



Horsham
District
Council

ADDENDUM B

22nd May 2017

Further to the Committee discussion of this application, the following section seeks to provide additional information and details to assist in considering the points raised by Planning Committee (North). There are also two points of correction.

1.0 *TRANSPORT AND HIGHWAYS*

- 1.1 The proposed improvement works to the Langhurstwood Road / A264 junction were discussed. It is proposed to close the existing left in/left out Langhurstwood Road junction and to create a four arm signalised roundabout in a position to the east of its current alignment. The proposed roundabout would create an improved junction in terms of safety and access onto Langhurstwood Road, over the current situation, particularly for heavy goods vehicles (i.e. those serving the waste services site). In addition, as a signalised junction, the new roundabout will enable the provision of an 'at grade' pedestrian/cycle crossing from the development site linking to Pondtail Drive.
- 1.2 Policy SD9 of the HDPF requires a number of transport infrastructure improvements to be brought forward as part of the development of the Land North of Horsham site. This policy requires, at point 6., that the existing Langhurstwood Road junction with the A264 be closed and a new junction created in the form of a roundabout. The proposal therefore accords with this policy and also allows for increased connectivity between the site and the existing settlement of Horsham, through the creation of a new crossing.
- 1.3 Notwithstanding the above and the approved policy to close Langhurstwood Road, the developer has agreed to consider the concerns raised by some Members and to provide an update on whether other options for this junction are possible. This is likely to be reported at the Council meeting.
- 1.4 In terms of crossings of the A264, the development will create the aforementioned Langhurstwood Road crossing, another 'at grade' crossing at the proposed signalised Ruser Road / A264 roundabout, a pedestrian and cycle bridge over the A264 adjacent to the Ruser Road roundabout, and the existing railway underpass will be improved with a new cycle route proposed to connect with the existing Public Rights of Way network. These proposed crossings will significantly improve the current level of connectivity across the A264 and provide opportunities for pedestrians and cyclists to safely cross the A264 and continue into Horsham, or elsewhere, along the most likely desire lines for movements.
- 1.5 In addition to the crossings of the A264, the proposed development will provide within its internal layout, footpaths and cycleways adjacent to the primary roads that

will lead around the development, and a number of greenways through the site. These will link up to existing routes outside of the site, including the Riverside Walk. The development has also been designed to allow for connectivity to Horsham through a bus service. Whilst the operation of such a service is ultimately a commercial decision for a bus service operator, the layout of the site and the proposed junctions with the A264 will allow for a bus route through the site and linking up with Horsham town centre. The fourth arm from the proposed Langhurstwood Road roundabout would allow for bus only access to Pondtail Drive, which has been assessed and considered by the County Highways Authority, as suitable and satisfactory to accommodate a bus service.

- 1.6 The applicants have agreed to provide a scheme to monitor future vehicular movements through the village of Rusper and to develop and install, at the applicants expense, traffic calming measures here if confirmed to be necessary. Any scope of such measures would be separately consulted upon by the County Council.
- 1.7 The proposed development is considered to have been designed to ensure that it is appropriately, adequately and safely accessible both via motorised and non-motorised forms of transport. Improvements to existing junctions are proposed which will aid highway safety and allow for increased pedestrian and cycle crossings of the A264, ensuring that the proposed development is linked to and accessible from Horsham.
- 2.0 *VIABILITY*
- 2.1 The applicants submitted a viability assessment of the proposed development, which has been subsequently reviewed by the Council's appointed independent specialist surveyors, Dixon Searle Partnership (DSP). It is acknowledged that elements of the viability assessment, specifically sales revenues and costs, date from prior to the submission of the application. However, reference to a fixed point in time is common practice for undertaking viability assessments, in order to be able to fix certain baseline figures. DSP are satisfied that the information submitted is sufficient to be able to carry out a full appraisal of the scheme's viability at this stage. Whilst it is true that certain figures could be argued should be changed, the viability assessment has to be considered 'in the round' and whether it is, on balance, reasonable. DSP have advised that it is and that the affordable housing has been pushed as far as can reasonably be expected. In order to ensure that any future or on-going uplift in net return for the developer proportionately results in an uplift in affordable housing provision (up to a full 35% provision) the Legal Agreement will contain a review mechanism which will trigger a review of the scheme's viability at 5 yearly intervals (from the date of the original assessment) throughout the development's delivery.
- 2.2 During the consideration of the proposal, at application and pre-application stages, Officers have argued for the overall level of housing for local needs (HFLN), and specifically the traditional forms of affordable housing, to be increased. This has resulted in a total provision of 30% HFLN, with 18% being split between affordable rented and shared ownership properties, with the emphasis on rented. This is considerably higher than first offered by the developer with the 'traditional' affordable housing offer increasing from 9.4% to 18%.

