pedestrians using the public footpath along Old Wickhurst Lane are to be safely accommodated at this crossing point.</li> <li>• WSCC has serious concerns about the potential for an increase in rat-running traffic through Broadbridge Heath, Warnham and all roads north of the village</li> <li>• The proposed traffic calming scheme has not been subject to local consultation.</li> <li>• WSCC has safety concerns about the future use of Old Wickhurst Lane and for pedestrians crossing the east/west link road using the public footpath.</li> </ul> <p>Footways and Cycleways</p> <ul style="list-style-type: none"> <li>• The most direct pedestrian/cycle route from the new development to the existing Broadbridge Heath village will be along that section of Mill Lane north of the Broadbridge Heath bypass.</li> <li>• This route would have to be widened to 3m, surfaced with bound material and provided with street lighting.</li> <li>• It should be stressed that this is not a particularly secure route as it is not overlooked by dwellings and is open on the playing field side. Therefore, some people may be reluctant to use this route. It is therefore essential that alternative provision is made for pedestrian/cycle links.</li> <li>• It is likely that a new cycleway will be required along the northern side of the existing bypass. If it would be</li> </ul> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>possible to route the cyclepath through the existing community centre site then this would be advantageous and create a safer route, both to Old Wickhurst Lane and the underpass to Tesco.</p> <ul style="list-style-type: none"> <li>There must be excellent permeability within the site for these users. As the Mill Lane public bridleway is to be retained as primarily a recreational route and unlit to protect the wildlife corridor, it is essential that alternative secure and lit pedestrian and cycle links are provided to the Pegasus crossing points on the new east-west link road and on the current Broadbridge Heath bypass.</li> </ul> <p><b>Car Parking</b></p> <ul style="list-style-type: none"> <li>The car parking methodology used to assess the car parking requirements for the development is considered to be robust and is below the maximum WSCC car parking standards.</li> <li>A total of 1,955 car parking spaces are being proposed comprising 1,828 allocated spaces and 127 on-street spaces.</li> <li>The car parking spaces for the uses associated with the neighbourhood centre will be shared to avoid an over-provision and to reflect likely parking demand and accumulation.</li> <li>Cycle and motorcycle parking would appear to be provided to the appropriate WSCC standards.</li> </ul> <p><b>Public Transport</b></p> <ul style="list-style-type: none"> <li>Since the Masterplan was adopted, there has been a change in the main bus service provided for the Horsham town area with Metrobus taking over services from the previous main provider, Arriva.</li> <li>The proposed interim and dedicated bus services to serve the Countryside and Berkeley developments have therefore been reviewed by Metrobus together with the level of financial subsidy required to allow bus services to run for the duration of the development programme.</li> <li>Metrobus has advised that the Passenger Demand and Revenue Forecasts are higher than could reasonably be expected and therefore the level of subsidy being offered needs to be increased. The subsidy and the due payment dates need to be set out in the Section 106 agreement based upon both an interim (stand-alone) and dedicated (comprehensive) scenario.</li> <li>Following discussions with Metrobus, the proposed dedicated bus route has changed from the route shown in the Masterplan and will now loop back on itself through the Countryside development after visiting the new neighbourhood centre, utilising the two new traffic signal junctions on the new east/west link road.</li> <li>It is therefore essential that the internal access road layout serving this bus service route is designed to safely accommodate the type of bus likely to be using it and that any potential for on-street parking on these routes is minimised.</li> <li>The new dedicated service will operate on a 30 minute frequency between 07.00-19.00hrs Monday – Saturday and will stop at Horsham town centre, Horsham station and Horsham Hospital on its route.</li> <li>However, the dedicated bus service will only be available on completion of the new A24 junction and east/west</li> </ul> |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>link road (linked to the completion of 450 dwellings), so a temporary arrangement is needed to serve the first two phases of the development by diverting Compass service 101 into the site until such time as the dedicated service can be provided.</p> <ul style="list-style-type: none"> <li>• The Compass service though will offer a less frequent hourly service than that of the proposed dedicated service. The dedicated bus service will require bus gates and traffic signal arrangements at the neighbourhood centre to prevent through traffic along the old Broadbridge Heath bypass.</li> <li>• The location of bus stops and shelters will need further consideration. Real Time Passenger Information (RTPI) will be required at bus stops and within community buildings and private dwellings to encourage bus use as part of the Travel Plan for the development.</li> <li>• The Passenger and Revenue Forecast Demands for public transport need to be re-assessed and the level of public transport subsidy increased.</li> </ul> <p>Green Travel Planning</p> <ul style="list-style-type: none"> <li>• The Travel Plan in the TA provides a good starting point, however further measures and information need to be included before the final document can be approved.</li> <li>• There may be a number of additional initiatives, such as Real Time Passenger Information (RTPI) in dwellings, car clubs, electricity docking stations, bicycle hire etc that would need more detailed investigation.</li> <li>• It is recommended that conditions are imposed relating to: <ul style="list-style-type: none"> <li>○ The new western roundabout access to the site from Five Oaks Road shall be constructed prior to the commencement of the development.</li> <li>○ The access roads (including the new east-west link road) shall be constructed prior to occupation.</li> <li>○ Safe pedestrian and cycle provision shall be provided from the site to Mill Lane, Old Wickhurst Lane and Billingshurst Road prior to occupation.</li> <li>○ Details of the location and allocation of car, motorcycle and cycle parking spaces to serve the development submitted prior to the commencement.</li> <li>○ Details of the full design details of the width, alignment and construction of the proposed bus access routes through the development (including the bus gates at the neighbourhood centre) submitted prior to implementation.</li> <li>○ Real Time Passenger Information to be provided as part of the Green Travel Plan for the development.</li> <li>○ The location and specification of bus stops and shelters submitted prior to implementation.</li> <li>○ A Green Travel Plan to be submitted prior to occupation.</li> <li>○ Full details of wheel washing prior to the construction of any dwelling.</li> <li>○ Full details of the construction compound, delivery turning arrangements and construction traffic parking submitted prior to commencement.</li> </ul> </li> </ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>EDUCATION</b></p> <ul style="list-style-type: none"> <li>• The agreed level and schedule of contributions towards primary, secondary and 6<sup>th</sup> form education is set out in the Section 106 agreement associated with this development.</li> <li>• The outline planning application identifies a 2.42 hectare site for a new 2FE Shelley primary school and associated playing fields immediately south of the existing Broadbridge Heath bypass and west of Old Wickhurst Lane.</li> <li>• The proposed new school site is considered to be in an acceptable position, but there are concerns about the physical and visual links between the school and eastern playing field.</li> <li>• A new 4m culvert crossing will be required between the two playing fields and any unnecessary undergrowth trimmed back to maximise visual links.</li> <li>• Construction work on the new Shelley school is proposed to commence in 2013 with completion and occupation by Sept 2014 (subject to the necessary funding being available). The new school site must be fully serviced to avoid future excavation work in the new surrounding roads.</li> <li>• Temporary classroom arrangements may be required at the existing Shelley and Arunside primary schools to accommodate children from the early phases of the Countryside and Berkeley developments.</li> <li>• The new east-west link road would have to be completed and open for traffic before the new school opens in Sept 2014 due to noise, pollution and road safety issues.</li> <li>• The existing Broadbridge Heath bypass would have to be closed as a through route. A School Safety Zone would have to be incorporated into the detailed design layout to reduce traffic speeds and create a safer environment for schoolchildren in accordance with WSCC policy.</li> <li>• Safe ped/cycle links would be required from the early phases of the Countryside development to the existing Shelley school with a Pegsus crossing provided on the existing Broadbridge Heath bypass at Mill Lane together with associated footpath links to Old Wickhurst Lane.</li> <li>• Temporary construction access to later phases should avoid having to pass the new Shelley School.</li> <li>• It is recommended that conditions are imposed relating to: <ul style="list-style-type: none"> <li>◦ A School Safety Zone shall be provided outside the new Shelley school site prior to the opening of the new school.</li> </ul> </li> </ul> <p><b>LIBRARIES</b></p> <p>Library services have expressed an interest in possibly providing a sub-library facility as part of the new neighbourhood centre and this interest has been identified and secured in the Section 106 agreement associated with this development.</p> <p><b>FIRE AND RESCUE SERVICES</b></p> <p>No specific requirements from this development other than the provision of fire hydrants at agreed locations within the site which has been secured in the Section 106 agreement associated with this development.</p> |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>WSCC WASTE MANAGEMENT</b></p> <p>There are no specific requirements for waste processing facilities on this development.</p> <p>Further to my previous consultation comments and recommended planning conditions dated 8th February 2010, I have now received further information and clarification to address WSCC's concerns on the following outstanding issues :</p> <ul style="list-style-type: none"> <li>• The severance of the landscape and wildlife corridor by the new east – west link road.</li> <li>• The issue of the severance of the existing Mill Lane landscape and wildlife corridor has been discussed at some length between WSCC's ecology, landscape, public rights of way, traffic safety and traffic signals officers. As the new east-west link road is a fundamental element of the access strategy for the development and has already been agreed through the masterplanning process, its removal or realignment is not a viable option at this stage in the development process.