3.0 SERVICES AND INFRASTRUCTURE

2.3 The development proposes the provision of land for two primary schools, a secondary school, a special educational needs school and an early years facility. In addition, the construction of the first primary school, part of the second primary school, almost half of the secondary school and a proportion of the special educational needs school are to be funded by the development. This is in accordance with the requirements of Policy SD8 of the HDPF.

2.4 In terms of locating the schools within the site, the first primary school, secondary school and early years facility are to be situated towards the centre of the development site, just to the east of Rusper Road and adjacent to the new junction of this road with the primary road running east/west through the development. This location will allow for the early delivery of the school facility, as the strategic infrastructure elements needed to access this location will be provided early on within the construction period, and will also allow for ease of access for residents of the new development, and those from elsewhere. This location for the main school campus site is considered to be appropriate and desirable. The second primary school would be delivered later on during the development stage in a location further to the west.

2.5 Concerns have been raised regarding the potential for noise disturbance to existing residents living to the south of the A264, resulting from additional vehicular movements along this road. The noise assessment submitted as part of the Environmental Statement considers that any potential increase in noise to these properties arising from road traffic would be negligible. The Council's Environmental Health Officer has raised no objections to the development in this regard. The potential for a noise fence/bund can be considered in detail at Reserved Matters stage.

2.6 It is acknowledged that there is currently insufficient capacity with the local sewerage network to accommodate the development proposed. However, the requirement to address this falls upon the developer in conjunction with the statutory undertaker and they will be required to make appropriate upgrades, improvements and connections to ensure that the foul drainage from the development can be appropriately and adequately accommodated within the sewerage network. The applicant is aware that substantial drainage infrastructure needs to be provided in order to meet the requirements imposed by Southern Water, with this to include sewer upgrades, flow control replacements and upgrading of the local treatment plant. These works will be controlled and ensured under the Water Industry Act 1991 and carried out at the developer's expense.

3.0 ADDITIONAL REPRESENTATIONS RECEIVED

3.1 Since the application was reported to Planning Committee (North) on 28th April 2017, 3 No. further letters of representation have been received. Two of these object to the development and one raises a query only. The objections can be summarised as follows:

- There will be more traffic and the railway station won't go ahead, as this would slow trains to existing stations;
- Parking problems in Horsham will be worsened;
- Unclear about proposed medical facilities;
- Insufficient local employment opportunities;
- Not enough affordable housing is proposed.

4.0 REPORT CORRECTIONS

5.1 At paragraph 6.133 it should be noted the development will also provide a post 16 education contribution for off-site provision.

5.2 At paragraph 6.9 of the Officers report it states, when referring to the housing for local needs package 'these types of unit reflect the wider affordable housing definition currently being consulted on through the Housing White Paper.' Whilst the Council has a requirement to identify suitable sites for self-build and the Government is supportive of expanding the offer of private rent, these do not currently sit within the draft definition of affordable housing as set out within the Housing White Paper. They would however make a valuable contribution to the local housing needs of the District in addition to the current offer of affordable housing. The new Government may change the definitions again and so the focus should remain on the 'traditional' affordable housing, which is only 18% but for the reasons set out in the main report and above, is considered to be all that is viable.

The recommendation is set out in the Full Council Report

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