</li> <li>• Furthermore, a grade-separated overbridge or underpass to carry Mill Lane over or under the new east-west link was not a requirement of the approved masterplan. An at-grade crossing will therefore have to be provided and its impact on the landscape and wildlife corridor will have to be mitigated as best as possible.</li> <li>• A new Pegasus crossing will have to be provided to safely allow public bridlepath users using Mill Lane to cross the east-west link. This will be moved slightly off-line to the west of the definitive line in order to retain as much vegetation as possible and to allow the planting of the new semi-mature tree.</li> <li>• The new crossing will be designed to allow for the movement of equestrians, cyclists and pedestrians across the new east-west link road.</li> <li>• WSCC confirms that subject to approval of a scheme in accordance with design standards, it would be prepared to accept an at-grade signalised Pegasus crossing on the existing Broadbridge Heath bypass.</li> <li>• The design of the new crossing would have to be installed alongside measures to bring 85%ile traffic speeds down from their current 53mph to 50mph with anti-skid surfacing on the approaches. This could include speed activated warning signs but not a speed limit, at least until such time as the new east-west link road is open at which point the existing bypass would become downgraded to an access road allowing a 30mph speed limit to be introduced.</li> <li>• The new Pegasus crossing would be retained and would not be removed as a result of this downgrading.</li> <li>• Due to concerns about personal security along the Mill Lane public bridleway route north of the existing bypass, it would also be necessary to provide a new cycleway route along the southern side of the bypass to link up with the cycleway routes through the Tesco site and the existing underpass under the bypass leading to Wickhurst Lane north. <ul style="list-style-type: none"> <li>○ Further information and clarification has now been received from the applicants to a number of points raised by WSCC in the TA.</li> <li>○ The transport modelling work has now been validated and agreed with WSCC.</li> </ul> </li> </ul> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>○ A Design Statement and Stage 1 Road Safety Audits have been received and reviewed. However, these need to be updated to take into account the new access strategy for the east-west link.</li> <li>○ The applicant's have carried out additional traffic modelling work of different access strategy options for the east-west link and its impact on potential rat-running through Broadbridge Heath, Warnham and the lanes north of the village.</li> <li>○ The access strategy for the east-west link has now been amended to reduce the number of traffic signal junctions along the route. Although the eastern traffic signal junction and the Mill Lane and Old Wickhurst Lane crossings will remain, the western traffic signal junction will be removed and a left in/left out arrangement introduced. This will reduce the potential delays to motorists using the east-west link and will therefore reduce the potential for rat-running.</li> <li>○ The applicant's have also produced a report entitled ' South Broadbridge Heath – Assessment of Rural Roads – Countryside Properties (July 2010)' which reviews the existing speed limits on existing lanes to the north of Broadbridge Heath (namely : Bailing Hill, Robin Hood Lane and Byfleets Lane) to establish whether new speed limits along these lanes would be appropriate.</li> <li>○ The conclusion of this report suggested that only Bailing Hill could be suitable for a 50mph speed limit with the other lanes already having low traffic speeds due to their width and alignment.</li> <li>○ However, WSCC did review speed related issues on these same roads a few years ago and there was general consensus at the time that the community did not want the urbanisation of this area with the necessary signing and lining required to implement a new speed limit.</li> <li>○ The question was asked whether a dedicated left turn slip lane could be justified at this roundabout to reduce the queuing so as to make rat-running less likely. The applicant's subsequently produced a report 'Assessment of capacity at Five Oaks roundabout and consideration of need for left filter lane between Five Oaks Road and the new A264 east-west link dual carriageway – 16<sup>th</sup> July 2010'.</li> <li>○ This report indicates that there would be no queuing issues at the existing Five Oaks Road roundabout, but that some queuing would occur on the Guildford Road arm of the new western roundabout.</li> <li>○ WSCC noted this and asked the applicants to review the lane markings on the approach to the roundabout to allow both lanes to go ahead onto the new east-west link.</li> <li>○ The modelling of this arrangement indicated that if 15% of approaching traffic used the outside lane when approaching the roundabout then traffic queues would be reduced to acceptable levels.</li> <li>○ The applicants have been asked to look at a number of alternative options to deter rat-running through Broadbridge Heath and Warnham and the lanes to north of the development. Instead of introducing a scheme of speed humps and chicanes as proposed by the applicants, WSCC is seeking a more imaginative approach to deter traffic from entering Broadbridge Heath at source by reconfiguring the existing Five Oaks Road roundabout and approach roads.</li> <li>○ A number of options have been modelled and presented to HDC/WSCC/Parish members, the most effective of which, is the closure of the Billingshurst Road arm of the roundabout (into Broadbridge Heath)</li> </ul> |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>and its diversion onto the old Broadbridge Heath bypass when this is eventually downgraded.</p> <ul style="list-style-type: none"> <li>○ WSCC is satisfied that this is the most effective option to deter rat-running within the applicants control and has agreed to secure the necessary funding to deliver this option in the S106 agreement.</li> <li>○ However, there are two alternative options for traffic calming, one of which involves land outside of the applicants control but which may become available following discussions with an adjoining landowner in association with development on his land, and the other is the scheme of road humps, speed cushions and chicanes submitted with the planning application.</li> <li>○ To gauge local views on each option, the developer has prepared a consultation leaflet where local people can comment on their preferred option with comments being returned to HDC.</li> <li>○ The applicants, however, have agreed to provide a contribution to fund the most expensive of the three options with WSCC being responsible for delivering the most favoured option agreed following public consultation.</li> <li>○ The developer has now submitted satisfactory proposals to deter residents living on the new development from using Old Wickhurst Lane which is a public footpath but with restricted legal vehicular rights over it for existing dwellings south and north of the new east-west link road.</li> <li>○ An increased level of financial contribution towards public transport has been agreed in the Section 106 agreement and WSCC is now satisfied that this would be adequate to deliver public transport services to the development in both the short and longer term.</li> <li>○ A requirement to carry out further work on the Green Travel Plan has now been included in the S106 agreement.</li> </ul> <ul style="list-style-type: none"> <li>● It is recommended that conditions are imposed relating to: <ul style="list-style-type: none"> <li>○ The east-west link road shall not be open to traffic unless and until a new Pegasus crossing has been provided across the new link road.</li> <li>○ The development shall not be occupied until a new Pegasus crossing has been provided across the existing Broadbridge Heath bypass at Mill Lane.</li> <li>○ The development shall not be occupied until a new cycleway has been provided between the early phases of the development and the existing cycleway through the Tesco site</li> </ul> </li> </ul> <p>15/11/10 - WSCC comments on WSP report South Broadbridge Heath – Alternative Access Strategy (September 2010)</p> <p>Following earlier concerns expressed by Broadbridge Heath Parish Council (BHPC), Horsham District Council (HDC) and West Sussex County Council (WSCC) in relation to the proposed access strategy for this development, the developer has now considered a number of alternative access strategies in the above report that attempt to address these concerns and</p> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>find a solution which is both acceptable in traffic capacity and safety terms.</p> <p>The access strategy originally proposed in the outline planning submission indicated dual traffic signal junctions on the east-west link road together with traffic signalised crossings at Mill Lane and Old Wickhurst Lane. This strategy was contrary to that indicated in the adopted West of Horsham Masterplan which proposed only a single roundabout junction onto the east-west link road. The dual traffic signal junctions proposed were therefore considered unacceptable in that they would generate traffic delays and not create the perception of a free-flowing road forming part of the strategic road network. The likely consequences of this would be to encourage more rat-running through Broadbridge Heath and along the country lanes to the north of the village. An alternative access strategy was therefore required which seeks a better balance between keeping traffic along the east-west link as free flowing as possible whilst at the same time providing access to the development and ensuring safe connectivity between the development on the south side of the link and the village facilities to the north. It was also considered essential that drivers approaching the new western roundabout on the east-west link road did not observe traffic queues on the east-west link on their approach to this roundabout as the perception of delays would be likely to influence their decision as to whether to rat-run through Broadbridge Heath.</p> <p>A meeting was subsequently arranged on the 17<sup>th</sup> August 2010 between BHPC, WSCC, Countryside, and WSP (the developers transport consultant) to discuss five alternative access strategy options for the east-west link road. These options included dual signals (as proposed with the planning application), dual roundabouts, dual left in/left out, east left in/left out west signals, east signals west left in/left out, and single roundabout. Each of these options had been modelled and their respective impacts on potential rat-running identified and discussed. It was generally agreed that the access strategy option which offered the best compromise in creating a free flowing link whilst keeping traffic speeds within the 40mph speed limit of the road and meeting the access needs of the development was the east left in/left out west signals arrangement. This option though would create more east/west traffic within the new development and also increase U-turning movements at both new western and eastern roundabouts. However, this would not be unacceptable in both capacity and safety terms and would, effectively, reduce the number of traffic signals on the east-west link from 4 to 3 and remove any visible traffic queues from the Billingshurst approach to the western roundabout. Furthermore, it would not have a serious impact on bus service routing through the development or the intended bus priority measures at the eastern traffic signals. WSCC is therefore satisfied that this option is the most effective compromise in meeting competing demands and therefore has no objections to the revised proposal of an east signals west left in/left out access strategy.</p> <p>In addition to agreeing the revised access strategy for the east-west link road, there is also a need to deter rat-running through Broadbridge Heath and the country lanes to the north by introducing a traffic calming scheme within the village which deters traffic from using these routes. The scheme proposed in the outline planning submission showing speed humps, speed cushions and chicanes along Billingshurst Road is not considered to be acceptable as it would cause noise and disruption for existing residents and deter bus operators from using the route. Greater emphasis should therefore be given to deterring traffic from entering the village altogether by using a design-led approach at the existing western village</p> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                        | <p>gateway at Five Oaks Road roundabout. In this respect, and following consultation between BHPC, HDC, WSCC and Countryside, a number of alternative traffic calming options have been identified in a consultation leaflet for Broadbridge Heath residents to comment on. WSCC will be securing a sufficient financial contribution from the developer to deliver one of these options, but this can only be done once the new east-west link road has been delivered and the existing Broadbridge Heath bypass downgraded or by the 600<sup>th</sup> dwelling, whichever occurs first.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b>CONSULTATION RESPONSES FROM NEIGHBOURS; RESIDENTS OF BROADBRIDGE HEATH AND OTHER PARTIES</b></p> | <p>A total of 15 letters have been received from neighbouring residents either directly adjoining the site or within Broadbridge Heath village itself plus three letters from parties acting for landowning interests within the vicinity of the site i.e. DMH Stallard; Driver Jonas and White and Sons and one from Broadbridge Heath Football Club.</p> <p>The issues raised by the consultation responses are summarised below:</p> <p>a) Highway related objections</p> <ul style="list-style-type: none"> <li>- impact of rat running through Broadbridge Heath</li> <li>- impact on highway and pedestrian safety</li> <li>- absence of grade separated crossing on the east west link road</li> <li>- impact upon pedestrian and equestrian network</li> </ul> <p>b) Infrastructure</p> <ul style="list-style-type: none"> <li>- impact of the development on flooding</li> </ul> <p>c) Community Infrastructure Provision</p> <ul style="list-style-type: none"> <li>- need for recreational facilities to include a 10 pin bowling alley and swimming pool</li> <li>- impact on capacity of existing school</li> <li>- the timing of the delivery of the for sport pitches – this should be delivered at the earliest opportunity or at least the mid way through the development</li> </ul> <p>d) Amenity Issues</p> <ul style="list-style-type: none"> <li>- impact of the development on the outlook/amenity of Wickhurst, Old Wickhurst Lane and the need for buffer through fencing or landscaping to be provided around the property.</li> </ul> |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>- impact of noise, lighting and disturbance.</li> <li>- Impact on the amenity of Fairview, Old Wickhurst Lane due to the proximity of the development and potential vehicular access to Old Wickhurst Lane; the impact of nearby recreational activities and the impact on existing drainage. Drainage to the property must not be affected and a buffer should be provided to the property.</li> </ul> <p>e) Principal of the Development/Urban Design</p> <ul style="list-style-type: none"> <li>- impact of the scale of the development on the character of the area</li> </ul> <p>f) Environment/Wildlife issues</p> <ul style="list-style-type: none"> <li>- impact on existing wildlife habitats</li> </ul> <p><u>Other Interested Parties</u></p> <p>DMH Stallard –</p> <ul style="list-style-type: none"> <li>• Overall we support the development as it is in broad compliance with the Masterplan.</li> <li>• The red line should include the A264 as works are proposed to this road.</li> <li>• If the red line is not amended there should be an agreed mechanism to ensure the highway works to the A264 are completed at an early stage.</li> <li>• The area previously set aside for sports pitches should remain as such.</li> <li>• The phasing of the site is supported which would enable a planning application at an early stage at Lower Broadbridge Farm.</li> <li>• The downgrading of the western section of the A264 is supported, which would allow access to Lower Broadbridge Farm.</li> <li>• It is unclear whether the downgrade is just for buses or for reduced traffic flows.</li> </ul> <p>Drivers Jonas –</p> <ul style="list-style-type: none"> <li>• It is important to ensure that the local community is supported by facilities to support the day to day needs, such as local shops.</li> <li>• The development is broadly supported and will provide more customers to Broadbridge Heath Retail Park (BHRP).</li> <li>• BHBP is an access for customers and servicing from the A264.</li> <li>• Concerns are raised of the impact of the proposal on passing trade to the BHPB but recognises the highway arrangements accord with the principles in the relevant SPD.</li> <li>• The development should protect the potential for future development at BHBP.</li> </ul> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|  |                                                                                                                                                                                                                                                                                                                                                                           |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"><li>• Uses in the neighbourhood centre should not rival BHP.</li><li>• Controls should be in place so the five retail units cannot be merged to create larger units.</li><li>• The retail units which would benefit from A2, A3 and A4 uses should have their permitted development rights removed to prevent a change to A1.</li></ul> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|   |                       | Policy requirement                                                                                                                                          | Item                                           | Countryside Heads of Terms (£)        |                                                                                                                                                          |
|---|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                       |                                                                                                                                                             |                                                | £                                     | Notes                                                                                                                                                    |
| 1 | Highway Works         | Land West of Horsham Masterplan, Supplementary Planning Document Adopted October 2008, West Sussex Structure Plan 2001-2016 Deposit Draft, Policy DEV3      | A24 Grade Separate Junction                    | £7,728,800                            | WSCC to provide a new grade separated junction on A24 providing principal means of access to the development. Junction to be opened by 450th occupation. |
|   |                       |                                                                                                                                                             | Farthings Hill RAB                             | £106,000                              | Contribution to be based on 'cumulative strategy' for both sides of A24.                                                                                 |
|   |                       |                                                                                                                                                             | Five Oaks Road RAB                             | CP to provide in lieu of contribution | Part of the dual carriageway construction                                                                                                                |
|   |                       |                                                                                                                                                             | Old Guildford Road Traffic Management          | £625,000                              | A contribution will be made to WSCC on the 600th occupation for traffic calming measures in BBH                                                          |
|   |                       |                                                                                                                                                             | Rural Road Traffic Management                  |                                       |                                                                                                                                                          |
|   |                       |                                                                                                                                                             | A264/Five Oaks Road RAB                        |                                       |                                                                                                                                                          |
|   |                       |                                                                                                                                                             | Tesco RAB Interim                              | £75,000                               |                                                                                                                                                          |
|   |                       |                                                                                                                                                             | Tesco RAB Final                                | £40,000                               |                                                                                                                                                          |
|   |                       |                                                                                                                                                             | Public Transport                               | £429,487                              | CP will make a contribution by way of subsidy to the bus operator via WSCC between the development site and the town centre                              |
|   |                       |                                                                                                                                                             | Dual Carriageway                               | CP to provide in lieu of contribution | CP will construct a link road between the new A24 junction and the A264 at Five Oaks Road by the 450th occupation                                        |
|   |                       |                                                                                                                                                             | Fire and Rescue                                | CP to provide in lieu of contribution | Fire Hydrants to be provided at locations within the site, by way of prior agreement with WSCC                                                           |
| 2 | Formal Outdoor Sports | Horsham District Council Local Development Framework to 2018, Planning Obligations Supplemental Planning Document June 2007, Core Strategy Adopted Feb 2007 | MUGAS x 2                                      |                                       | Two MUGAs will be provided to an agreed specification. Both to be completed by 750th occupation                                                          |
|   |                       |                                                                                                                                                             | Commutated Maintenance Payment MUGAS           | £94,500                               | Commutated maintenance sum to be paid on hand over to Local Authority                                                                                    |
|   |                       |                                                                                                                                                             | Sports Pitches                                 |                                       | To be provided to an agreed specification in line with outline planning consent                                                                          |
|   |                       |                                                                                                                                                             | Pavilion                                       |                                       | CP to provide pavilion facility to serve as changing rooms, storage and social facilities.                                                               |
| 3 | Children's Play       | Horsham District Council Local Development Framework to 2018, Planning Obligations Supplemental Planning Document June 2007, Core Strategy Adopted Feb 2007 | LEAP x 2                                       |                                       | To be provided by the completion of the adjacent residential phase                                                                                       |
|   |                       |                                                                                                                                                             | Commutated Maintenance Payment LEAP            | £84,000                               | Commutated maintenance sum to be paid on hand over to Local Authority                                                                                    |
| 4 | Youth Facilities      | Horsham District Council Local Development Framework to 2018, Planning Obligations Supplemental Planning Document June 2007, Core Strategy Adopted Feb 2007 | Skate Park                                     |                                       | To be provided to an agreed specification in line with outline planning consent                                                                          |
|   |                       |                                                                                                                                                             | Commutated Maintenance Payment Skate Park      | £42,000                               | Commutated maintenance sum to be paid on hand over to Local Authority                                                                                    |
|   |                       |                                                                                                                                                             | Kickabout Areas x 2                            |                                       | CP to provide a LEAP and LAP to an agreed specification                                                                                                  |
|   |                       |                                                                                                                                                             | Commutated Maintenance Payment Kickabout Areas | £42,000                               | Commutated maintenance sum to be paid on hand over to Local Authority                                                                                    |
| 5 | Community Facilities  | Land West of Horsham Masterplan, Supplementary Planning Document Adopted October 2008                                                                       | Community Centre                               | £450,000                              | CP to provide a contribution towards a community centre prior to the 200th occupation.                                                                   |
|   |                       |                                                                                                                                                             | Doctors Surgery                                | CP to provide in lieu of contribution | CP to provide a doctors surgery facilitating up to 5 GPs by the 600th occupation (if sufficient demand exists)                                           |
|   |                       |                                                                                                                                                             | Parish Office                                  | CP to provide in lieu of contribution | A building or space within a building will be provided for a Parish Office                                                                               |
| 6 | Public Art            | Horsham District Council Local Development Framework to 2018, Planning Obligations Supplemental Planning Document June 2007, Core Strategy Adopted Feb 2007 | Public Art                                     | £150,000                              | Public Art to be incorporated into the scheme by way of design                                                                                           |
| 7 | Open Space            | Horsham District Council Local Development Framework to 2018, Planning Obligations Supplemental Planning Document June 2007, Core Strategy Adopted Feb 2007 | Leisure Centre Land                            | CP to provide in lieu of contribution | CP to provide up to 1ha of land for expansion of Broadbridge Heath leisure centre                                                                        |

|    |                | Policy requirement                                                                          | Item                                                | Countryside Heads of Terms (£)                                      |                                                                                         |
|----|----------------|---------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
|    |                | Strategy Adopted Feb 2007                                                                   | Allotments                                          | CP to provide in lieu of contribution                               | CP to provide a site for allotments at an agreed location prior to the 650th occupation |
|    |                |                                                                                             | Structural Landscaping                              |                                                                     | To be provided in line with outline planning consent                                    |
|    |                |                                                                                             | Structural Landscaping Commuted Maintenance Payment | £1,352,367                                                          | Contribution to be agreed in line with schedule of rates                                |
|    |                |                                                                                             | Landscaping scheme to Dual Carriageway              | CP to provide in lieu of contribution                               |                                                                                         |
| 8  | Education      | West Sussex Structure Plan 2001-2016<br>Deposit Draft, Policy DEV3                          | Secondary Education Contribution                    | £2,683,284                                                          | CP will pay WSCC a contribution towards the provision of secondary school facilities    |
|    |                |                                                                                             | Primary Education Contribution                      | £1,246,581                                                          | Primary school site to be provided along with a contribution towards facilities         |
|    |                |                                                                                             | Sixth Form Contribution                             | £450,000                                                            |                                                                                         |
|    |                |                                                                                             | Library                                             | CP to provide space in neighbourhood centre in lieu of contribution |                                                                                         |
|    |                |                                                                                             | Nursery                                             | CP to provide space in neighbourhood centre in lieu of contribution |                                                                                         |
| 9  | Recycling      | West Sussex Structure Plan 2001-2016<br>Deposit Draft, Policy DEV3                          |                                                     |                                                                     |                                                                                         |
| 10 | Sustainability | Land West of Horsham Masterplan,<br>Supplementary Planning Document<br>Adopted October 2008 | Travel Plan                                         |                                                                     |                                                                                         |

